

The Sheffield Meccano Guild



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Supporting the SMG Journal

We welcome comments, reviews, views, news, reports, sales & wants, model building instructions and descriptions, pictures (digital, film) or anything regarding SMG activities and Meccano in general. You can expect as much or as little support as you require.

Submissions can be by e-mail, scan, CD, memory stick (returned), Internet link or transfer service, typed or by any other form of human communication, even stone-aged pen & paper through the post.

Editorial 136

Welcome to the final SMGJ for the current subscription year. This also means it will soon be the SMG's October get-together at Laughton where we will have the Annual General Meeting, a potentially daunting event although there's no indication as yet that it will pass any differently to previous years i.e. quickly with no changes expected.

This edition is 'bookended' by substantial, picture-intensive reports for La Ferté-Macé and Skegex. The tasty filling in this show sandwich again covers a broad spectrum from a small, simple yet attractive Fire Engine to, with pictures on a grand scale as befits a model of this quality, the Alvis 'Stolly' where few are brave enough to build. Practical considerations mean John Wilson's *Steam Power for Industry* has had to skip this edition but other items have maintained a strong steam content. Model descriptions are of wide interest and your Ed is pleased to have a regular contributor to the 'chat' now featured properly; a clue is the front cover then verified below.

Rob Mitchell

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Annual membership

This is renewable each year in October. Current rates: UK adult £15; Europe £18; rest of world £20. Our Treasurer will be happy to advise on payment methods.

On the cover

Adding a dash of colour to a barren grey Moonscape is a Meccano (ergo non-airtight!) Lunar Module with one of its intrepid Astro Nuts, built and photographed by **Jean-François Nauroy**. His model was one not so small step from Philip Webb's version of 2009 then extended to represent an Apollo mission *en route* to the Moon then touchdown - it is presented on pages 24 to 26. Given the 50th anniversary of the pioneering Apollo 11 manned landing, your Ed found then applied an appropriate space-age typeface to this edition's cover, the article's title and judiciously elsewhere.

*Moonscape courtesy of the Lunar and Planetary Institute's
Apollo Image Atlas:*

www.lpi.usra.edu/resources/apollo/frame/

CAM at La Ferté-Macé

30th May to 1st June
2019

Pictorial report by
Rob Mitchell

For the second time, the south Normandy town of La Ferté-Macé hosted the Club des Amis du Meccano's International Exposition. It was their 46th annual gathering and the third organised by Jean-Max Estève; he is also CAM's Secretary and heads their Normandy section so there are few in Meccanoland who can match his dedication to the hobby. The show venue was a gymnasium a short distance from the town centre with table rows set to give wide aisles for a stream of visitors. Each exhibitor had an assigned space and was given an information pack about the show and the area, a bespoke laser-cut '52' souvenir and a trip to a local attraction arranged for those whose primary concern wasn't Meccano. Enthusiasts converged from all over France, its adjoining countries and from further afield as mentioned in SMGJ135's *CAM Preview*. Being a large show with Meccano nuts coming and going over three days, there's little prospect of a full overview but there should be sufficient here to give a taste of the 46th Exposition. Decided by voting, senior prizes were

to be awarded in two categories: the 'Middle Ages, Castles and Sieges' and 'Libre' (Free).



1. Jean-Marie Jacquél had modelled his Royal Canadian Air Force Westland CH-149 'Cormorant' air-sea rescue helicopter in the correct livery. It was complemented with a suitable sound effect and below is a capsized yacht with an inflatable raft, the occupants awaiting aerial assistance.

2, 3 & 4. The largest model at La Ferté-Macé was from **Philippe Baudeau** who has a reputation for tackling some novel subjects, in this case a slipway at the Lorient-Keroman fishing port - a marine 'roundhouse' complete with turntable. With much prototype information to hand, Philippe showed how a well-supported vessel, carried on a massively-built bogie, was winched from the water up an inclined slipway and to the turntable which, to avoid a change from slope to level, could tilt.



2. General aspect of **Philippe Baudeau's** Lorient-Keroman slipway. The ramp to the sea is on the left; on the right, the building with the blue roof houses the main winch while the bogie with its vessel is on a spur.

