

# Model-Building Contest Results

## By Frank Hornby June "Simplicity" Competition

Simple models constructed with as few parts as possible seem to have considerable attraction for Meccano model-builders, a fact that is reflected in the large number of entries for the "Simplicity" Competition announced in the June 1934 issue of the "M.M." It may be thought that little skill is required to build a model of this kind, but this is very far from being the case. It certainly is easy to bolt together a few Strips and other parts and call the finished article a "model," but it is quite a difficult matter to build a simple model possessing the essential qualities that make for realism. It is this that accounts for the continued popularity of the simplicity competitions with experienced model builders, who usually are the most enthusiastic participants in these contests.

So far as originality and realism is concerned the models entered in the June contest are quite equal to any submitted in previous contests of this type, and the prizewinners may justly feel proud of their success.

The full list of awards in both the Home and the Overseas Sections of the Contest are as follows:

### Home Section

FIRST PRIZE, Meccano or Hornby Goods value £2-2s.: H. Davies, Swansea. SECOND PRIZE, Goods value £1-1s.: S. May, Leigh-on-Sea, Essex. THIRD PRIZE, Goods value 10/6: J. Francis Jones, Manchester 14.

TEN PRIZES of Meccano or Hornby Goods value 5/-: P. Bayly, Plymouth; R. Chatfield, Eastbourne; A. Gater, Bridport; T. Green; Mapperley, Notts.; T. Grieve, Edinburgh; J. Kennett, Richmond, Surrey; A. R. Pickering, Haxby, Nr. York; H. Renyard, London, S.E.13; D. Vickery, Manchester; C. Wrayford, Moretonhampstead, Devon.

CONSOLATION AWARDS of Meccano or Hornby Goods value 2/6: L. Davies, Birmingham; D. Rawles, Taunton, Somerset; H. Tapsfield, London, N.3; J. Tottle, Taunton.

### Overseas Section

FIRST PRIZE, Meccano or Hornby Goods value £2-2s.: R. Cain, Durban. SECOND PRIZE, Goods value £1-1s.: H. Mountfort, Ohakune, N. Zealand. THIRD PRIZE, Goods value 10/6: A. Ness, Port Dalhousie, Ontario.

TEN PRIZES of Goods value 5/-: J. Harris, Natal, South Africa; H. Carpenter, Timmins, Ontario, Canada; D. Graham, Alberta, Canada; A. Lewin, Toronto, Canada; J. Rodriguez, Montreal, Canada; A. Coppola, Sliema, Malta; J. Gill, Invercargill, N. Zealand; B. Kennedy, Christchurch, N. Zealand; K. McCullough, Dargaville, N. Zealand; K. Orams, Blenheim, N. Zealand.

The illustrations on this page show three of the prizewinning models in the Home Section and one of the principal entries in the Overseas Section, and it will be seen that although the models consist of only simple parts, they are neatly built and thoroughly realistic in appearance.

The First Prize in Section A was awarded to H. Davies for the fine model biplane illustrated. Each side of the fuselage of this model is made from two Flat Brackets, which are bolted to each end of a Double Bracket, and at their ends are connected to  $1\frac{1}{2}$ " Strips. A  $2\frac{1}{2}$ " Strip is then bolted to the end hole of one of the  $1\frac{1}{2}$ " Strips, and a 2" Strip to the centre hole of the other  $1\frac{1}{2}$ " Strip on each side. The free ends of the 2" Strips are bolted to the centre holes of the  $2\frac{1}{2}$ " Strips.

The wings are each made from a  $5\frac{1}{2}$ " Strip with two  $2\frac{1}{2}$ " Strips held to it by Flat Brackets, and they are secured to Double Brackets bolted between the sides of the fuselage. The upper wing is spaced from the Double Bracket that holds it in place by three Washers. Short lengths of cord are used for the interplane struts. At the tail end the Strips of the fuselage are joined together, and a Flat Bracket and two  $\frac{1}{2}" \times \frac{1}{2}"$  Angle Brackets represent the fin and tail-plane respectively.

A  $\frac{1}{2}"$  fast Pulley, with  $\frac{1}{2}"$  Bolts screwed into its boss, is bolted to the front Double Bracket of the fuselage to represent the propeller and engine. The landing wheels are  $\frac{1}{2}"$  loose Pulleys attached to

the lower mainplane by means of  $\frac{1}{2}" \times \frac{1}{2}"$  Angle Brackets.

Second Prize was also awarded for a model of an aeroplane built by S. F. May. The prototype of this model was illustrated in the November 1933 "M.M." The main details of the model are as follows. A  $\frac{3}{8}"$  Bolt is pushed through one of the end holes of a Sleeve Piece. A  $2\frac{1}{2}"$  Strip is next placed on the bolt to represent the wing, and is held in place by means of a nut. The undercarriage is composed of a Collar and is fixed in position on the bolt that holds the wing in place by two  $\frac{3}{8}"$  Bolts screwed into its tapped bores. The bolts are fitted with Collars that form the landing wheels.

