

Hobbies

WEEKLY

April 4th, 1945

Price Twopence

Vol. 100 No. 2581

A CORNER MEAT SAFE

HERE'S a neat attractive inexpensive corner meat safe made entirely from narrow wood $\frac{1}{2}$ in. thick. The construction is extremely simple and anyone possessing ordinary woodworking implements can make it successfully.

Owing to the difficulty of obtaining perforated zinc sheeting for the door, an alternative is to make use of window curtain netting (there are sure to be old remnants in the home which could be utilized). The curtain netting is simply attached to the back of the door framing with thumb tacks so that, if necessary, it can be removed and washed periodically.

Top, Bottom and Shelves

Commence work by cutting out the top, bottom and shelves from $\frac{1}{2}$ in. shelving board. The top size and shape is shown at Fig. 1. At Fig. 2 the diagram of the bottom piece also serves for the shape and size of the two shelves which, as indicated by the dotted lines, are cut $\frac{1}{16}$ in. less in the width at the front edge.

The notches cut $\frac{1}{4}$ in. deep in the end edges must be truly made, as the leg and lath pieces engage with them. While the notches are best cut out with a tenon saw and chisel, readers possessing a coarse fretsaw will find it more convenient to use it.

Having prepared the top, bottom and shelves, prepare the leg and side lath pieces. The back corner leg is formed from two pieces of $\frac{1}{2}$ in. stuff

29ins. long by 2ins. and $1\frac{1}{2}$ ins. wide respectively. These are nailed together to form an angle (see top plan, Fig. 1). The front leg pieces are 29ins. by 3ins. by $\frac{1}{2}$ in., the side laths (you need two) being 23 $\frac{1}{2}$ ins. by 2ins. by $\frac{1}{2}$ in.

Assembly of Carcase

The carcase is assembled by nailing the shelves and the bottom to the side laths at the distances shown by the side elevation (Fig. 1). The leg pieces are then added and the top affixed flush on the top ends. Use $1\frac{1}{2}$ in. long oval nails.

See that all parts are quite true. Test for trueness with a large set-square. The door aperture should be quite true. Its trueness can be tested with a length of wood which is placed diagonally, from one corner to the other, and marked off, then reversed and the mark checked with the opposite corner. If the marks meet, the aperture is square; if not, force the framing into true and glue small blocks below the shelves and bottom against the legs at the inside. Allow the structure to stand until the glue sets.

Making the Door

The door is made from two stiles 23ins. by $1\frac{1}{2}$ ins. by $\frac{1}{2}$ in. or $\frac{3}{4}$ in. The top cross piece is 13 $\frac{1}{2}$ ins. long by the same width and thickness as the stiles. The bottom cross piece is 3ins. wide. The centre upright is the same size as the stiles.

The stiles and centre upright are half-lapped to fit flush into suitable half-laps cut in the top and bottom cross pieces (see constructional details, Fig. 2). Note to one of the door stiles is checked for the thickness of three $1\frac{1}{2}$ in. hinges.

Assembly Hints

To assemble the door framing, use glue and $\frac{3}{4}$ in. by 6 flathead iron screws. Attach the stiles to the cross



This practical piece of work stands just 2ft. 6in. high and 12 $\frac{1}{2}$ in. by 14 $\frac{1}{2}$ in. wide.

pieces first, then add the centre upright piece. The latter could be dispensed with, if desired. It has been included to help give additional

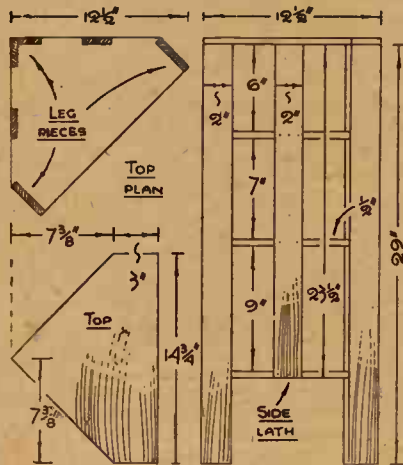


Fig. 1—Plans and elevations of top and sides.

strength to the door and also provide a means for attaching the curtain netting in the middle to make it stretch more securely.

