MA TOUR CONSTRUIT The name of this 1930s French system was mentioned in 17/491 and now some details are available. The illustrations below are from the Model Sheet, 48*32cm, folded into 3, and printed on one side only. The parts in the models bring STANDARD L.R. (SLR in future) to mind, however Jeannot wrote that they don't have the indentations for locking parts at right angles, which was an important (patented) feature of SLR, and there are many less parts, no Gears for example. The maker of MA TOUR isn't known.

Parts The Sheet doesn't show the 40 individual parts but their names are given in the Set Contents, and many of them can just about be seen in the models. As with SLR the lengths of the main parts are in multiples of 5cm, and the holes (4mm Ø) are mostly at alternate pitches of 40 & 10mm in the Strips & A/Gs. What can be said of the parts follows:

Strips & A/Gs are 5,10,15, & 25cm long with holes as above except that the 5cm Strip has a hole at each end & one in the centre. The 4 holes in the Curved Strip look to be equispaced (unlike SLR), and 4 seem to make a circle of 8cm pcd. Then the chord between adjacent hole centres would be 20mm.

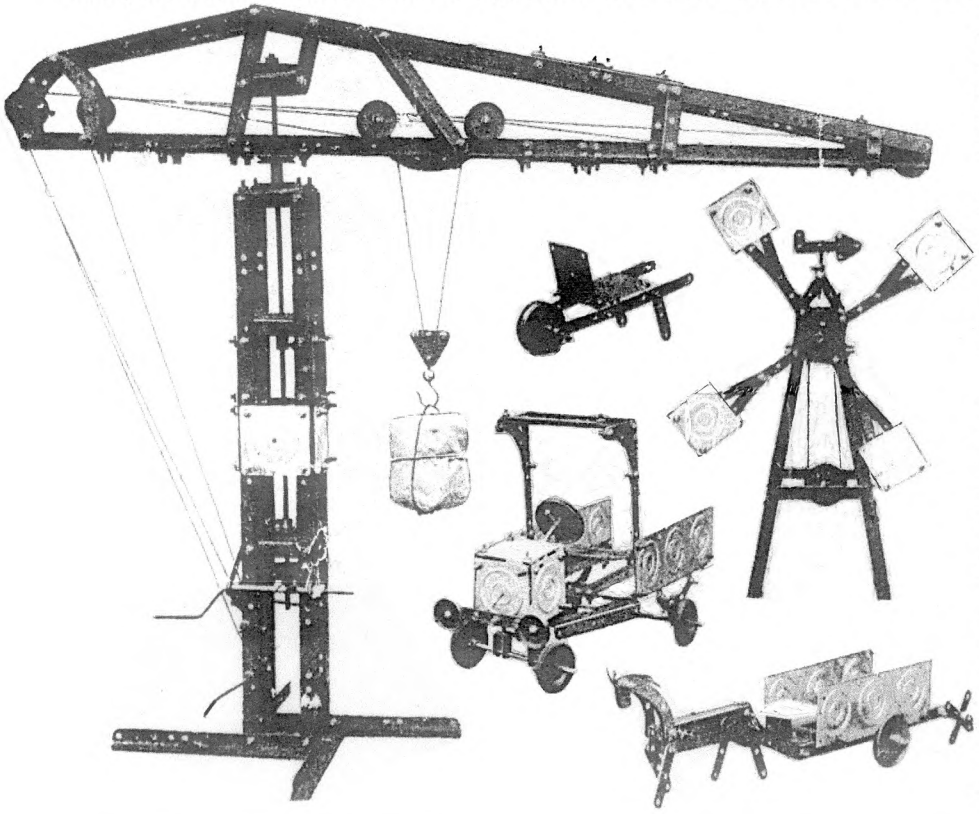
Joining parts are an A/B; a flat connector, perhaps a Flat Bracket (as at the left end of the wind vane atop the Windmill maybe); a small Triangular Plate (as on the right end of the vane, and as the side of the Crane's pulley block, though both might be made from two smaller, triangular plates); and a deep Double Bracket, as in the middle of the Lorry's front axle.

Plates are a 5*5cm with corner & centre holes (see the Barrow), and Infill Plates, 5, 10 & 15cm long, made of bare aluminium, with embossed circles in each 5cm 'bay', corner holes, and top & bottom edge holes between the bays.