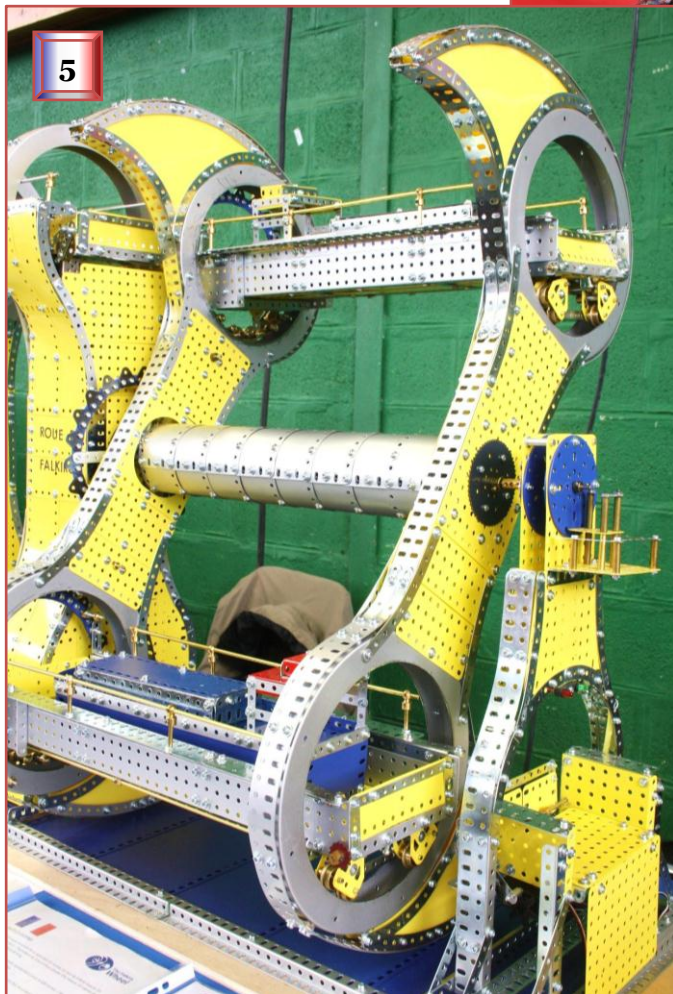
3. The bogie with its vessel is ready to be drawn onto the level turntable.
4. With the turntable rotated then inclined a few degrees to match the slipway, gravity takes over but the descent is controlled by the winch.

When on the turntable, it moved to the horizontal, rotated to the desired spur and the vessel-bogie drawn to the repair area. All the main motions were motorised and controlled from a panel behind the winch house.

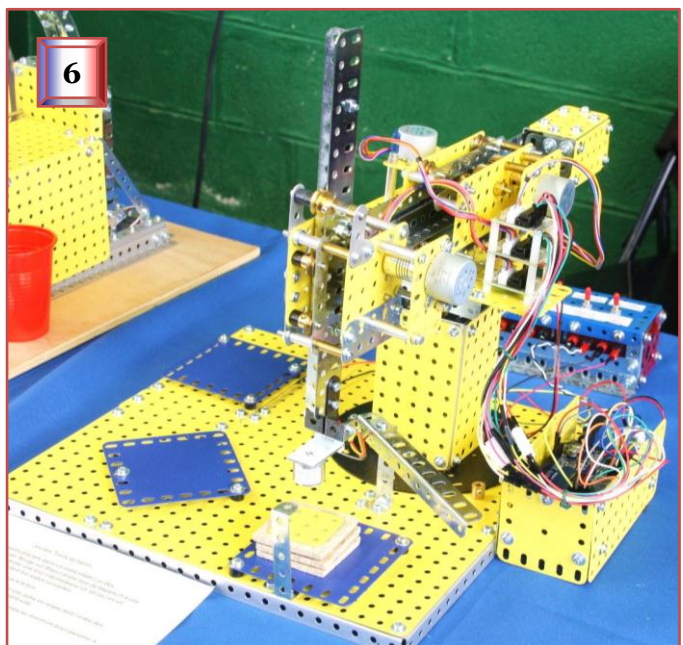
5. The two Meccanomen from north of the border and at La Ferté-Macé will have been pleased to see one of their homeland's newer landmarks on show, the Falkirk Wheel built by **Jean-Louis Canavy** who had closely copied Geoff Bennett's model featured in CQ68.

