

Club Magazine



SUMMER EDITION 2022

**Luton & District
MBC**

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

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SECRETARY'S NOTES

CLUB GAZEBOS

After much debate, looking and disappointment, I finally managed to secure some new gazebos for shows. A friend saw a post I made about going to see the gazebo we wanted, only to find out they didn't have one on show, and none in stock (after being told the week before they had both).

Unfortunately, when he contacted me, I was working up in Bury St Edmunds! So, on a Friday, I packed all the works equipment into the car, drove to Luton, emptied the car, then drove to Swindon!

Upon meeting my friend, who is a scout leader, he showed me the gazebos. These are Coleman 4.5m square, complete with sides and doors.

He said there were 2 good ones, 1 slightly damaged and a bag of spares. After loading them and getting home, I then put one up in my garden on the Saturday, invited Terry up to show him. Suitably impressed, we arranged a Sunday to show everyone how to put them up. This was comical!!, but educational.

We discovered we had 1 good gazebo, 2 with small holes that can easily be patched, plus a fourth that we could repair with a bit of effort! So, we now own 4 x 4.5m gazebos, at a total cost of £250. Plus, we have joining sections to join 3 together! Retail price of these is in the region of £450 for 1 gazebo with the door and 3 sides. The joiners are £100 each, plus we have 3 templates to get the measurements for the doors!! That's over £2000 worth of equipment.

These have been used at Mayhem (see pictures in the Mayhem article) and worked really well! We hope these will be a good investment for the club in the coming years.

WARWICK SHOW 2022

The head of Meridienne Exhibitions died while on holiday in Italy, mid May. I have sent our club condolences to April, his daughter.

Also, I had an announcement on 30th May, that the Warwick Model Boat Show has been cancelled due to his death.

Pete Carmen

BRAMBLETON OUTDOOR RAILWAY

The Saturday weather was due to be grotty in the morning, but warm and sunny in the afternoon. Dave and Carol Seath plus myself attended the show, joined later by Rob Seath. We set up camp and basically talked all afternoon! I had a couple of meetings with St Albans and Brambleton about up-and-coming events, SORRY Dave for leaving you alone! Dave took his HMS Kent, and I know he had many conversations about R/C, woodworm and building such a big ship, plus about all the other boats and tanks on display. I had taken my 1/16 Tamiya Leopard tank along, although a working RC model, it is a 1978 model and is now showing its age! Dave showed 2 other boats, whilst I showed the tank plus 2 boats. I must admit, this was the first time I actually got to look around the whole site, its only taken 3 years!





CHAIRMAN'S CHALLENGE

Back in January, the Secretary approached the Chairman about this year's challenge. Terry asked what was reqd.....it was decided it could be an RC challenge that as usual, incorporated several "items"

These were

1. Tennis ball
2. Spoon or spoons
3. Plank of wood 18" x 5" x 3/4"
4. A food container.

A pretty eclectic mix of items.

There were 3 entrants, would have been 4 if the secretary had not left his at work! And yes, it was defaced at work by co workers!

So, we had John Allen's excellent penguin pirate ship, powered by an egg timer paddlewheel!

Tony Martins "oops I forgot, its 6.30am on the Sunday!" Outboard powered plank

Bob Vaughan's semi submersible airboat!

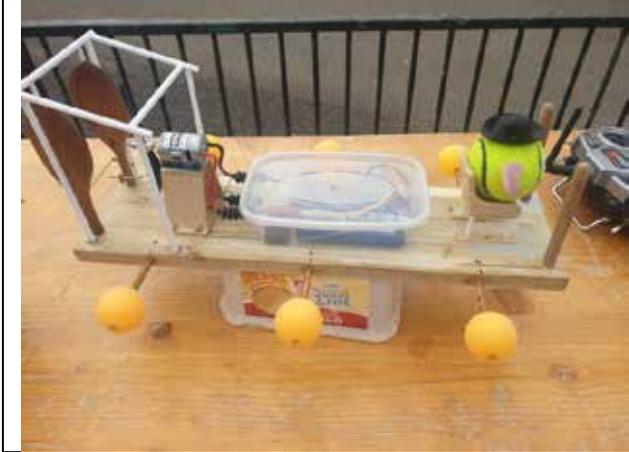
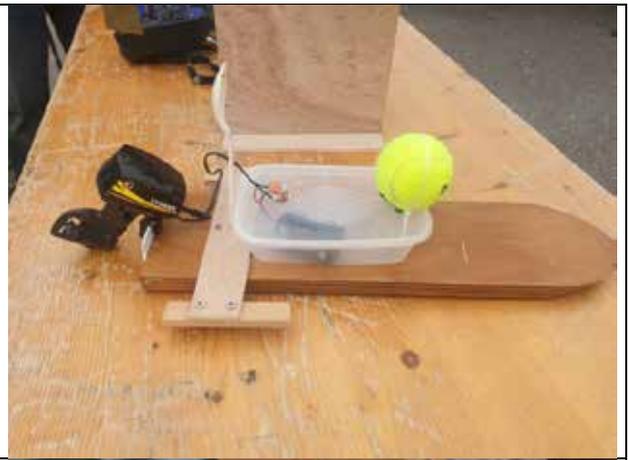
For design, John Allen's won hands down, for imagination and fun. But, although it floated, as soon as it went under power....it capsized!