Pulleys: 12, 28, & 45mm Ø Fast, and 12 & 28mm Loose. All bosses, a **Collar**, & a **Rod Coupling** are fitted with Grub Screws. A **Tyre** for the 28mm Pulleys was supplied.

Axle Rods are listed at 20,40,60,120, & 200mm long, also a Crank Handle (see the Crane).

Other parts are a loaded Crane Hook; Cord with black & orange strands; a Screwed Rod '– Cy 40'; a Nut; 10 & 15mm Bolts (the 10mm is so long that there's a note saying that the heads must be on the inside of A/Gs); and a Span'driver.



The parts are quite 'solid'. Most of the steel ones are polished but with a roughish, grenaillé (granulated) finish. Exceptions are the red painted 28mm Pulleys, and the smooth polished steel N&B, Axles, & Screwed Rods.

The sets are Nos.1 & 2 with 247/385 pieces including 24/38 Strips, 14/18 A/Gs, 8/13 Plates, 8/16 Pulleys, 4 Tyres, & 66/110 N&B. The No.1 has all the different parts except the longest Strip, A/G, & Axle, and the 45mm Pulley.

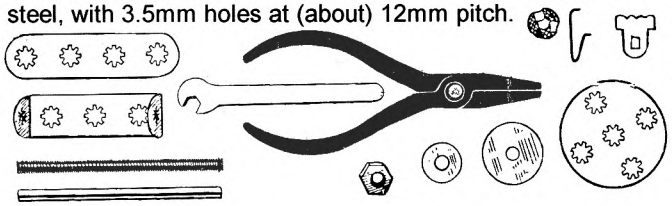
14 quite fair **models** are shown on the Model Sheet, with one photo of each (those opposite are full-size), and it is explained that they are 'only examples, because it is certain that models designed and constructed by yourself will give much more satisfaction than ones simply copied'.

Finally Jeannot pointed out that the **name** MA TOUR CONSTRUIT is strange because it means 'my tower builds', or '... is building', whereas if it were CONSTRUITE it would mean 'my built tower', that is, a tower I built. There's no Tower at all on the Model Sheet.

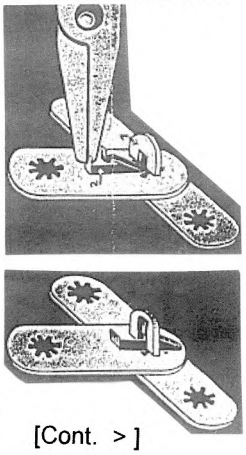
'New' System, MONT' VITE The French patent for this small system with 8-point star-shaped holes, No.736852, was described in 13/363. The name was registered on May 24, 1932, 15 days after the application for the patent was made, and it went on sale in that year, made by the patentee, Amédée Sagnier, of 111 rue Ledru-Rollin, Saint-Maur, near Paris. It isn't known how long it lasted.

"MONT' VITE"

The Parts There were 2 sets and all the different types of part in the No.1, as shown on the Model Sheet, are illustrated below, except the 6 & 8h Strips. Some extra parts in the No.2 can be seen in the models overleaf: an 11h Strip, an A/B, Cord, & a Hook. So 23 in total and all are polished steel, with 3.5mm holes at (about) 12mm pitch.



The parts are held together by the flat T-Clips, in 3 lengths, to accommodate 2, 3 or 4 thicknesses of metal. The T-Clip is held in place by a Clip Spring, pushed home (right) while held in the Pliers.



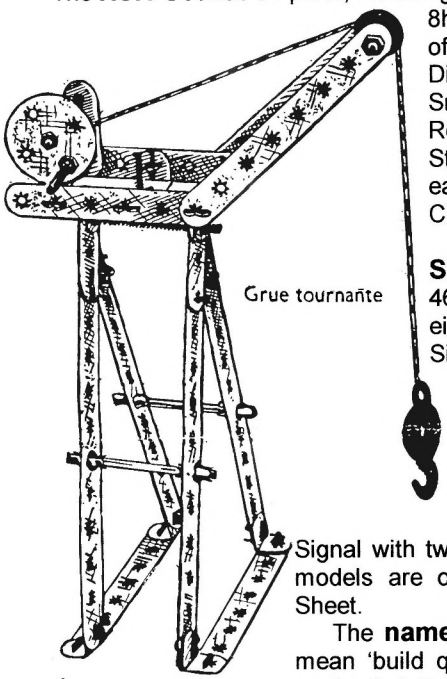
The part to the left of the T-Clip is an Axle Stop, with 3 springy arms as in the patent, and it can be seen holding Rods in place in the Crane.