Like the carcass, the door must be assembled quite true and square. Test it in its aperture before setting aside to dry.

When the door is ready for fitting, place the hinged stile against the aperture and note amounts of wood to be removed in order to make the

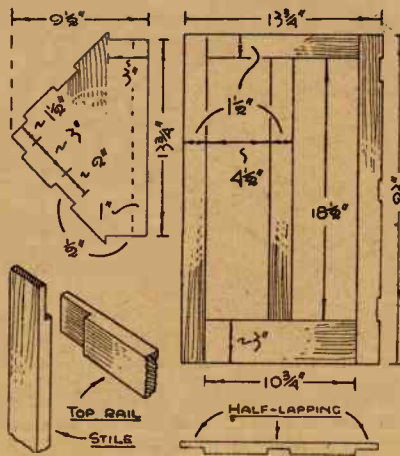


Fig. 2—Details of floor, door and shelves.

door close properly. If the door has been made to the sizes (which are net), there may be no call for fitting.

There is no safeguard against slight errors in trueness, however, so that a few shavings may need to be removed here and there. When the door is fitted to satisfaction, plane the

face side to level the joints; the reverse side only requires truing at the joints, as most of it is covered with the netting.

Attach the hinges to the door stile, then screw up the door so that it shows an 1/8 in. break all round at the front. It may be necessary to stop it with flat pieces of wood nailed to the bottom and top pieces at the inside, near the closing side. A brass handle screwed to the door completes it.

The Finish

Having sunk all conspicuous nail heads and concealed them with plastic wood, wax or putty, smooth up the work with glasspaper (at top and front only) and apply a single coat of brown (or green) paint to the outside only. The interior must not be painted or even stained in any way. Keep it in the white; it looks much fresher and cleaner.

When painted, obtain a suitable piece of window netting and cut it to allow for an lin. fold (hem) all round which suits the door. For example, the outside measurements of the door are 23 ins. by 13 3/4 ins.

If the window netting were cut to the same size, then an lin. wide hem folded at the side and ends, this suits the openings in the framing. The netting is attached by pressing thumb tacks into the corners. See that the netting is well stretched thus prior to adding further thumb tacks.

From The EDITOR'S NOTE BOOK—

SUPPOSE you were asked to give a definition of your hobby what would you say? An Essay Competition on "My Favourite Hobby" was given some time ago to the cadets in school ships and nautical colleges and the one which was awarded first prize was an excellent effort. It was submitted by Cadet A. D. Rumble of H.M.S. Worcester and I quote the opening paragraph as an outstanding piece of descriptive which covers the subject splendidly. Cadet Rumble wrote "An ideal hobby is one which will keep a person interested, contented and happy during leisure moments; is instructive, not too expensive, and if possible lucrative at times. It would be a great advantage if it could be put down at a moment's notice and ready to pick up again later." Can anyone beat it?

HOW remarkable to think we could just switch on our fret-machine and away it would go, with its soothing hum, ready to cut our work, and do away with treading. This is not of course, a dream, because before the war Hobbies Ltd. had just such a machine, for bench or table, which you could plug in to your electric light holder, and away you ran.

THE machine was called "The Marvel" and I am reminded of it by F. D. Blount of Bilston, Staffs, who has just donned civilian clothes again after nearly 4 1/2 years in the Army. "We have a room," he says "which is rather damp, in fact my new cycle is just about done for with rust. So naturally I wondered what my fret-machine was going to be like. But I need not have worried. I connected it up, and believe me or not, after being in an atmosphere

SPECIAL NOTE !

I am anxious to hear of any Hobbies Clubs, and can offer a helpful leaflet of hints on how to run them. In writing, tell me how many members you have, what are your interests, how long the Club has existed, as well as any good work you may have undertaken.

like that for 4 1/2 years, it purred away as if it had only been switched off the night before! It says much for the really good workmanship of your goods, but anything with the trade mark of Hobbies can be trusted."