Tony's plank, well it wasn't fast, but after 30 minutes, it was finally retrieved after it crossed the lake!! It won duration!

Bob's airboat...under half power it was fine, fully RC. Turned well and floated.....but under full power, it decided to try and be a submarine!! Best overall performance!

Well done guys, a tribute to the club.





MAYHEM 2022

First show for 3 years, and probably the best attended ever! The Luton Mob, started the weekend on a Thursday!! After a hard night at work I pootled off cross country with breakfast on my mind, whilst all the others.... Mike, Christine and Gareth, and Brian, Anne and Mark, all got stuck on the motorway!!

Once at Wicksteed, we all got the caravans, tents, motor homes and trailers set up. We then put Anne to work making tea!

I wandered down to the lake to meet with Wicksteed Boat club and to sort out what was going on. This mainly consisted of clearing goose pooh off the paths! Brian, Mark and myself talked about where to set up the gazebo on Friday....somewhere dry!

Thursday was pleasantly spent relaxing, Friday was a bit more frantic, with signs, tents and various other bits going on. As well as some sailing!

Saturday, well, we saw $\frac{3}{4}$ of the lake with gazebos or tables around it. Some fantastic models in display and sailing. It was great to see so many old friends,

A. alive

B. back showing their skills!

For those who have heard me talk about the Scottish Contingent, they did attend, but everything was toned down, compared to previous years. As said, this is a no holds barred show. No timeslots, you sail when and as much as you want. The only time we removed the boats was during the IC boat demos, and during that they managed to hit each other!

Rob Seath managed to hit the bank at least twice with his brushless Sea Queen!

John enjoyed having a sail of HMS Intrepid, Whilst Brian and Mark were on and off the water with various boats.... but the best was Christine....panicking when a boat came near hers! We will get too more confident! Honest.

The BBQ Saturday night was quite fun, where yours truly cooked for all those camping. We even had a Greek greenstuff salad, garlic butter mushrooms stuffed with pate and steak!! Oh, not forgetting traditional Hungarian paprika sausage! Yum. Anne made sure I was eating!!!

The weather, well it was lovely and warm during the day, but goodness it was cold on Saturday night!! Just above freezing!

Sunday was a much quieter affair, as usual. After Anne and Brian had done breakfast, the campsite was taken down then we adjourned lakeside for bacon rolls!! We then spent the morning selling and sailing!! A young lad came down, who was interested in having a boat to join Wicksteed, so I duly gave him a destroyer that was sitting on my table. Ps it was older than his Dad!

Just after lunch, it started to spot with rain, so everyone started to pack up. All in all, a good weekend, and I hope all those who attended enjoyed themselves!





IPMS MILTON KEYNES

On the Sunday after Brambleton, Dave and myself, along with Terry Martin, ventured up to Milton Keynes IPMS. After several weeks of asking for 6 tables, then getting 4, then 2, then finally 1, we also found out we were in a side room! To add insult to injury, the signage to the side room was poor, and if you walked in to the room, we were 1 of 2 tables that could not be seen!

The display was small, what would you expect on one 6ft x 2ft table! We crammed some smaller models on the table and sat down to eat sausage rolls supplied by Terry! To our surprise, it was moderately busy. As a whole, we found the show somewhat disappointing. The quality of modelling was there, but there was a distinct lack of WOW. Not sure what was missing, but personally It was also let down by traders. Simple things, like I was after some paints for post war British. None on any stalls! There were some fantastic models, I especially liked some sci-fi ones I saw. I took some pictures, so they can tell the story.

Sub note.

It looks like this was the LAST show. The Marshall Arena tripled its price to hire out, so the MK club have decided not to go ahead with a 2023, as there is no other hall big enough locally.







