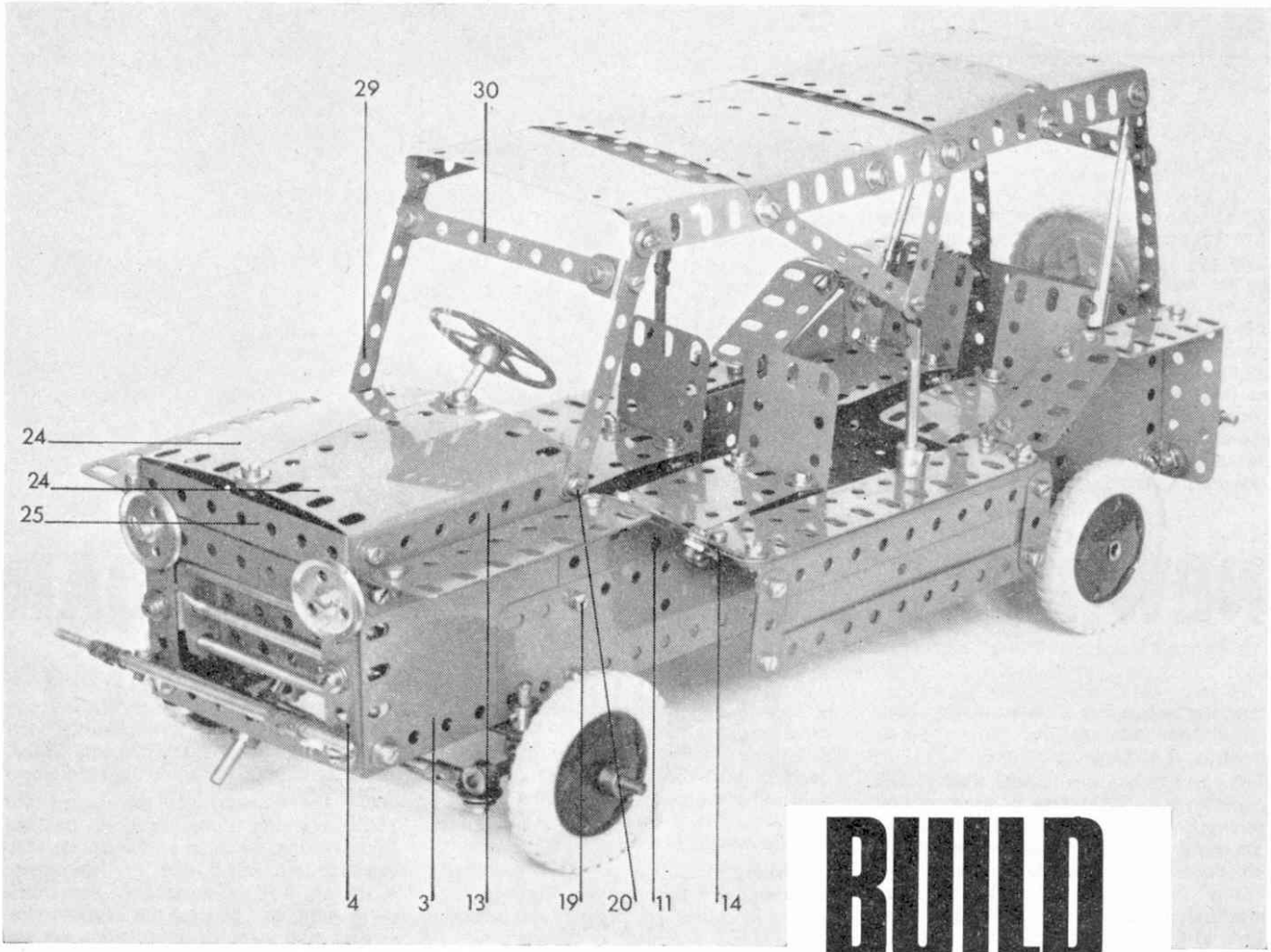


BUILD A MINI-MOKE

by Spanner

WHAT would you say is the most popular car on our roads? Two or three years ago, you would probably have chosen the Morris Minor 1000, but the position has changed. Nowadays, there seems to be far more B.M.C. Minis about than any other single vehicle. Of course, there are several different versions of the Mini—Morris, Austin, etc., but they are so much alike that they can be classed as one—all, that is, except the Mini-Moke.