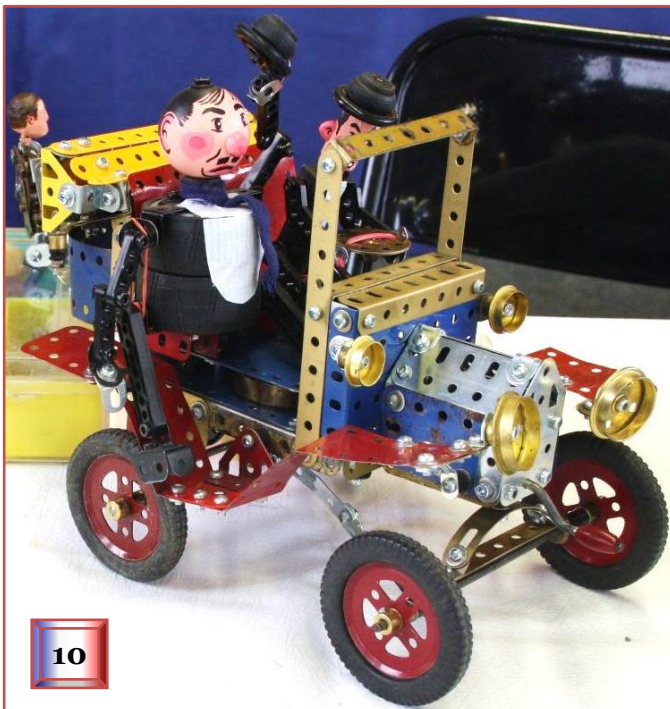
6. Also by **Jean-Louis Canavy** was this Arduino-driven 'Tower of Hanoi' pick-and-place robot.

7. One of the displays epitomising the imaginative French approach to



Meccano was a trio of 1970s-2000s sets perfectly presented by **Jean-Pierre Colin** in facsimile prewar-style boxes which must have caused even the most non-gullible collector to pause and wonder if they were being duped. They included this double Clock Kit; the shifted Hub Disc





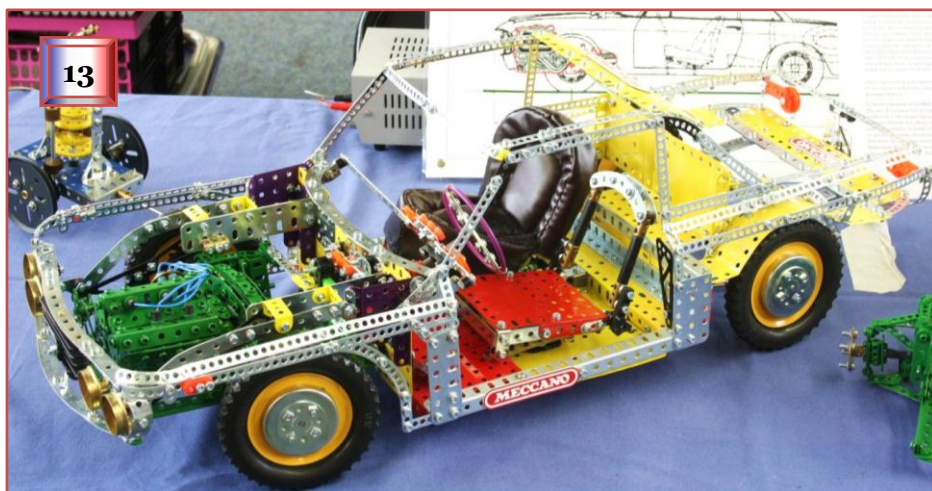
marring the symmetrical layout was the photographer's fault. The others were based around the 'Crazy Inventors' series and the two 'Highway' Multikits.

8 & 9. Not far from the Clock Kits were a couple of somewhat larger, heavier and genuine collectables. These shop counter chests were shown by **Aubin Fanard** and **Geert Rijkema** respectively.

10 & 11. The best part of **Marc Bizet's** clockwork comedy car with wibbly-wobbly wheels had to be those wonky headlights. Inside each of the Laurel & Hardy figures was a built-up articulated mannequin, **11**.