FALKLANDS TRIBUTE

This year was the 40th anniversary of the Falklands Conflict. Nick from Wicksteed club had asked myself to attend with my HMS INTREPID, and Martin Gazeley was going to bring his Hermes and Invincible along. This was a low-key affair. Wicksteed club had 2 veterans in their club, Bill and Steve. In attendance with a few others, we attended Wicksteed, flew the Falkland Islands flag (donated by myself), and compared the size of our ships! MARTIN obviously had the biggest 2!!! Mine came a close third! All bar one of Martins were to the same scale, 1/96th, the size comparison was huge!! A few pictures below for you to look at. BILL regaled us with some amusing tales, he was in command of some 105mm artillery, and yes, I rib him about being an Officer and an artillery man!

So far, my best observation of him was at Mayhem, where we were in line for bacon rolls, where I was pulling his leg about dropping artillery on his own troops, and that brown sauce should be on a bacon roll. He promptly told me was an Officer, and that only tomato sauce should be on bacon rolls, squeezing the red sauce bottle and missing the bacon roll completely. He picked his roll up, and walked off with me laughing my head off!





DEREK'S WONKY CAR

A year or so ago, Derek Thompson ask me to have a look at an old toy car that he had with a view to repairing it, if at all possible. From the description offered by Derek the car was supposed to drive around with illuminated head lights and rock from side to side during its travels. It required two U2 batteries (3 volts) for power.

On inspection I could find no indication as to who the manufacturer was, as the article was devoid of markings of any description. I decided to search the internet with search criteria of 'wonky/wobbly car'. Low and behold I found two adverts on EBay for such toy cars priced at about \$136 (USA) the description included the following information:

Made in Japan - Cir 1960

Brand: Century 1901

Includes little Plastic Man (which is almost always missing)

Measures 10" L x 6" W x 9" tall with man inside **Photo 01**



Photo 01 Century 1901 Toy Car

I fitted the two batteries into the cars battery compartment to see if it worked and, on his instructions, operated the steering wheel in order to switch it on. No response. I proceeded to look closer at the car to see how I could get it apart and discovered that everything was held together by metal tabs. By levering the tabs up securing the front number plate I should be able to get the vehicle apart which I proceeded to do, which allowed me to removed the top of the body, the small electric motor/housing, drive mechanism, axles/wheels and battery all shown in **Photo 02**.



Photo 02 Diss-assembled Car Awaiting Repair

Having taken the car apart I discovered the following:

The axles were bent: By slipping them into the chuck of a lathe, allowed me to bend them straight and concentric. The ends of the shafts were then threaded M3 and nuts fitted in order to secure the wheels into position when re-assembled.

Inside holes on two of the wheels were over size: On close inspection it was due to the wheels very thin metal becoming folded over due to wear. By inserting a mandrill in the hole in the opposite side I managed to un-peel the folded metal, back into its correct position. This cured the problem on one of the wheels but the other required a thin brass sleeve to be inserted over the axle to take up the increased wear. **Photo 03** shows the repaired lower chassis.



Photo 03 Axles and Wheels Repaired and Assembled

The lever for the on/off switch was broken; this is why I could not find it on the original inspection. It was located low down behind the front wheel. I cut some narrow strips of plasticard and bonded them over the short stub of the remains of the old lever to form a sandwich. I am glad to report this worked see **Photo 04**.

