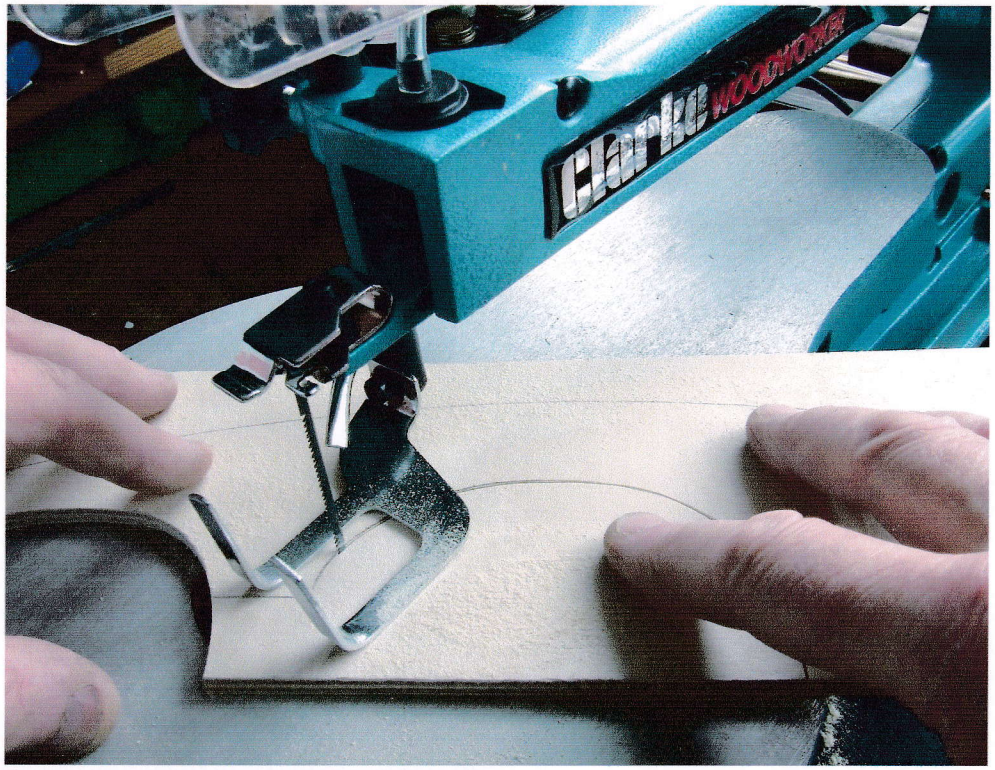
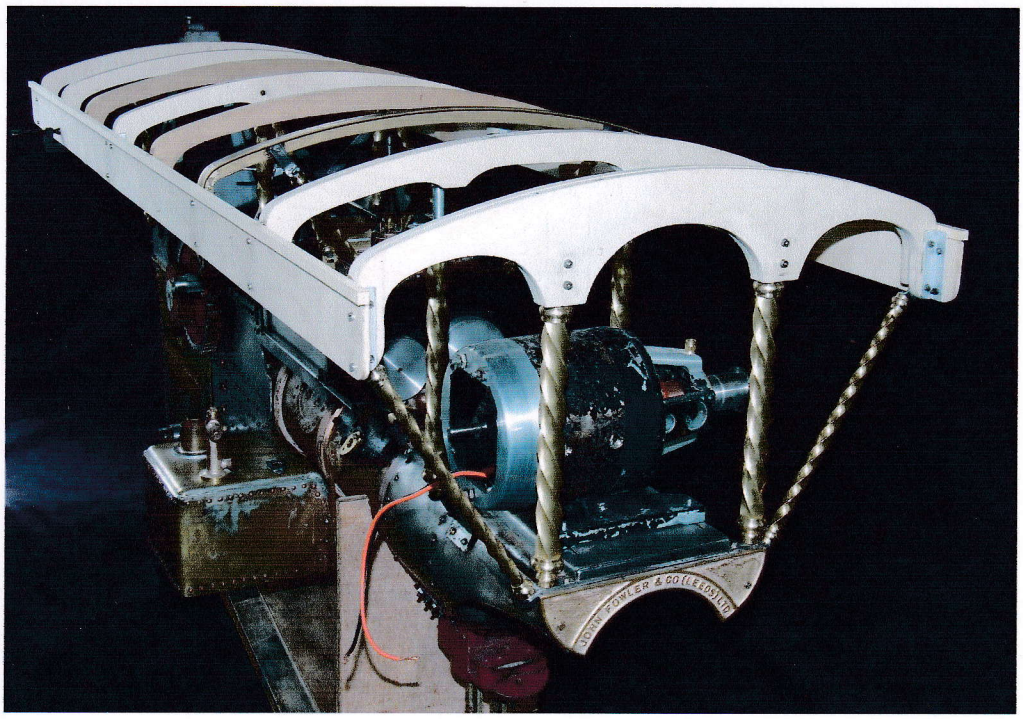
The canopy
For a hundred and one reasons I thought it highly desirable that the canopy (or a portion of it) should be made in such a way as to allow for its quick and easy removal from the engine.
The basic idea was that the removable portion would be permanently attached to half the total number of formers whilst the static part of the canopy would hold the remainder. In this way, both portions of the canopy would still retain some stability after separation.



The picture (right) shows a canopy former being cut to shape. The material is 6 mm birch-plywood, the choice of which was based on the excellent surface finish and the consistency of thickness.



Other canopy formers were cut from ½ in. thick hardwood whilst one former was produced from metal angle. The latter, as in full-size practice takes the position nearest to the cylinder head – could the choice of metal be as a result of heat distortion of a timber former ?

The picture (left) shows all the canopy supports and formers in place - Eight formers in total.
Special brackets connect them to the twisted brass uprights (Olivers).
The next process will be to add the longitudinal planking. Individual lengths will be made from 4 mm thick birch-plywood and will be secured to selected formers by P.V.A. adhesive.

The picture (right) shows the underside of the removable portion of the canopy. The contrasting colours of wood finish on adjacent planking were created using wood stain. The process itself was carried out on individual planks prior to them being secured in place.
For the purpose of weatherproofing, canopies on full-size engines were covered with canvas. This has been represented on the model by a fine weave cotton fabric. For the sake of both convenience and authenticity, the full area of covering was divided into seven sections, each piece being secured by a slightly thinned-down mix of P.V.A. adhesive.