COLLECTIONS of all kinds have been mentioned here from time to time as hobbies by people in

various places. I now hear of one of the ships of the Navy which makes a collection of hair! Not for any purpose of usefulness, but for interest and novelty. Visitors to the ship (and they are few now, of course) are asked for a lock of their hair as a souvenir. This, with signature and date is entered in an appropriate book and forms an interesting and intriguing record. As the collection has been going on since 1941 the Book is getting full, and it is an interesting fact that a large percentage of the locks are very dark! The crew consider the hobby to bring the ship good luck—although why, I cannot see or say.

THOSE who have not yet obtained their copy of the 1945 Handbook will now, I am afraid be disappointed. We could not print more than 100,000, because of paper restrictions, but those have been going like hot cakes ever since the first copy was available last autumn. It was really marvellous value for 6d., with information you would not get from any other source. If you are one of the disappointed ones, make sure you get the 1946 edition which will be ready in the autumn.

The Editor.

A miniature in wood, just 6 ins. long, of an ELECTRIC VAN MODEL

THIS is a nice little model, quite easy on wood and of simple construction having no elaborate detail to copy. It is a model of a popular type of tradesman's electric van, and a bit unusual in appearance. Being of solid construction, it will stand a fair amount of rough play and is suitable for a youngster.

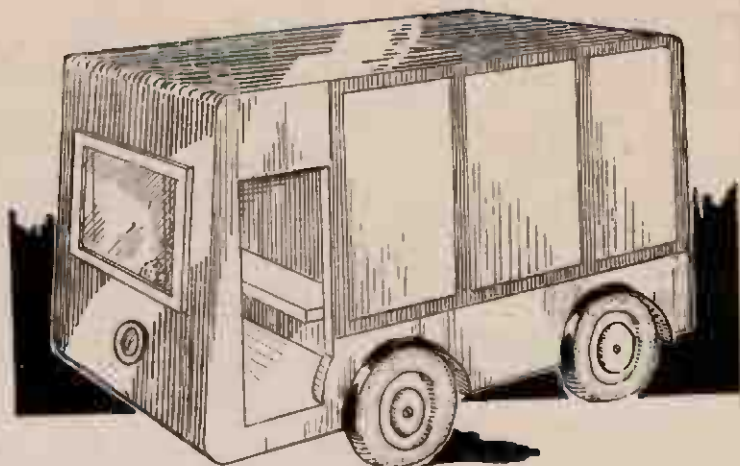
The body, Fig. 1, is cut to shape from deal of a thickness of $2\frac{3}{8}$ ins. Use a solid piece, planed to this thickness if available, but two or more thicknesses of wood glued together to make the thickness can be employed.

The Body Work

The body is in two parts, A, the solid one just mentioned, and B, a piece of $\frac{1}{2}$ in. deal glued in front. This latter piece is shown in front view, Fig. 3. Saw out the window opening, and glue B to A, clamping together firmly until the glue is hard. No nails at present to be used.

The sides of the van, Fig. 2, are drawn on the wood if possible, but if not, the diagram can be copied on to thin paper and traced through carbon to the wood. The wood used is $\frac{1}{4}$ in. fretwood.

Cut the doorways out carefully. Draw pencil line A-A along, $\frac{1}{8}$ in. from the bottom, and on this and at points given, strike the arcs shown. Cut these out. The thin lines, indi-



cating the panelling, are ignored at this stage.

The sides are now glued to the block (A and B) and should be pressed down in a vice or left under a weight for a while. Then the block is trimmed to the shape of the sides, a trimming which means cutting the front of part B to the slope, and rounding the corners of the remainder, except the back bottom corner.

Cardboard Mudguards

In the recesses left where the arcs are sawn out, glue in strips of $\frac{1}{8}$ in.

wide cardboard for the mudguards. Cut these generously as regards length, as any surplus can be cut off with scissors afterwards.

Be careful to see the cardboard is pressed well up to the edges of the arcs, giving it a neat curve with the fingers before gluing in position.