A  $\frac{3}{8}"$  Flanged Wheel is pushed over one end of the Sleeve Piece as shown to make the engine cowling, and two  $\frac{1}{2}"$  Bolts screwed into its threaded holes, hold a Bolt in position in the boss to represent propeller blades.

A Flat Bracket is fixed inside the open end of the Sleeve Piece by means of a  $\frac{3}{8}"$  Bolt, and is spaced from the Sleeve Piece by four Washers. The Flat Bracket supports the tail unit, which consists of a second Flat Bracket fitted with two  $\frac{1}{2}" \times \frac{1}{2}"$  Angle Brackets.

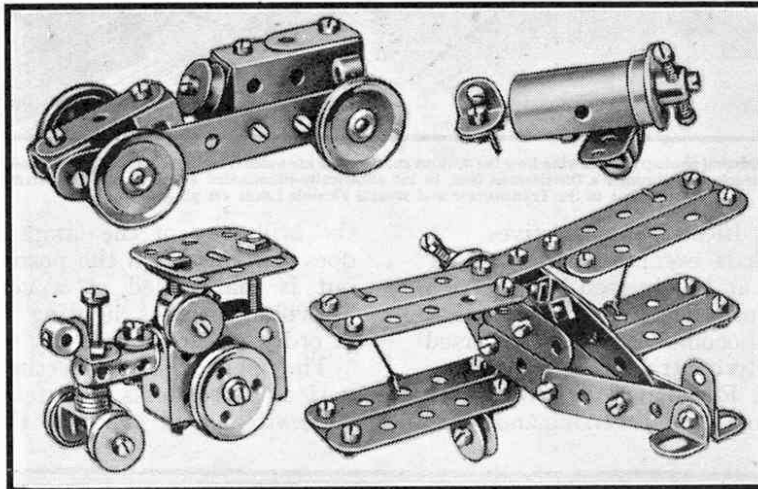
A fine little model of a racing car brought success to J. F. Jones. A Channel Bearing is used for the bonnet, and a  $3\frac{1}{2}"$  Strip bolted to each side of the Channel Bearing provides the chassis. At their other ends the Strips are connected by a Double Bracket, to which is bolted a  $1\frac{1}{2}"$  Strip also fitted with a Double Bracket as shown. A  $1" \times 1"$  Angle Bracket bolted to the front end of the Channel Bearing is used for the radiator, and the bolt by which the Angle Bracket is held forms a realistic radiator filler-cap. The headlamps are Collars fixed in place on each

side of the bonnet, by means of bolts screwed into their tapped holes. A  $\frac{1}{2}" \times \frac{1}{2}"$  Angle Bracket is bolted inside the Channel Bearing and is fitted with a  $\frac{1}{2}"$  loose Pulley, which represents the steering wheel. Each of the wheel axles is a  $1\frac{1}{2}"$  Rod, which is pushed through the  $3\frac{1}{2}"$  Strips of the chassis and fitted with 1" fast Pulleys for wheels.

The traction engine illustrated is the work of R. Cain, an overseas competitor. The model is very simply constructed and it will be seen that in this model also a Channel Bearing is used to good effect.

The Channel Bearing forms the body of the model and is fitted with two 2" Threaded Rods held in position by two nuts. One of the Rods fixes a  $1" \times \frac{1}{2}"$  Angle Bracket in position. A Collar, to which a  $\frac{1}{2}"$  loose Pulley is attached by means of a  $\frac{3}{8}"$  Bolt, is held in position on one of the Threaded Rods by means of its Grub Screw, and a Flat Bracket is clamped down against the Collar by a nut. The Flat Bracket is bent downward and is fitted with a Washer and a nut and bolt to imitate the controls of an actual traction engine. A Threaded Pin is screwed into the upper hole of the  $1" \times \frac{1}{2}"$  Angle Bracket already referred to, and it holds a Coupling that forms the boiler. The funnel is made with a Pivot Bolt screwed into one of the tapped holes of the Coupling. The Pivot Bolt also holds a  $\frac{1}{2}" \times \frac{1}{2}"$  Angle Bracket in position on top of the boiler, and this supports a Collar that represents the dynamo. A Double Bracket, which is held in place on the Coupling by means of a  $\frac{3}{8}"$  Bolt, is spaced from the Coupling by Washers and fitted with two  $\frac{1}{2}"$  loose Pulleys held on  $\frac{3}{8}"$  Bolts.

The Second and Third Prize models in the Overseas Section are an aeroplane fitted for torpedo carrying, and a small electrically operated power hammer, a horizontal reciprocating electric motor and a railway wagon. The plane is the work of H. V. Mountfort and the other models were sent by A. F. Ness.



Four ingeniously constructed models that won prizes in the "Simplicity" Competition. The biplane was built by H. Davies, Swansea, and the low wing monoplane by S. F. May, Leigh-on-Sea. The tractor and the sports motor car are the work of R. Cain, Durban, South Africa, and J. F. Jones, Manchester, respectively.