

# Grand "Summer" Contest Results

By "Spanner"

## Further Comments on Prize-winning Models

THIS month I continue my description of the fine models that won prizes in the "Summer" Model-Building Competition. As will be gathered from the photographs and details of models already published in the January "M.M.," the entries covered a very wide range of subjects, and for this month's article I have chosen some that I hope will provide readers with ideas for their future model-building activities.

One of the largest and most complicated models among the entries was a fine level-luffing travelling crane built by J. Willems, Antwerp. This model is illustrated on the opposite page and I am sure readers will agree that it is a very fine piece of work. Every part of the construction is carried out neatly and with full regard to strength and rigidity, and the mechanical details of the operating mechanism show that Willems has a sound knowledge of the principles on which cranes of this kind are based. Regular readers of the "M.M." will be familiar with other examples of Willems' work, for several of his models have been illustrated in past issues.

There were as usual many interesting models of various kinds of motor vehicles among the entries, and some of these are particularly attractive on account of the large amount of detail work incorporated in them. One of the best is the model tipping lorry illustrated on this page. It was built by A. Aikman, Steyning, who is a regular competitor in "M.M." competitions, and represents a modern forward control Diesel-engined lorry used for heavy haulage work. The model is capable of carrying a load of 40 lb. and is driven by an E6 type Electric Motor. Features of the chassis are Ackermann steering gear, single plate clutch, three-speed and reverse gearbox, differential and mechanism for tipping the body.

The drive to the tipping mechanism is taken from a  $\frac{1}{2}$ " Pinion on the end of the clutch shaft, which engages a further Pinion on a shaft fitted with a sliding Dog Clutch.

The latter is controlled by a hand lever placed near the driver's seat, and movement of this engages a  $\frac{1}{2}$ " Pinion with a 57-teeth Gear on a Threaded Rod mounted longitudinally in the chassis. This Rod carries also an Octagonal Coupling, to which are secured two  $3\frac{1}{2}$ " Strips, and a second Octagonal Coupling connects the Strips to the body, which is pivoted at its rear end to the chassis.

Another well-built model motor vehicle was that sent by C. Sharpe, Ilford. It represents a heavy eight-wheeled lorry of the type used for transporting rolls of newsprint, and its main features include differentials for each pair of driving wheels and brakes on the four rear wheels. Each of the four front wheels is fitted with steering mechanism and each is independently sprung.

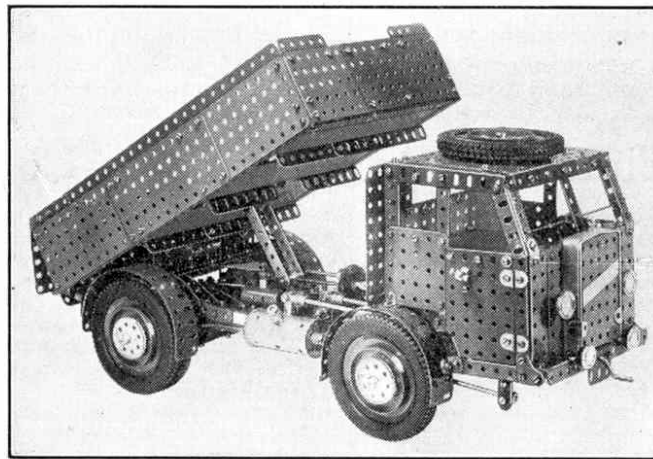
L. Willington, Birmingham, is to be congratulated on his good work in building a fine model fire-engine. It was exceptionally well-built and I liked particularly the constructional details of the escape, which when fully extended reaches a height of 8 ft. 7 in. The chassis is equipped with all the usual fittings and mechanical details, including jacks for steadying the vehicle when the escape is raised while the machine is standing on uneven ground.

R. van Berkum, Fenwick, Ontario, sent a model of a type very different from any of those already mentioned. It represents a four-horse mail coach of days gone by, and although very simple in construction, its builder has managed to obtain an appearance of realism that often is lacking in simple models of this kind. His success was due, I think, to his care in selecting the few

parts he used, and to the good proportions of the model. A model of one of the latest mobile anti-aircraft guns, complete with army transport lorry, was the subject of the entry sent by C. Brown, Bradford, and I. Cross, Motherwell, won a prize for his good work in building a steam breakdown crane of the type used in railway



Model-builders who won prizes in the Grand "Summer" Model-Building Competition. In the top row, reading from left to right, are C. Sharpe, Ilford, and C. Brown, Bradford, while in the bottom row are R. van Berkum, Fenwick, Ontario, A. Aikman, Steyning, and I. Cross, Motherwell.



A model of a tipping motor lorry that won a prize for A. Aikman, Steyning.