12. As well as the ball-lobbing trebuchet (SMGJ135), **Jean-Marie Dremaux** showed the god Atlas from Greek mythology.

13 & 14. Lancia is a car brand now vanished from Britain, one of the reasons being its bad reputation for corrosion and 'Lancia' assumed to be an Italian word for 'rust'. These two-seaters, a Fulvia Coupé HS and a Stratos Zero (its triangular engine cover is raised, it's not a huge fin) were by **Francesca La Camera** who had travelled to La Ferté-Macé from Rome. The Stratos Zero had some of those recently-produced Caterpillar Track links forming the seats - one to the right of the central driving position - the occupants having to clamber in through the top-hinged windscreen.



15. No Meccano event is complete without a blocksetter or two (or three...) and **Michel Bréal** showed this example, looking to be a half-size version of the on-off Hachette SML4. As an aside, some of the show's traders had plenty of the parts for sale - the diecast 3:1 Bevels were particularly



prevalent - clearly after buying in bulk the early cheap 'bait' instalments!

16. A further model unlikely to be seen outside a French Meccano event was this six-horsepower stagecoach; originally by Michel Chevrel, **Étienne Lasnier** was the builder who made good inroads into his Double Brackets to make those wheels and Formed Slotted Strips in the horses.



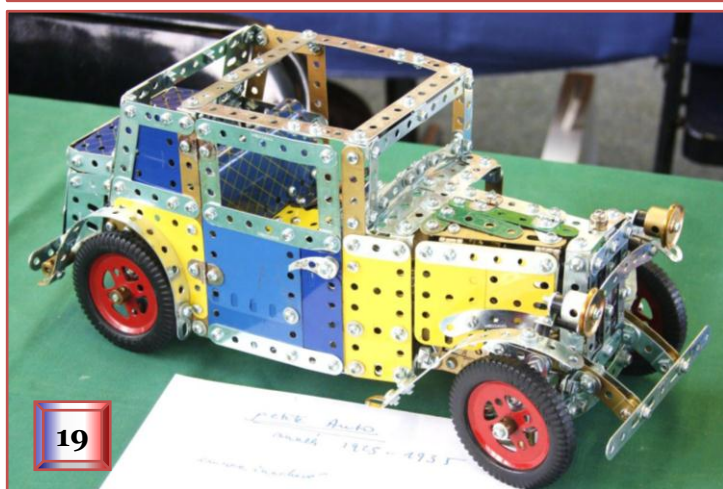


17 & 18. In the background of **16** can be seen an expanse of models built by **Philippe Bovas** who applied himself to the theme on a grand scale. Here's one the best, **17**; a full-size and evil-looking *Arbalète Médiévale* (crossbow) which was capable of launching a length of dowel halfway across the gymnasium. Other models included full-



sized armour for a horse's head, **18**. Without needing to point any deadly Meccano weaponry at a pen-armed, voting form-wielding onlooker, Philippe's efforts were well rewarded in the 'Middle Ages' category - read on!

19. CAM can boast having some world-class Meccano enthusiasts in its midst, one of them being **Pierre Monsallut** who displayed an own-design 'Petite Auto' which, despite its size, had an M.O Motor, gearbox, differential, steering and very effective suspension that enabled it to trundle effortlessly over the builder's hand.



20. Some of Pierre's models are available as Modelplans and **Didier Roussel** took a shine to the 'Petite Auto' (and a Renault 1000 kg van). Didier did such a good job, your reporter first thought they *were* by Pierre...

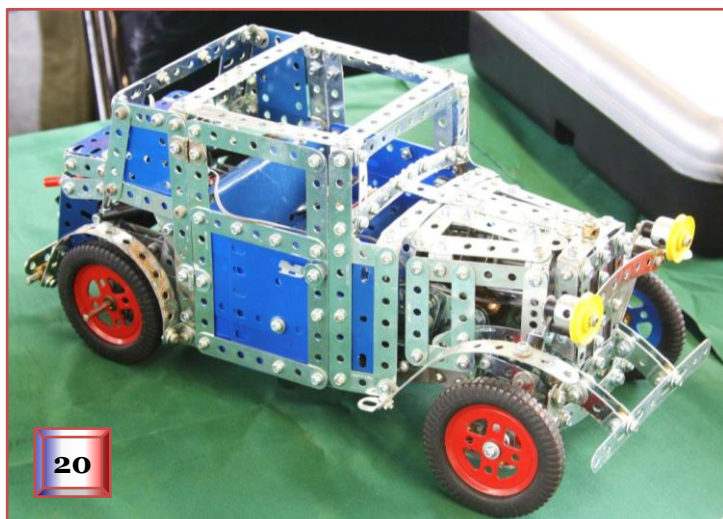
21. We return to the theme thanks to **Jean Claude Brisson** who showed three medieval cranes; pictured overleaf was a model of the wooden crane at Hambye Abbey in Normandy.