The Discs scale at 28, 16 & 10mm Ø and the Axle Rod & Screwed Rod are both 87mm long. The latter is used as an axle in the models and I'm not clear why the smooth Rod is needed. Without it the Axle Stop wouldn't be needed either.

The Spanner scales at 79mm long, and the Pliers at 115mm.

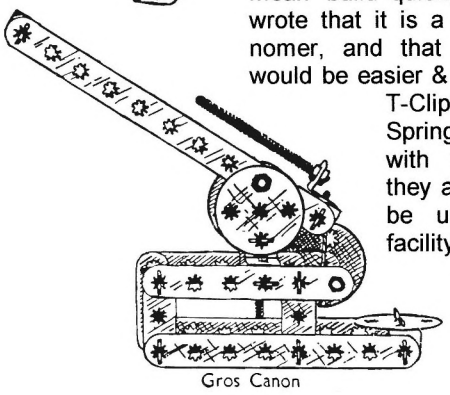
[Cont. >]

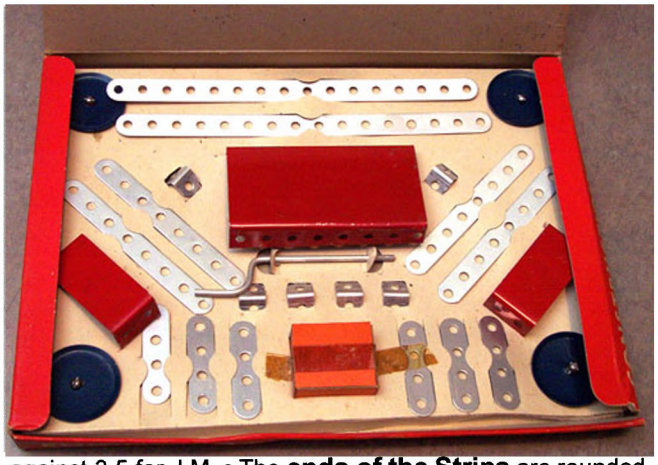
The **No.1 Set** has 81 parts, including 10 Strips from 3 to 8h long; 2 DAS; 4,2,1 of the 28,16,10mm Discs; 2 each of the Smooth and Screwed Rods, 8 each of Axle Stops & Nuts; and 18 each of the T-Clips & Clip Springs.



The large **Model Sheet**, about 36 by 46cm deep, shows eight simple Railway Signs, & five models for 'Sets 1 & 2' - the two left, a Band Saw, a Goods Elevator, and a lever-operated Railway Signal with two arms. More No.1 models are on the back of the Sheet.

The **name** MONT' VITE may mean 'build quickly, but Jeannot wrote that it is a complete misnomer, and that Nuts & Bolts would be easier & faster than the T-Clips and Clip Springs. The problem with these is that they are too small to be used with any facility.

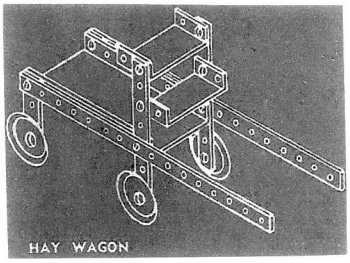




against 3.5 for J M. • The **ends of the Strips** are rounded, sometimes quite close to the end hole, and sometimes fully radiused at one end and not quite fully at the other. • At 38mm the diameter of the **Pulley Disc** is slightly greater, and the rim is narrower, leaving a flat centre of about 33mm Ø, against the J M 27mm. • The Flanged Plates & Pulley Discs are **painted** on both sides.