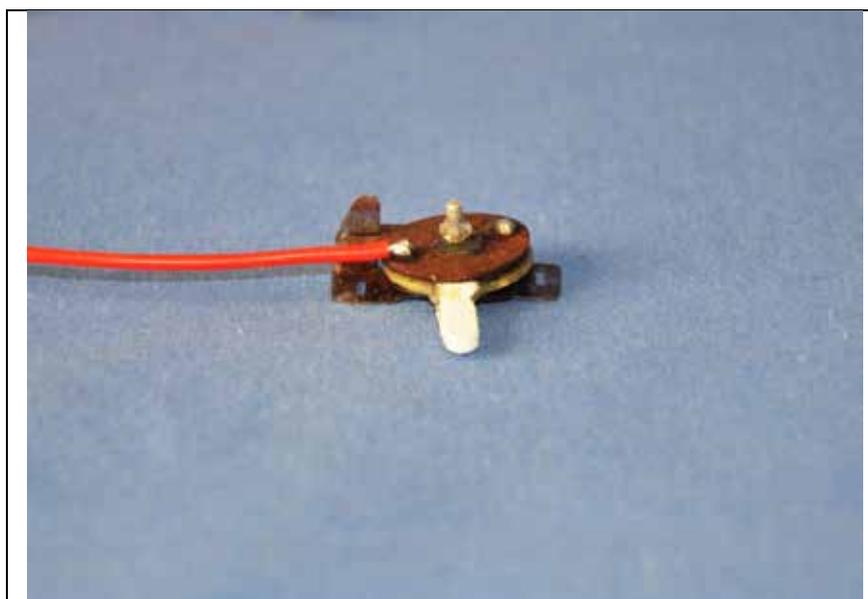


Photo 04 Modified Power Switch with Repaired Lever

The Battery Box mounting flanges were all broken at the points where the metal tabs of the chassis secured it into place. I trimmed the old mounting flange back to the body of the box and used some black plastic angle to form a new flange **Photo 05**.

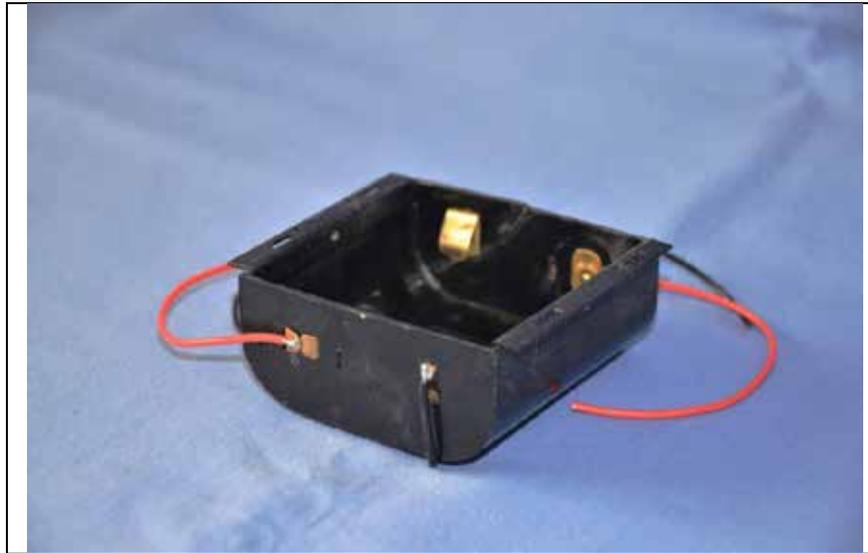


Photo 05 Repaired Battery Box

With the battery box and power switch repaired it was time to re-assemble them back into the lower chassis complete with new silicon covered wiring **Photo 06**.

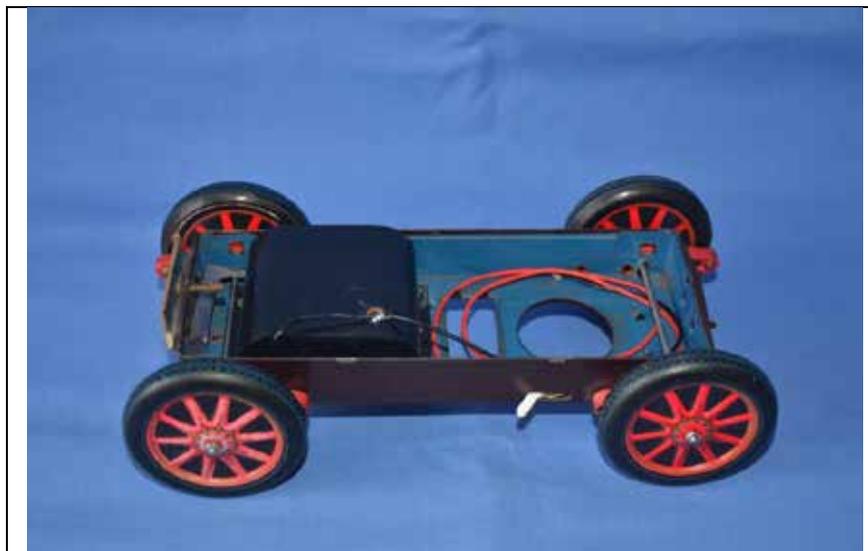


Photo 06 Battery Box and Power Switch Fitted

Next my attention was directed towards the upper chassis (car body) which was basically sound just needed to check the function of the two head lights which I am glad to report worked just fine even after 60 years **Photo 07**. The wiring was tidied up and apart from that, a good clean and tightening some of the retaining tabs there were no more faults to be rectified.