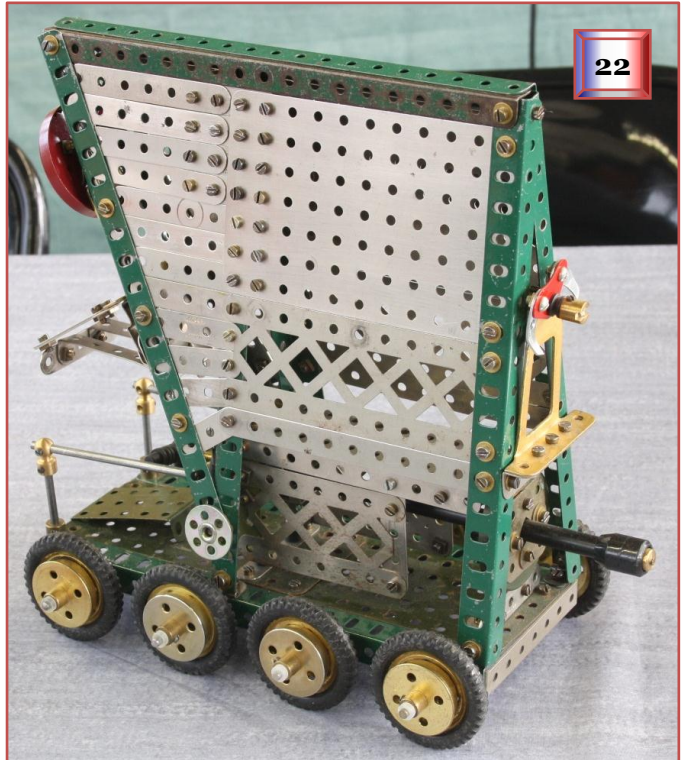
22 & 23. Also overleaf and adhering to theme models (and battering rams in particular) are two further examples from the *ten* made by **Michel Berthomier**; your reporter's favourite was pictured in SMGJ135. The fictional Jules

Verne machine (**22**) had a ram symbol at the front - its snout the boss of a small Shafting Standard -

↓ Many of us weren't going to depart La Ferté-Macé without one of these laser-cut beauties!

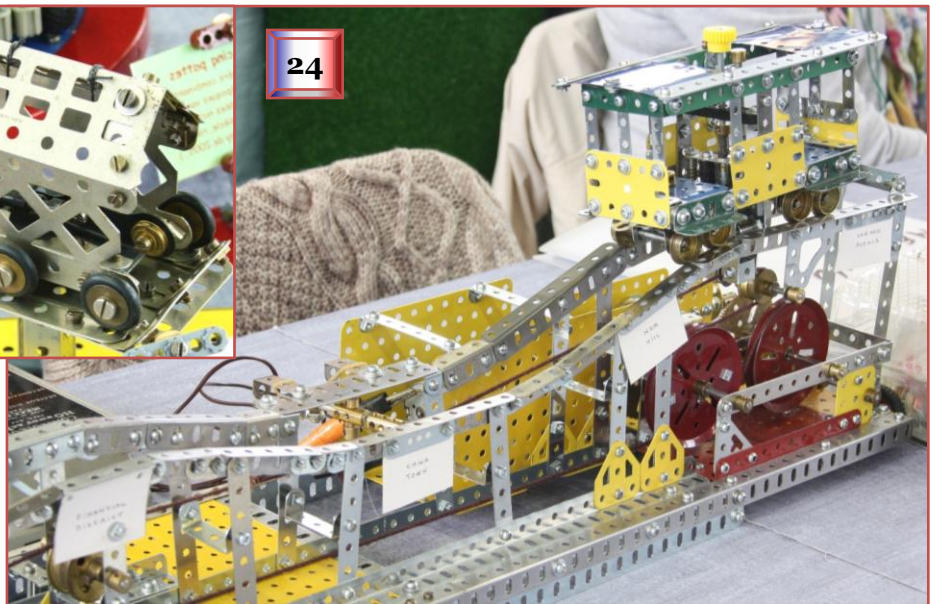
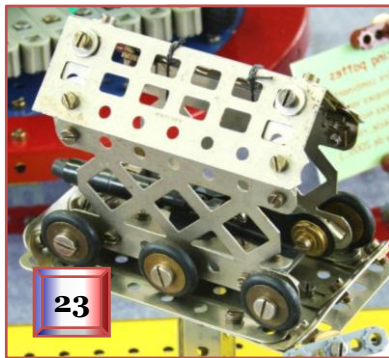
and a grinning face at the rear of its pyramidal structure. As the scale