Seat and Steering

The seat, steering wheel and pillar can be made and glued in now. Both can be seen in Fig. 1. The seat is a piece of $\frac{1}{2}$ in. wood, $2\frac{3}{8}$ ins. long, glued where shown and fixed to the sides of the van with fretwork nails. The steering pillar, C, Fig. 4, is cut to the shape given from fretwood.

The wheel is a $\frac{1}{4}$ in. disc of the fretwood, fixed on top of the pillar with glue and a single nail. Fix the whole where shown in Fig. 1, a little to the left of the centre, looking at the front of the model.

The wheels, Fig. 4, D, are of simple construction. Cut them from $\frac{1}{4}$ in. fretwood, and glue together as shown in the sectional view. The edges should be nicely rounded off to simulate tyres, also the edges of the centre bosses.

Fixing the Wheels

Fix the wheels with small round-headed screws and place a thin metal washer behind each before screwing. Now remove the wheels for painting the model, they are, of course, replaced afterwards. The wheels must move freely and the centre holes be true or the wheels will not run smoothly.

Give the work a good rubbing all over with fine glasspaper. Cut a frame from cardboard with an inner opening a little less than the window in the front of the van. Glue this over the window to frame it, and glue a

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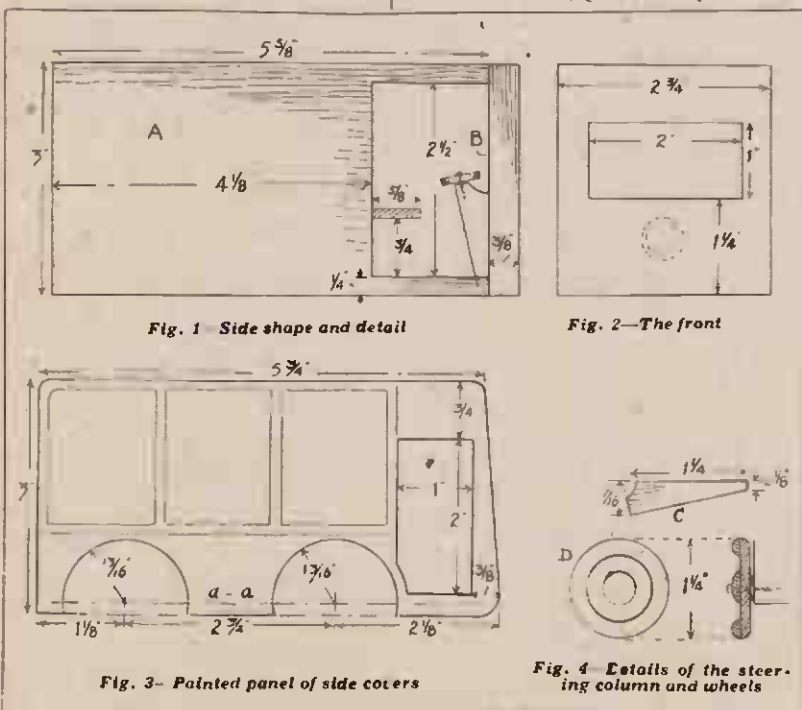


Fig. 1 Side shape and detail

Fig. 2—The front

Fig. 3—Painted panel of side covers

Fig. 4 Details of the steering column and wheels

A splendid game for outside can be provided with a BAT AND BALL TRAP

THIS little bat and ball game is by no means new, but provides good fun for any youngster, and teaches quickness of eye and hand. The ball—a small one will do quite well—lies on the end of a pivoted bar, and this is struck lightly with a small bat so that when the ball flies up, contact is made with the bat itself.