Photo 07 Head Lights Work even after 60 Years

Next there was the drive mechanism which did have a fault. Part way through the sequence of operation the gears would fail to engage. After stripping the drive system, I found that one of the bearing holes was worn (elongated). To correct this, I found a suitable steel washer and soldered this over the elongated hole in the desired position, when the mechanism was assembled, It was found to operated correctly. I then fitted the drive system back into the lower chassis and connected the wiring.



Photo 08 The Completed Car

I then assembled the body of the car to the lower chassis and tested the complete assembly. All worked well with the car driving around with its head lights on and stopping ever so often to shake from side to side as if the engine is ticking over **Photo 08**. Mission accomplished.

Tony Dalton

REVELL 1/220 SCALE CUTTY SARK

A few years ago, I was given a Revell plastic kit of the Cutty Sark which I promptly put up on the shelf ready to be built some rainy day. Finally, that day came about when I ran out of things to do during the covid lock down period (has it ever really stopped?). This is a short article on how I went about the construction of this famous sailing ship. **Photo 01** shows the Cutty Sark with sails set. The original photograph was taken at sea by Captain Woodget with a camera balanced on two of the ship's boats lashed together.



Photo 01 Cutty Sark

A LITTLE HISTORY

The Cutty Sark is a British clipper ship. Built on the River Leven, Dumbarton, Scotland in 1869 for the Jock Willis Shipping Line, she was one of the last tea clippers to be built and one of the fastest, coming at the end of a long period of design development for this type of vessel, which halted as steamships took over their routes.

After the big improvement in the fuel efficiency of steamships in 1866 and the opening of the Suez Canal in 1869, which gave them a shorter route to China, Cutty Sark spent only a few years on the tea trade before turning to the trade in wool from Australia, where she held the record time to Britain for ten years. Continuing improvements in steam technology meant that gradually steamships also came to dominate the longer sailing route to Australia, and the ship was sold to the Portuguese company Ferreira and Co. in 1895 and renamed *Ferreira*. She continued as a cargo ship until purchased in 1922 by retired sea captain Wilfred Dowman, who used her as a training ship operating from Falmouth, Cornwall. After his death, Cutty Sark was transferred to the Thames Nautical Training College, Greenhithe in 1938 where she became an auxiliary cadet training ship alongside HMS *Worcester*. By 1954, she had ceased to be useful as a cadet ship and was transferred to permanent dry dock at Greenwich, London, for public display.

Cutty Sark is listed by National Historic Ships as part of the National Historic Fleet (the nautical equivalent of a Grade 1 Listed Building). She is one of only three remaining original composite construction (wooden hull on an iron frame) clipper ships from the nineteenth century in part or whole, the others being the City of Adelaide, which arrived in Port Adelaide, South Australia on 3 February 2014 for preservation, and the beached skeleton of *Ambassador* of 1869 near Punta Arenas, Chile.

CONSTRUCTION

The kit, shown in **Photo 02**, comprises a large box containing three black injection moulded frames which contain all the parts including the half hulls. Two thin white vacuum moulded sheets contain the sails, a sheet of transfers (flags), spools of rigging cord (two types), five small plastic tubs of paint, Revell Contacta adhesive and a 28-page set of instructions in the form of diagrams.