reduced to weapons made from a few plastic parts, there was this one in vintage nickel, **23**.

24. If you wondered how San Francisco's trams handle steep gradients, **Jacques Tarratre** showed the system with winches and miles of cable.



25. Warfare of a more amusing type was represented by the obstacle course used in the MSoS's annual contest, devised by Andy Knox then won and lugged to CAM by **Brendan Harris** whose entry is shown at the rear of our picture - Andy's is nearer the camera. A Boiler End laden with Balls had to be carried without spillage over a set of rough terrain simulators.



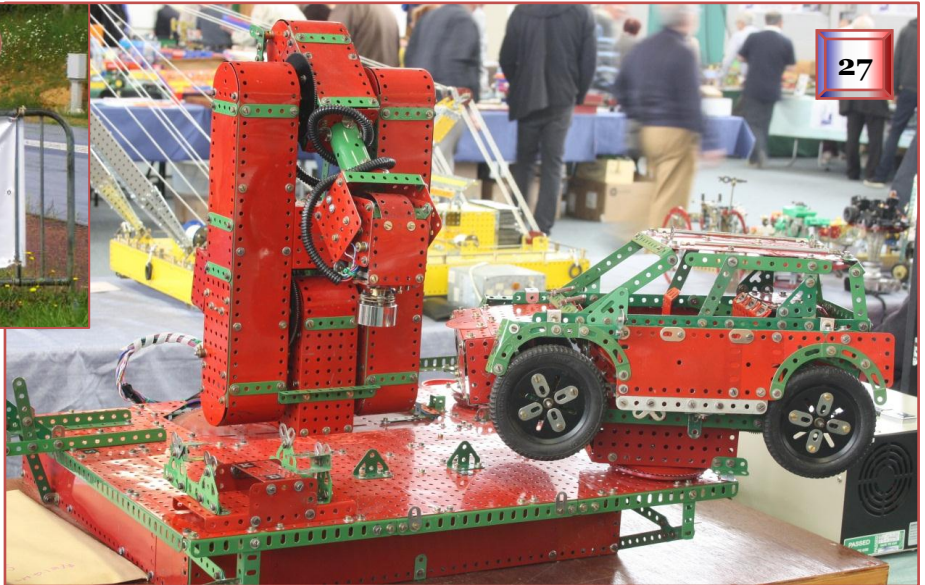
26. The show had extensive local advertising, several of these banners appearing alongside the main roads entering La Ferté-Macé.

27. **Stuart Weightman** put his six-axis industrial robot (SMGJ128) to a new job -



26

building this boxy runabout from a set of prefabricated components. Modifications for the task included extra counterweighting at the rear, the gripper was replaced by a terrifying electromagnet and the car was assembled on a turntable rotated by the robot.