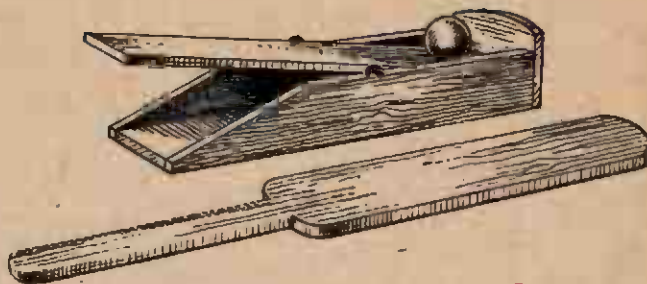
The whole thing can be used by several players, or even as a solo game for a small individual. By tapping the ball to the different players to catch, quite an exciting sport can be made. For individual use, of course, the ball can be hit upwards with the bat to provide catching possibilities by the striker.

The whole thing is quite easily made—the trap itself consisting of only five pieces of narrow wood, and the bat being cut from a single

article. Glue and screw these two sides along edges of the the outer base, making sure to get them upright.

The back piece should also be prepared, being 5½ ins. high and 5 ins. wide. The top edge can be rounded as shown, or just have its two upper corners lightly turned. It is perhaps best to have this part cut and ready before the actual sides are fitted, then they can all be glued and screwed to ensure accuracy and strength.

The striking bar need not be so thick, but must be 1ft 5 ins. long and



Leave the nails projecting so the shank rests on the edge of the sides, whilst the head projects slightly beyond. The striking bar should rock easily without binding at sides or end.

The Bat

The bat is cut from a piece of wood 2ft. 3 ins. long and 4 ins. wide—again of ¾ in. stuff. The handle is cut at one

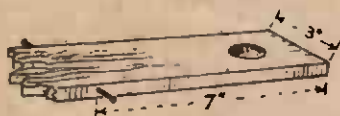


Fig. 1—The swing board and ball hole

similar board. The wood is ¾ in. thick throughout, and all the parts are glued and screwed together for strength.

Any odd wood can be used as the game can be painted green or brown or almost any colour to hide any poor workmanship or badly marked wood.

The Base

The base is first cut 15 ins. long and 3½ ins. wide. The two sides are 4 ins. wide and 1ft. 3 ins. long. On the top edge of each mark a distance of 10 ins. from one end, and then pencil a taper line from there to a point ½ in. upwards from the opposite edge. This will give the slope when cut off that can be seen in the picture of the finished

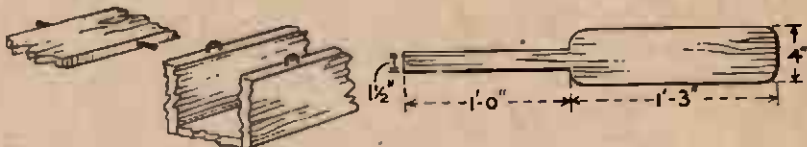


Fig. 2—How the board is pivoted

3 ins. wide. Mark a point on each edge 7 ins. from one end, and at the same end on the flat surface make a slight depression with the gouge and glasspaper in which the ball can lie. These details are shown in Fig. 1.

Pivot Position

The position marked—7 ins.—indicates where the pivot nails have to be driven in, and a similar distance must be accordingly marked along the top edge of each side. On this point and exactly opposite each other, a small staple is driven carefully into the edge after the pivot nails have been fitted into the edge of the striking bar. This is shown at Fig. 2, but in making, the staples are driven in when the bar is held in position.



Fig. 3—Shape and dimensions of the bat

end, and the whole shape made out as indicated in the diagram at Fig. 3.

The back surface of the bat itself can be slightly rounded, and of course, the handle should be shaped down for comfort. A piece of insulating tape can be bound round near the top to prevent splitting, and to provide a finish.

Stain or Paint

The whole thing is now complete, apart from a suitable finish. This can be as suggested, ordinary paint or if new suitable wood has been used, a dark stain provides an alternative. The bat can be varnished, but if this is done, ensure having a hard varnish which will not get tacky when the handle is being used.

Electric Van—(Continued from page 3)

piece of clear Cellophane behind it to imitate glass.

Imitation Windows

The best way to do this is to cut the Cellophane the same size as the cardboard overlay frame. Glue the frame and lay it on the Cellophane, then apply a little more glue round the edges of the window opening and press the frame over, pressing it firmly down in position.