The Moke is not as well known as the ordinary saloon, although it is still definitely a Mini. If you call the saloon a town car, then the Moke could be described as its country cousin. It is ideal for farmers and countrymen, being built along the lines of a jeep and equipped with four-wheel drive.

The Meccano model described here is based on the Mini-Moke and closely follows the basic outlines of the actual car. A simple but very effective steering arrangement is fitted, that is worth keeping in mind for inclusion in future models of your own. Building instructions are as follows:

Chassis and Body

Both sides being similar, only one side of the model will be described. A 12½ in. Angle Girder 1 is extended by a 3½ in. Angle Girder 2, overlapped three holes. To the front of the Angle Girder 2 is bolted a 3½ in. by 2½ in. Flexible Plate 3 and a 2½ in. Angle Girder 4. Two 5½ in. by 1½ in. Flexible Plates 5 and 6 and a 2½ in. by 2½ in. Flexible Plate 7 are secured to Angle Girder 1, then a 2½ in. Angle Girder 8 and a 5½ in. Angle Girder 9 are fixed to the top of the Plates, as shown, the same bolts also holding a 2½ in. by 1½ in. Triangular Flexible Plate 10 in position. A similar Triangular Flexible Plate 11 is bolted to the Flexible Plates 3 and 5, at the same time adding a 3½ in. Angle Girder 12 and a 3½ in. Flat Girder 13.

Respective Flat Girders are bolted to the Angle Girders 8, 9 and 12, then two additional 2 in. Flat Girders 14 are secured to the same Angle Girders by Obtuse Angle Brackets. A 5½ in. Angle Girder 15, to which a 5½ in. by 1½ in. Flexible Plate edged by two 5½ in. and two 1½ in. Strips is attached, is now bolted to the 5½ in. Flat Girder fixed to Angle Girder 9. A 1 in. Corner Bracket 16 is bolted to Angle Girder 1 to serve as a bearing for the rear axle.

Both sides having been built, they are joined together by two 5½ in. by 3½ in. Flat Plates 17 and a 5½ in. by 2½ in. Flat Plate 18 held by Angle Brackets. With the bolts 19 and 20 a 3½ in. by 2½ in.

Flanged Plate, not shown in the illustrations, is also fixed between the sides, being held by Bolts 19 and 20.

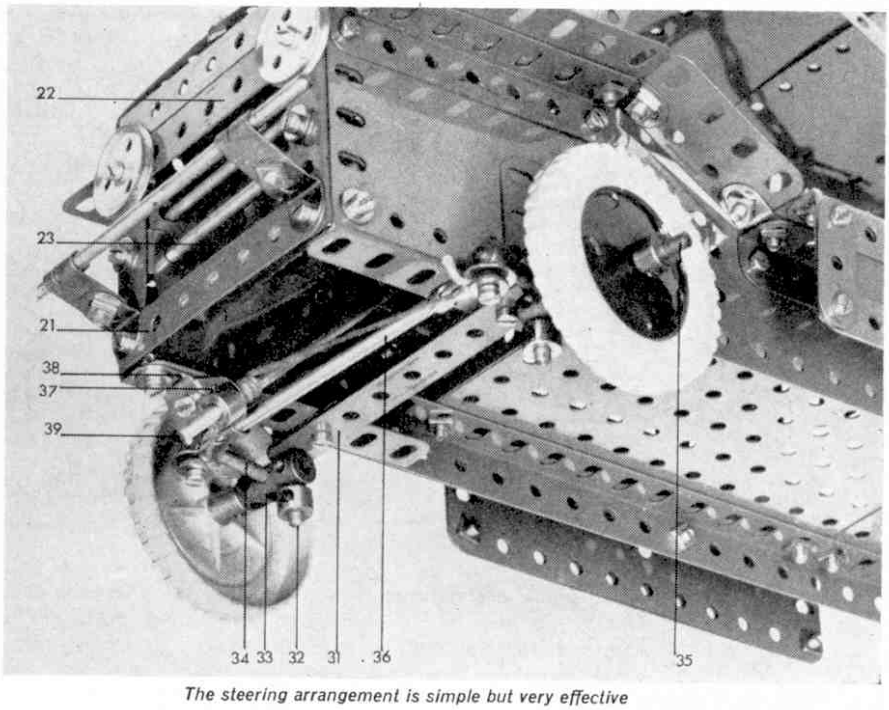
Two 3½ in. Strips 21 and 22 are secured to the 2½ in. Angle Girders 4, the Bolts holding Strip 21 also holding two Angle Brackets in place, while those fixing Strip 22 secure two 1 in. loose Pulleys which represent headlamps. A 2½ in. by 1½ in. Flanged Plate 23, supporting three 3½ in. Rods held in position by Spring Clips, is attached, by Angle Brackets on the centre Rod, to Angle Girders 4.