27

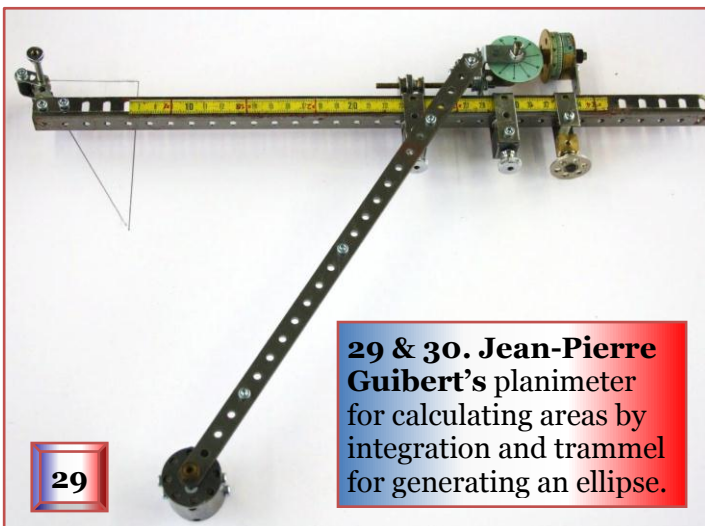
28. This Italian E550 electric loco driven by a Pèrier-esque Luigi was modelled by **Guy Kind** and, other than the drive layout, the E550 was notable by being a three-phase machine so needed dual overhead power collection - note the peculiar pantograph arrangement. If you want to know more, you need to read Guy's article in CQ124.



28

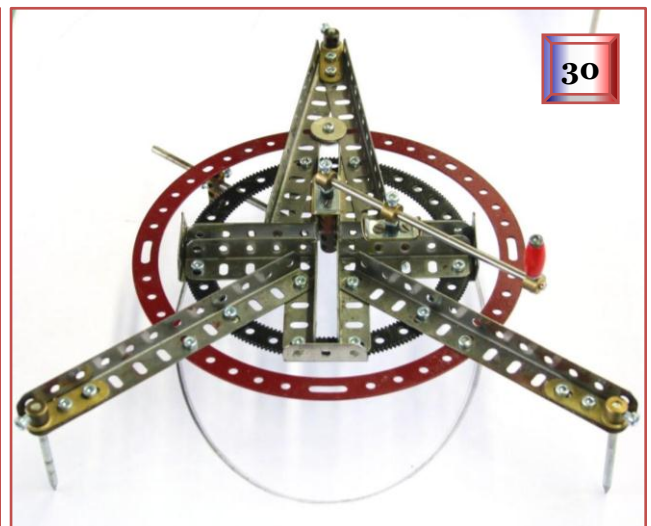
29 & 30. Jean-Pierre Guibert buried a long table run under several geometrical devices for precisely producing ellipses, spirals, circles, various types of curve, a straight line from a rotation (Peaucellier and derivatives), splitting angles and dimensions equally and calculating a bounded area - trammels, parallelogram linkages, a planimeter (a type of differential analyser) and so on. Meccano versions

were accompanied by the brass-and-steel real things, presumably rescued from an industrial drawing office or university maths department after they were made redundant by computers.



29

29 & 30. Jean-Pierre Guibert's planimeter for calculating areas by integration and trammel for generating an ellipse.



30

31. The quality of work and colourful end result marks out this one as being by **Marcel Rebischung** who had modelled, to one-twelfth scale, an Airco DH.4 'Puma' of 1916; the 'DH' was for de Havilland. The biplane was used for reconnaissance and bombing during the Great War. Being plonked on a telescopic inclined mount protruding from the large base, Marcel animated his model with a simulated take-off and landing.



32. A more conventional electric loco than Guy's subject was a 'crocodile' presented by **Alain Couvidat**. It ran at a decent speed along its track with auto-reverse at each end.



33. Another model indicating an often novel choice of subject by



the French fraternity was **Jean-Jacques Cavallaro's** extravagant *Meccano Haute Couture*. The figure rotated around an internal structure (visible above the Flanged Ring level), had spinning 'flowers' along the bottom edge and was studded with brass parts, Gears and a ton of parts from the Hachette blocksetter instalments.

34. **Cyril Termoz** produced an attractive model of a tricycle carriage. Note the wheels from pairs of 7" Circular Strips and four sets of diverging spokes.

35. Parts painted to suit the model then adding details can divide opinion but there's no denying





35



36

that **Christophe Dondeyne** had done a good job of an SNCF 231K8 (the type number matches the axles) loco he built to 1:20 scale.