Where shown by the dotted line circles in Fig. 3, glue another overlay,

cut from thin fretwood and about ½ in. diameter. This is for the lamp, a dummy one. It can be made to look more real if a disc of blue paper, covered with Cellophane, is placed behind the wooden overlay.

Painted Finish

The van can be painted green, grey or brown, in fact, almost any colour suitable. The overlays and the framing of the panels (the latter shown by thin lines in Fig. 2) are put in in a darker colour than the rest to

impart a panelled effect to the van.

A similar "framing" is carried out at the back of the van, the panel left in the centre being the "door." A dummy knob and catch can be added here to increase the realism.

The wheels can be painted to match the rest, except the tyres, which should be grey in colour. Mudguards can match the van or be painted black. If you can give the completed model a coat of clear varnish, it will improve it a lot.

Any amateur radio fan can make this efficient SIMPLE CRYSTAL SET

A NEAT and efficient crystal set can quite easily be made as described. When completed it can be used for listening in bed, or as a substitute if the family receiver is out of order, or the batteries discharged.

The set is built upon a wooden baseboard about 5ins. by 5ins. with a plywood or ebonite panel the same size screwed to the front edge. A small block of ebonite is also fixed to the back of the baseboard to carry the aerial and earth terminals as shown in the plan diagram at Fig. 1.

If no ebonite is to hand then the aerial and earth leads can be taken directly to the coil and tuning condenser. Wood can be used for a terminal strip, but weak signals in damp weather can be traced to its poorer insulating qualities.

Position of Components

The exact positions of the tuning condenser, crystal detector, switch and 'phone terminals depend to some degree upon the type of components used.

The tuning condenser should have a capacity of .0005 mfd., although a capacity of .0003 mfd. or so can be tried if to hand with a consequent curtailment of the tuning range at the upper parts of the bands.

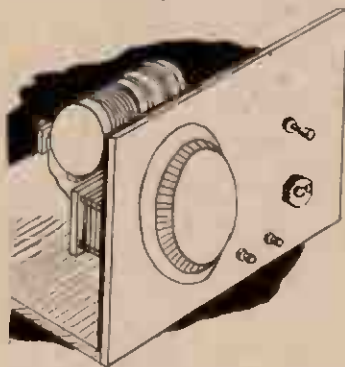
Some types of detectors may need to be mounted lengthwise with two screws upon the panel. In any case see that it is an efficient type, or results will be inferior to those which can be obtained. A modern detector with two crystals is recommended, although, of course, any detector will give reasonable results.

The switch below the detector is for wave changing and a push-pull type can be used. Although the medium-wave band is most used

these days it is worth while making the set to tune the long-wave band also as there are various musical and news items broadcast by Daventry on that band.

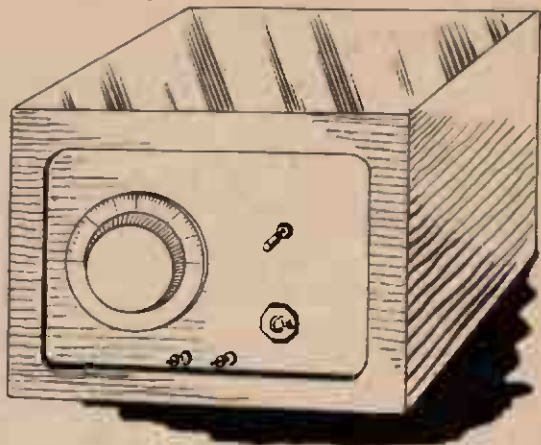
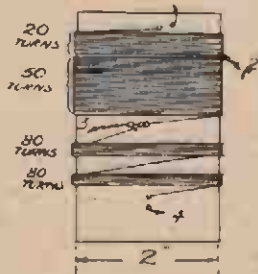
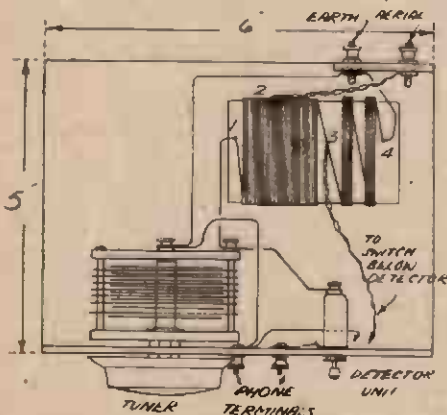
The tuning coil is wound upon a 2in. diameter length of cardboard tubing. Varnish or paint the tubing before use, to increase its insulating properties. Winding details will be seen from the diagram at Fig. 2 and the gauge of wire has not been shown as it is found that any wire from 32 to 24 S.W.G. will provide satisfactory results.