Two 3½ in. by 2½ in. Flexible Plates 24, bent to shape, are joined together and fixed to Flat Girders 13. The radiator is completed by a 3½ in. by ½ in. Double Angle Strip 25, bolted between the sides, as shown.

Towing bars are represented by 5 in. Rods held by Right Angle Rod and Strip Connectors bolted, at the front, to the Angle Brackets held by the Bolts holding Strip 21, and, at the rear, to Angle Brackets attached to Flat Plate 18. Also bolted to Flat Plate 18 are two 4½ in. Narrow Strips 26 connected by a 3½ in. Narrow Strip 27 and a 3½ in. by 2½ in. Transparent Plastic Plate 28. A 2½ in. Road Wheel, fixed by a ¾ in. Bolt to Plate 18, represents the spare wheel.

Two 3½ in. Narrow Strips 29, held by Bolts 20, are joined by another 3½ in. Narrow Strip 30 with the help of Angle Brackets, at the same time fixing a 3½ in. by 2½ in. Transparent Plastic Plate in position to serve as the windscreen. Five 4½ in. by 2½ in. Flexible Plates, with their edges bent over at right angles, are attached to the Narrow Strips to form the roof. Supporting the roof in the centre are a 3½ in. and a 2½ in. Narrow Strip bolted to a Rod and Strip Connector fixed on a 2 in. Rod held by a Rod Socket. A 3 in. Rod, mounted in two Rod and Strip Connectors, supports the roof at the rear.

The seats are built up from a 2½ in. by 1½ in. Flexible Plate attached by Angle Brackets to a similar Plate that is fastened to the model side also by an Angle Bracket.