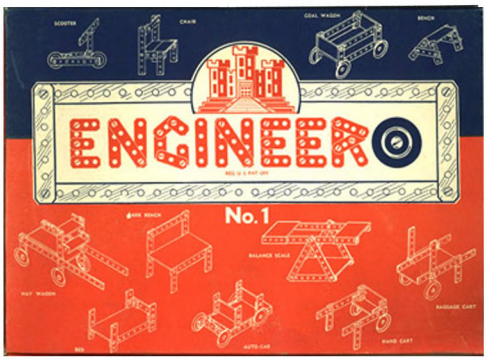
Other details of Kendrick's parts: • The **Large Flanged Plate** is 3⅞" long by 2⅛" wide, with ½" flanges. The bend is very rounded & obviously less than 90 degrees. The metal is 0.027" thick. • The **Small Flanged Plate** is 1" long with other dimensions as above. One has an extra small hole in one flange. • The 4 & 16-hole **Strips** are 0.050" thick; the 8-hole are thinner, only 0.038". • The **A/B** is 0.027" thick with both holes round. • The **Pulley Disc** too is 0.027" thick. • Many **holes** are very roughly punched, with lots of flash. • The 12x 5-40 **Nuts & Bolts** are plain steel and are contained in a small red cardboard box. The Bolts have 5.9mm roundheads, and are ⅜" under head; the hex Nuts are 7.8mm A/F. • The .123" Ø aluminium **Crank Handle** is 4" long o/a, with a 1" handle offset about .8", and the thread is ½" long. Full details of the J M part weren't given in OSN 12, but the corresponding dimensions for one from another J M Set are .124"; 3.8"; .7"; .6"; 11/16". The ENGINEERO bends are nearly at 90° too. The J M thread is 5-40 as would be expected but on the ENG part it has 32 tpi and the o.d. is .124". In Kendrick's N&B box (still sealed by old tape) there was one Nut that would go on it, the same size outside as the others, but aluminium and threaded 6-32, so a slightly loose fit. (Also in the Box, for no apparent reason, a single 3/16"-32, 1" u/h, round head bolt & hex nut, and 2 square nuts, 0.384" A/F, perhaps threaded 6-32.) •There was no **Screwdriver** or **Wrench**.

Neither Set had a **model leaflet** or **manual** and with the instructions & models on the box there probably never was one. All the 20 models on the box are in the J M manual but 3 are for J M Set 201. Two of them can in fact be made with the No.1 or J M No.101 parts, and the other can easily be adapted to use only those parts. One model is shown right.



Apart from the possibility that there may be a No.2 ENGINEERO Set waiting to be discovered, that may not be the end of the story of the red Flanged Plates with holes only in their flanges. The Mystery Parts No.23 (11/283) correspond to the parts above except that the Flanged Plates are only 2" wide, but are .6" deep, and at .040" the metal is thicker. The 8h Strips are about the same thickness. Also I wonder if Don Redmond's parts in 14/395 can now be identified as ENGINEERO.

'New' System: ENGINEERO



This is ENGINEERO, Set No.1, made by Namac Corporation, Newark, New Jersey - no relation to the much earlier ENGINEERO with the unusual Strips, described in 18/520. In many ways this system is very similar to JUNIOR MECHANIC (see 12/327, 13/361 & 18/522), with aluminium parts that differ only in detail, the same colour scheme, the same model illustrations & names, and the layout of the parts in the No.1 Set, is identical to that of the J M No.101. So the guess is, therefore, that ENGINEERO was made shortly after WW II.

Thank you to Kendrick Bisset & Jacques Pitrat who both sent notes and pictures of their unused No.1 sets, and what follows is a fusion of the two.

The **No.1 Set** is packed in a box with folding lid, 29*21*2½cm. The lid (above) is blue at the top, red underneath, with REG U.S. PAT. OFF & No.1 under the name. The bottom part is red with ENGINEERO CONSTRUCTION SET on the side. On the bottom of the box are some constructional hints in a light centre panel and another 9 models. The layout of the parts in the Set (top right) is the same as the J M 101, and the method of holding the parts to the backing board is the same too. Said board looks orange in Jacques' set & buff in Kendricks. Apart from the N&B (no 101 details are available) the set contents of the two sets are the same.

Compared with the 101 the main differences in the parts are: • The **holes** are larger, they vary from 4.5 to 4.7mm,