Even finer wires than 32 S.W.G. can be used, but this tends to give some reduction in signal strength. The



wire may be either enamelled or cotton-covered.

The ends of the windings are anchored by being passed through pairs of small holes. All windings must be in the same direction, and about 1/4in. left between the various sections. The 70-turn section is wound with turns close together, and the two 80-turn sections are wound in a pile.



When completed the coil is secured to the baseboard with 1/4in. screws, two spacing washers of about 1/4in. thickness holding the coil slightly above the baseboard. The ends of the windings should then be connected up as shown, taking the loop (point 2) to the aerial terminal.

Panel and Cabinet

If a wooden panel is used it can be varnished before mounting the components upon it. A cabinet may be made from plywood, about 1/4in. thick for the sides so small tacks can be used to secure top, front and bottom. If the front has a large, rectangular-shaped hole in it the complete set can be pushed in from the back, when the panel will come into position behind the hole.

When the wave-change switch is closed the set tunes the medium-wave band, and when opened the long-wave band. The crystal-detector is adjusted to a sensitive spot in the usual manner and stations tuned in by rotating the tuning dial fitted to the condenser.

For best results a good aerial and earth are desirable. Although the set will work with even an indoor aerial it is best to use a long, high outdoor wire so that as powerful a signal as possible is picked up. This is especially so when more than one pair of earphones are to be used.

The earphones should be of about 2,000 to 4,000 ohms resistance, for the low-resistance pairs sometimes sold are of little use for this type of set.

This is the first issue of Volume 100. The Index for No. 99 will be ready soon, 1/- post free.

Fig. 1—Plan of baseboard and components Fig. 2—Details of coil connections

There's something interesting and unusual in making A MODEL CARAVAN

A FEW weeks ago in these pages we published a design and gave instructions for making a model motor car. This week we give the details for making a caravan trailer to go with it.

As will be seen from Fig. 1 the trailer is of modern design and is decorated in a pleasing manner. The model is very simple in construction, indeed, the diagrams included here made a lengthy description quite unnecessary.

The overall length of the model is 11 ins., including the metal drawbar which is pivoted to the underside of the model car.

General Details

A side view of the model is given in Fig. 2, and this includes all the necessary measurements for drawing in the door and window positions preliminary to painting them in suitable colours.

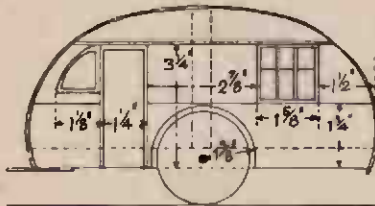


Fig 2—Details of side markings

The general construction of the body is given in Fig. 3, and the various parts may be described here. The main floor of the model measures 9 ins. long by 3 1/4 ins. wide and it is 1/2 in. thick.

Cross Stiffener

To this floor, and placed centrally, is an upright measuring 3 1/2 ins. by 3 1/2 ins. This may be 1/2 in. thick or even 3/4 in. thick as it only acts as a stiffener to the sides. Screw the piece to the floor and be sure to get it perfectly upright.

Now for the main sides. An outline of one of these is given in Fig. 4, and with the aid of the squared left-hand half, it should be a simple matter to produce the correct curvature. The squares shown are 1 in. sided, so having a piece of 1/2 in. thick wood 9 ins. by 4 1/2 ins. and dividing half its length into squares as shown the curve can easily be drawn through them.