The steering arrangement is simple but very effective

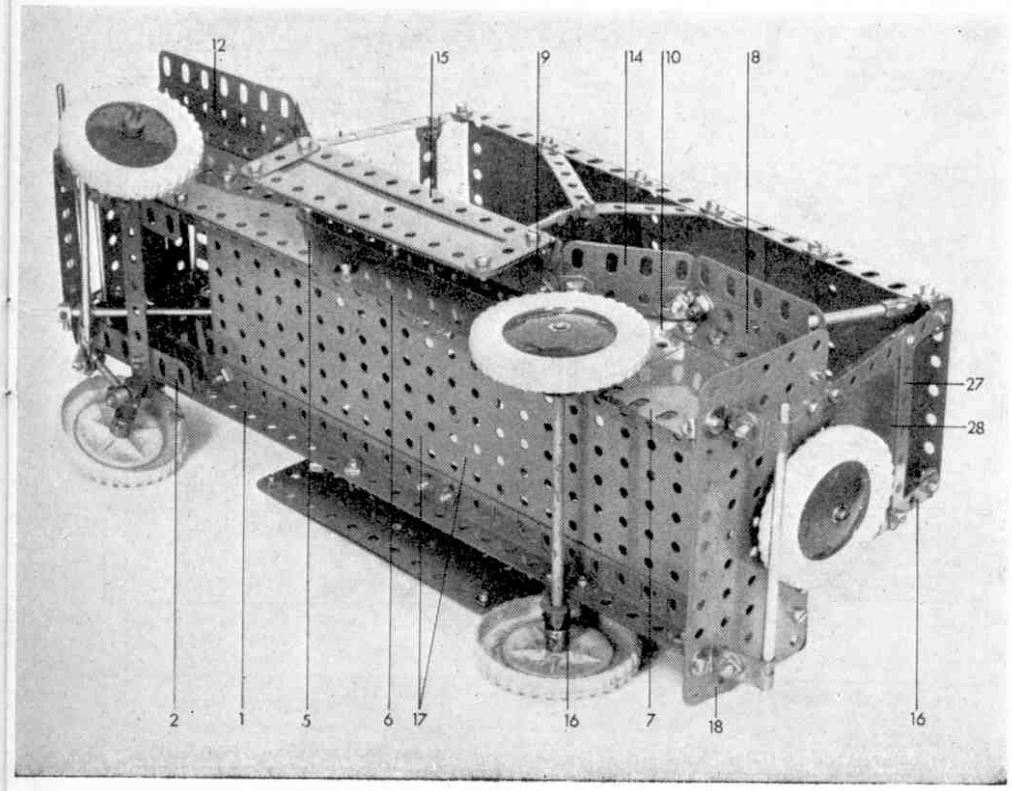
Steering Assembly

A 4½ in. Strip 31, with a Crank at each end, is secured to the Angle Girders 2. In each Crank a 1½ in. Rod 32 is fastened, then Couplings 33, carrying 1½ in. Rods 34 and 35, are mounted loosely on the Rods 32, being held in place by Collars. Rod and Strip Connectors are fixed on the ends of a 4 in. Rod 36, and are each attached to the Collars on the Rods 34 by a ⅜ in. Bolt, carrying a Washer.

Next, a Fishplate 37 is bolted to an Obtuse Angle Bracket 38 secured to the Angle Girder 2. A 6½ in. Rod 39 is journalled in the second hole from the top and side of the 3½ in. by 2½ in. Flanged Plate held by Bolts 19 and 20, being held in place by a Steering Wheel 39 and a Collar. A length of Cord is tied to one of the ⅜ in. Bolts, is wound three times around the Rod 39 and is fastened tightly to the other ⅜ in. Bolt.

Both rear wheels are 2½ in. Road Wheels, mounted on a 5½ in. Rod journalled in 1 in. Corner Brackets 16. Similar front wheels are held by Collars on the Rods 35.

There is no complicated gearing or drive system to the Mini-Moke model



Parts required:

2 of No. 2	2 of No. 22a	2 of No. 111c
1 of No. 2a	6 of No. 35	2 of No 133a
2 of No. 3	135 of No. 37a	2 of No. 179
4 of No. 6a	134 of No. 37b	1 of No. 185
2 of No. 8	37 of No. 38	5 of No. 187
4 of No. 9	1 of No. 48b	8 of No. 188
4 of No. 9b	1 of No. 51	6 of No. 189
4 of No. 9d	2 of No. 52a	2 of No. 190
1 of No. 10	1 of No. 53	4 of No. 190a
22 of No. 12	10 of No. 59	5 of No. 191
9 of No. 12c	2 of No. 62	2 of No. 193b
1 of No. 14	2 of No. 63	8 of No. 212
1 of No. 14a	1 of No. 70	2 of No. 212a
2 of No. 15	2 of No. 103	4 of No. 221
3 of No. 16	4 of No. 103d	2 of No. 235a
2 of No. 16b	2 of No. 103f	6 of No. 235b
2 of No. 17	4 of No. 103g	2 of No. 235d
6 of No. 18a	1 of No. 111	