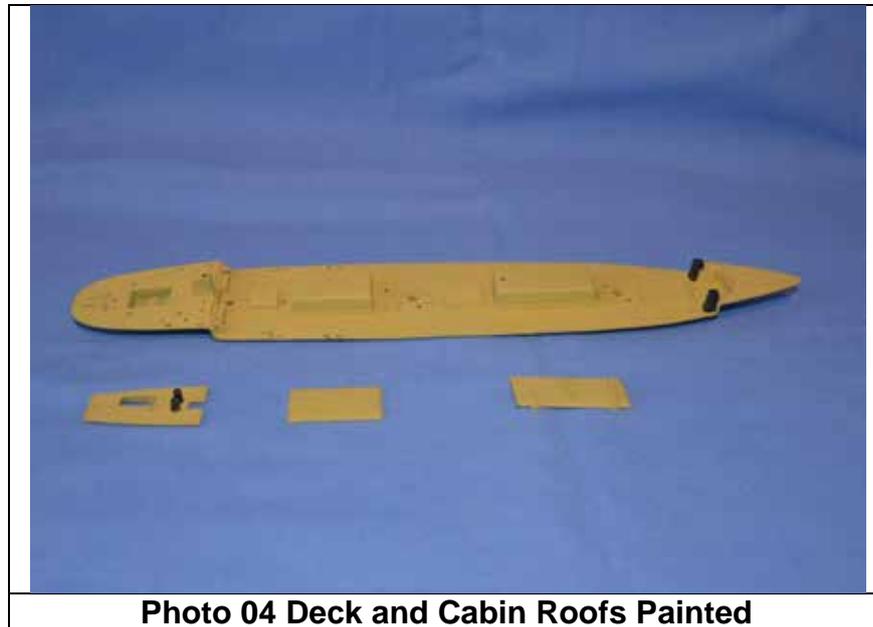
Photo 02 The Kit of Parts

I removed the two hull sections 1 and 12 from their frames and trimmed their edges clean. I then painted the top inside edges of the hull mouldings white. A number of belay pins and associated stowage frames were removed and trimmed prior to being painted brown. These items were then trial fitted to the inside of the hulls prior to being fitted in their appropriate positions inside the hull. The two navigation lights were then painted Red/Green. The completed half hulls are shown trial fitted together in **Photo 03**.

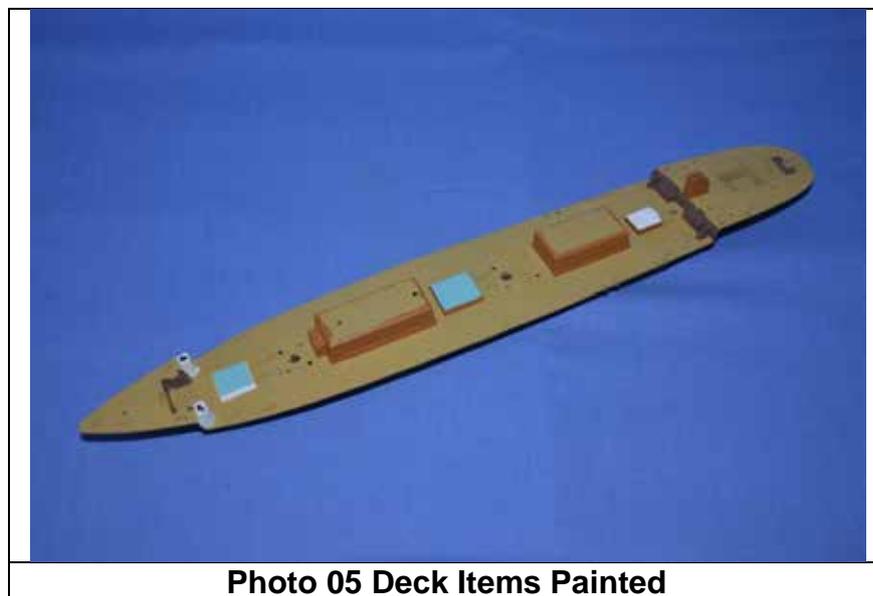


Photo 03 The two Half Hulls Fitted Together

The deck, item 16 and cabin roofs items 22, 37 & 38 were then removed from their frames and all the edges trimmed. These parts were then painted sandy yellow all over. Certain other items which form part of the deck moulding were hand painted black in accordance with the build instructions, see **Photo 04**.



Some of the moulded parts on the deck required painting a different colour. They were therefore masked and painted as required in accordance with the instructions **Photo 05** shows the deck painting completed.



The cabin roofs, previously painted sandy yellow were repainted white and in addition a number of small deck items required individually painting on their frames before being removed trimmed and after having any none painted areas touched up trial assembled and glued into position on the deck **Photo 06**.

