



# CARRY A LOAD—by Spanner

AS several readers have recently pointed out, it's been quite some time since we featured a model that can be built with standard Meccano Outfit No. 6. It's also some time since we featured a straightforward lorry so, this month, I thought I would kill two birds with one stone by including the fairly large lorry described below. Outfit No. 6 contains all the parts needed to build it.

## CHASSIS AND STEERING

A strong but simple chassis is provided by two 12½ in. Angle Girders 1, each extended 12 holes by a 12½ in. Strip 2. At the front, Girders 1 are connected by a Semi-circular plate 3 while, at the rear, Strips 2 are joined by a 2½ in. by ½ in. Double Angle Strip 4. Also bolted between Girders 1, through their ninth holes, is a 2½ in. Strip 5. Flat Trunnions 6 are fixed to Strips 2 to provide bearings for a 5 in. Rod 7, held in place by 1 in. Fixed Pulleys. Mounted on the ends of this Rod are 2½ in. Road Wheels, as shown.

Secured to Angle Girders 1 through their fourth holes, is a 2½ in. by ½ in. Double Angle Strip, to which is bolted a 4½ in. compound strip 8, obtained from two 2½ in. Strips. Two similar arrangements are each provided by securing a 1½ in. Strip 9 between the lugs of a Double Bracket, using a Nut and a ⅜ in. Bolt, then the complete units are lock-nutted to the ends of compound strip 8. Another 4½ in. compound strip 10 is built up from two 2½ in. Strips and is lock-nutted between the ends of 1½ in. Strips 9, at the same time lock-nutting a 3½ in. Strip 11 to the nearside 1½ in. Strip. The other end of this Strip is, in turn, lock-nutted to an eight-hole Bush Wheel 12, which will later be mounted on the lower end

of the steering column. A 1½ in. Rod, carrying a 2½ in. Road Wheel and a Collar is journalled in the lugs of each Double Bracket.

## CAB AND BONNET

In the case of the bonnet and driving cab, it is possible to build the entire unit separately, mounting it on the chassis when completed, and I suggest that this is what you do. Each side is composed of a 4½ in. by 2½ in. Flat Plate 13 extended by a 2½ in. by 2½ in. Flexible Plate 14. This latter Plate is edged along the lower side by a 3 in. Strip 15, one end of which is bolted to a 5½ in. Strip 16. At the top, Plate 14 is connected to Strip 16 by a Fish Plate. Note that Strip 16 protrudes three holes below the lower edge of the Plate.

The back of the cab is formed by a compound 4½ in. by 3½ in. Flexible Plate 17 built up from a 4½ in. by 2½ in. and two 2½ in. by 1½ in. Flexible Plates. It is fixed to the sides by Angle Brackets and by a 3½ in. by ½ in. Double Angle Strip 18, the Bolts securing this Double Angle Strip also holding the roof—a 3½ in. by 2½ in. Flanged Plate—in position. 2½ in. Strips 19 act as the forward roof stays. A bonnet top is obtained from a 4½ in. by 2½ in. Flexible Plate 20, extended by a Semi-circular Plate 21 and edged by two 3½ in. Strips 22 joined by another 3½ in. Strip 23. The completed unit is secured in place by Angle Brackets while Semi-circular Plate 21 is joined to Semi-circular Plate 3 by a 2½ in. by ½ in. Double Angle Strip 24. Three Formed Slotted Strips 25 are bolted to this Double Angle Strip to represent the radiator grille.

Each combined mudguard and running board is built up from a 2½ in. by 1½ in. Triangular Flexible

Plate 26 bolted to a 5½ in. by 1½ in. Flexible Plate 27 at the same time fixing a 1½ in. by ½ in. Double Angle Strip 28 in place. At its other end, Plate 27 is extended by a 2½ in. by 1½ in. Flexible Plate 29, attached to Plate 27 by Obtuse Angle Brackets. The finished arrangement is attached to the body by an Angle Bracket at the rear and by Double Angle Strip 28 at the front. A 4 in. Rod, journalled in Strip 5 and a Fishplate bolted to Strip 23, serves as the steering column, which is held in place by a Collar 30. Bush Wheel 12 is fixed on the lower end of the Rod while an eight-hole Bush Wheel 31 is secured on the upper end of the Rod to represent the steering wheel. Angle Brackets, incidentally, are used to fix the back and sides of the cab to the chassis.

## LOAD BODY

Perhaps the most interesting aspect of the actual load carrying section of the model is the way Strips have been extensively used in its construction to provide greater strength and rigidity. Each side, in fact, is composed of four 12½ in. Strips 32, joined together and to a 12½ in. Angle Girder 33 by three 2½ in. Strips 34, at the same time securing a 5½ in. by 2½ in. Flanged Plate 35 between the sides to form the forward end. The back is represented by a 5½ in. by 2½ in. Flexible Plate 36, overlaid by two 5½ in. Strips 37 and attached to the sides by two 1 in. by 1 in. Angle Brackets and two ½ in. by ½ in. Angle Brackets.

The floor or 'bed' of the load body is provided by two 12½ in. by 2½ in. Strip Plates 38 separated by a 12½ in. Strip 39. All are joined by three lateral 5½ in. Strips 40, placed one at each end and one in the centre. The whole unit is bolted to Angle Girders 33 and Flanged Plate 35. When finished the com-

plete load body is attached to the chassis by two Double Brackets at the front and two ½ in. by ½ in. Reversed Angle Brackets at the rear. Finally, a front bumper is provided by two shaped 5½ in. Strips 41, overlapped nine holes and joined to Angle Girders 1 by two 2½ in. by ½ in. Double Angle Strips 42.

This completes the model as illustrated here, but several improvements can be made. For example, the windows could be glazed with Transparent Plastic Plates. The reason why we did not fit glazing was to allow access to the steering wheel which does, of course, operate. Another modification which springs to mind is the fitting of additional body and chassis details such as headlamps, sidelamps, exhaust pipe, etc. There are any number of things that could be included, really, provided you have the spare parts available.

Something that I always advise builders to attempt, where possible, is the motorising of any suitable basic model we feature. I'm not sure how it could be done in this case, but I have no doubt that it would be possible even if it meant completely restyling the bed of the load body. Have a try, anyway!

## PARTS REQUIRED

11 of No. 1	2 of No. 18a	5 of No. 111c
9 of No. 2	2 of No. 22	2 of No. 125
4 of No. 3	2 of No. 24	2 of No. 126a
2 of No. 4	146 of No. 37a	4 of No. 187
13 of No. 5	135 of No. 37b	4 of No. 188
2 of No. 6a	16 of No. 38	2 of No. 189
4 of No. 8	2 of No. 48	2 of No. 190
3 of No. 10 <sup>1</sup>	5 of No. 48a	2 of No. 191
4 of No. 11	1 of No. 48b	1 of No. 192
26 of No. 12	1 of No. 52	2 of No. 197
2 of No. 12a	1 of No. 53	2 of No. 214
1 of No. 15	2 of No. 53a	3 of No. 215
1 of No. 15b	3 of No. 59	2 of No. 221