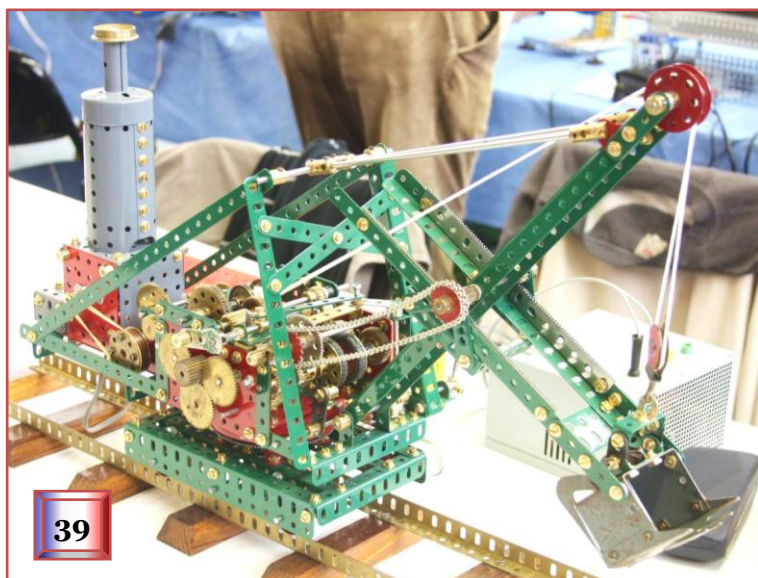
36 & 37. A pair of radio-controlled models by **Jean-Pierre Veyet** (another of CAM's world-class builders) were these level-luffing and blocksetting cranes. The latter has a machinery house stuffed with rather more drives than SML4; a single motor powered each motion through a series of forward-reverse clutches shifted by servos.



37



38



38 (previous page) & **39**. The Adler-Payn 'Takraf' crane published as Modelplan 200 was by **Anick Quibeuf** who added a large barge (bottom of frame) to receive grab-loads of grain. At the other extreme, he showed the SML19a Steam Excavator in contemporary colours; Anick had extensively revised the machinery and like most of us who have built this, made his own steam engine.

40. Michel Lhomme presented seemingly every variation of French Meccano Electric Motor, all in 'made yesterday' condition.

41. None for ages then two at once. A French edition of the scarce *Dick's Visit to Meccanoland* (which turned up in the SMG's April auction) awaits a new owner on one of the several and large sales areas.

Guided by Bernard Garrigues, the Exposition was toured by a Spin Master representative who took more of an interest than the somewhat notorious person at Skegex a few years ago. On the Saturday, the show was visited by local dignitaries who formally welcomed CAM to town, thanked Jean-Max for his efforts then, at noon, involved themselves in the awards. Several juniors received small Meccano sets as prizes for their models before the top five places for the 'Middle Ages' category were announced:

Fifth: Michel Berthomier for his battery of ten battering rams.

Fourth: highly-detailed trebuchet by **Jean-Marie Dremaux** (seen in SMGJ135).

Third: Michel Quentin, self-assembly Château de Guédelon (also in SMGJ135).

Second: Sylvain Muller's most effective trebuchet.

First: the diverse display of medieval weaponry and armour by CAM's warmonger, **Philippe Bovas**.

Similarly for the 'Libre' category:

Fifth: Christophe Dondeyne's gleaming 231K8 steam locomotive.

Fourth: RCAF Westland 'Cormorant' marine rescue helicopter diorama from **Jean-Marie Jacquél**.



Third: the imposing Lorient-Keroman slipway by **Philippe Baudeau**.

Second: Falkirk Wheel from **Jean-Louis Canavy**.

First: no great surprise that it went to **Jean-Jacques Cavallaro** for his spectacular *Meccano Haute Couture*!

An extensive pictorial report appeared in CAM Magazine No. 147 and Georg Eiermann's pictures with a video are in the NZ Meccano gallery:

www.nzmeccano.com/image-140154

With CAM's Vice President Sylvain Muller in charge, the 2020 (and 47th) Exposition is planned for Sarreguemines in north-east France. It is close to the border with Germany so is a longer journey from Calais than La Ferté-Macé but should be worth the effort. Dates: 21st to 23rd May; theme of 'Renewable Energy'; actual venue to be announced. RM