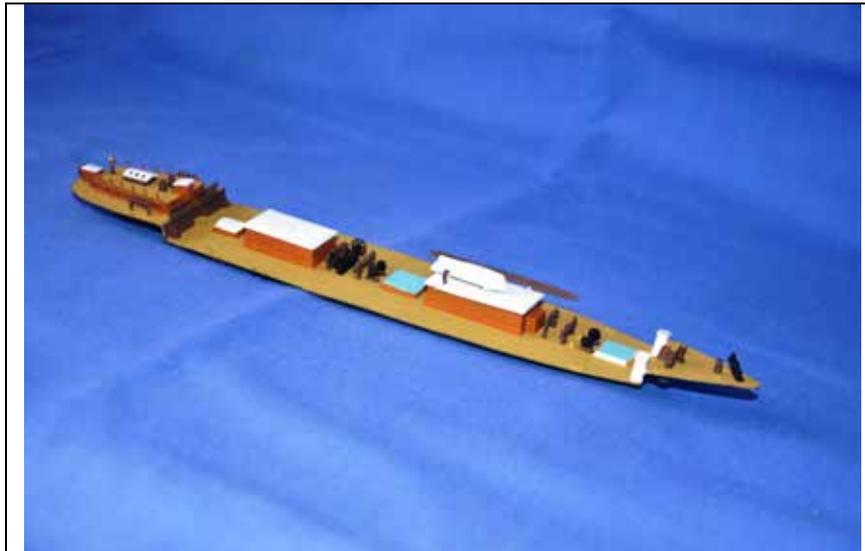


Photo 06 Painted Deck Completed

It was now time to assemble the two hull halves and deck together. The hull halves were trial fitted together and their edges trimmed as was the deck. When a satisfactory fit was accomplished the three items were finally glued together using spring clamps, masking tape and elastic bands to hold the three parts in position.

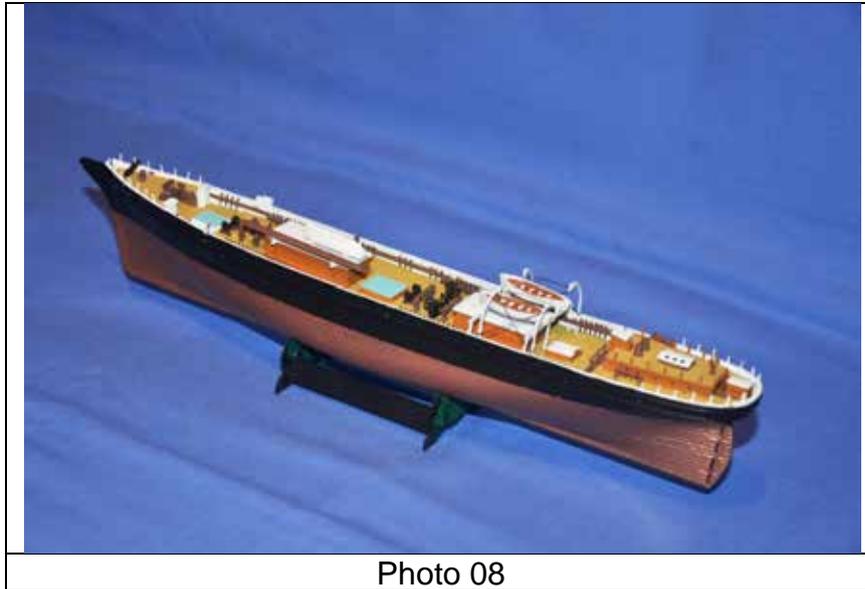
When the glue was cured the joints along the hull were trimmed and minor blemishes filled ready for painting. The top half of the hull was masked to allow the bottom half to be painted copper metallic.

As the hull was now painted it was time to construct the stand comprising of four moulded parts. These were trial fitted and then glued together, ensuring that the frame was set squarely and placed on a flat surface to allow the glue to cure. Finally, the edges of the stand that would come into contact with the hull were lined with green beige to afford some protection to the hulls painted surface. **Photo 07** shows the assembled hull.



Photo 07 Assembled and Painted Hull

Two of the life boats are fitted to the roof on one of the deck cabins suspended from davits whose frames are secured to the bulwarks. All of these parts were removed from their frames, trimmed and painted before being trial fitted and then glued into their respective position on the superstructure **Photo 08**.



The decorative, name plate and plimsoll load line decals were cut to size and placed in a dish of water, when soft they were removed from the backing sheet and placed into position on the sides of the hull
The parts for the Foremast and Bowsprit were removed from their frames, mould markings removed and then painted as instructed before being glued together. The completed assemblies were then fitted and glued to the hull **Photo 09**.



Next the Main and Aft masts were removed from their frames; mould markings cleaned up and then painted. Both were then glued into their respective positions on the hull **Photo 10**.



Photo 10 Main and Aft Masts in Position

With the masts now fitted and correctly aligned the lower section rope ladders were trial fitted and glued into position as shown in **Photo 11**



Photo 11 Lower Section Rope Ladders Fitted

With all the masts fitted, the spars were removed from their frames (kept in sets for each mast) the mould marks were removed and each set was clipped/glued into position on their respective mast **Photo 12**.

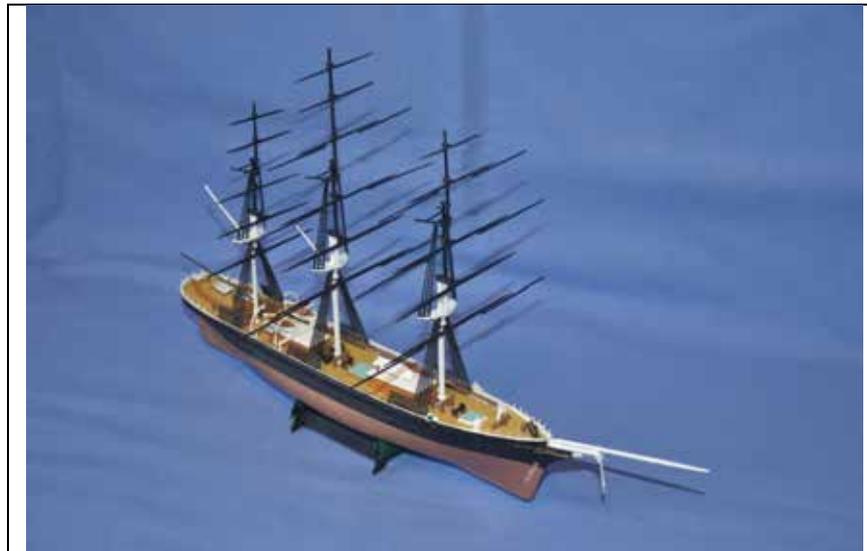


Photo 12 Cross Spars Fitted

Next it was time to fit the two anchors. I had not done this earlier in accordance with the instructions, as I considered it likely they would suffer some damage when mounting the masts and spars. The parts for the two anchor pairs (56 & 57) were assembled together and then painted Gun Metal (the nearest colour I had to steel) on their frames. Parts 55, 58 and 59 were painted black on their frames and then removed and bonded to the side of the hull to allow the anchors to be positioned and suspended from the hull sides. **See Photo 13.**

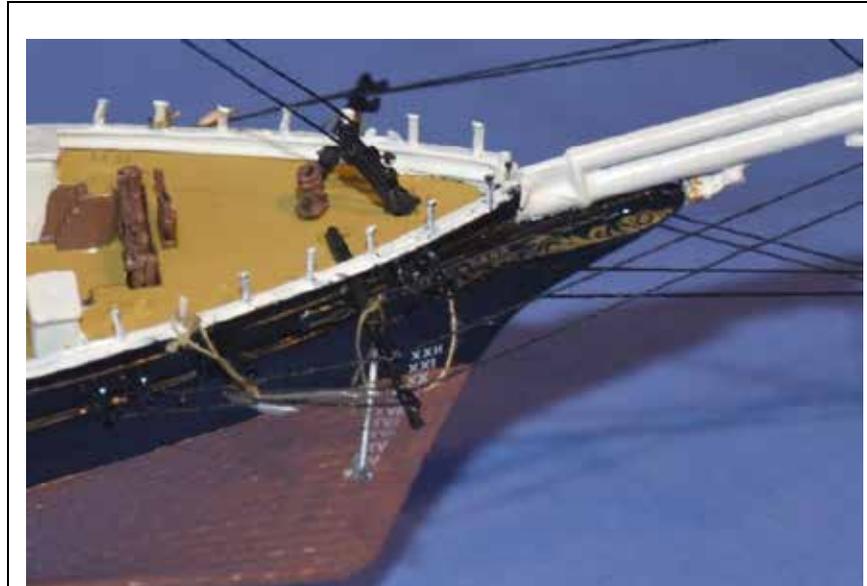


Photo 13 Anchors Slung into Position

Next job was to rig the vessel. I decide to just add **standing rigging**. It comprises the fixed lines, wires, or rods, which support each mast or bowsprit on a sailing vessel and reinforce the spars against wind loads transferred from the sails. This term is used in contrast to running rigging, which represents the moveable elements of rigging which adjust the position and shape of the sails.



Photo 14 Vessel Completed with Standing Rigging

The instructions for the fitting of the standing rigging are very good giving step-by-step drawings of what to do and the correct type of twin to use (supplied in the kit) **Photo 14** shows the completed vessel with the rigging assembled.

The final part of the build was to create a card board protection/transportation box. This was accomplished by using the kit box base and increasing its height (to clear the vessels masts) by using sheet corrugated card board and lining the lower part of the modified box with foam to stop the vessel moving around in the box see **Photo 15**.



Photo 15 Protection/Transportation Box

I trust that you have enjoyed this article on the **CUTTY SARK** look forward to seeing your articles in the next issue of the Club Magazine.

Tony Dalton

End of Magazine