The opening in which the wheel revolves is 1 1/4 ins. in diameter. The centre for striking the arc of this must therefore be 1/2 in. above the

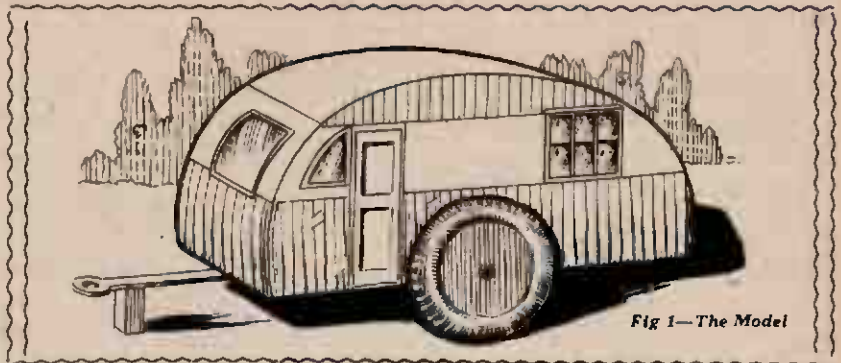


Fig 1—The Model

lowest line and on the centre upright line, of course. Cut round the outline with the fretsaw and clean up the edges. Then use this cut-out as a template for marking out the second side of the model.

Fig. 3 shows how the sides are put on. The foremost side in this diagram is cut away to show the other parts. Nail or screw the sides on and let the heads go well down so they can be afterwards filed flat ready for painting. Put one or two wire nails through the sides into the centre upright also.

Next cut two semi-circles of stout card 1 1/2 ins. in diameter to fit into the recesses where the wheels will later be fixed. One card disc is shown in the nearside opening in Fig. 3.

Outer Covering

The outside covering of the body is next put in hand and this may consist of thin wood or stout card. The latter, it might be stated, should answer very well if it is well glued and pinned to the sides.

An idea of its fixing is given in the top diagram in Fig. 3. At this stage the body of the model is structurally complete, and it should now be painted previous to adding the wheels and the drawbar.

Choose contrasting colours which blend well, such as green and cream or brown and cream. The top of the

roof might be white or light grey.

Two shades of the green or the brown should form the striped effect on the sides and ends.

Painted Door and Windows

Two coats of paint will be found to give the best surface finish. The first coat should be either white or cream all over and should be lightly rubbed down with fine glasspaper before the second and finishing coat is applied.

Paint in the windows and the door with dark brown paint for the

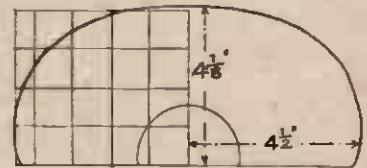


Fig 4—To mark out the side shape

frames and with blue flashed from one top corner for each of the panes of glass. Fig. 1 may be taken as a guide as to this finish.

The Wheels

A pair of 2 1/2 in. diameter wheels will be required, and if these cannot be purchased ready turned, then they must be cut with the fretsaw from 1/2 in. or 3/4 in. wood. In the latter case the edges should be rounded off smoothly to imitate tyres. In putting on the wheels use long rounded screws and include a thin metal washer both at the back and the front of the wheel to facilitate smooth running.

The drawbar may consist of a strip of brass shaped at one end as shown in Fig. 3. The length should be about 3 1/4 ins. and the end to go underneath the trailer should be drilled to take two screws.

When attaching the trailer to the car allow the bar to swivel freely round the screw which is run into the underside of the floor.

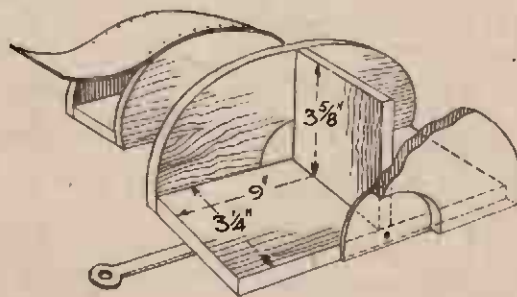
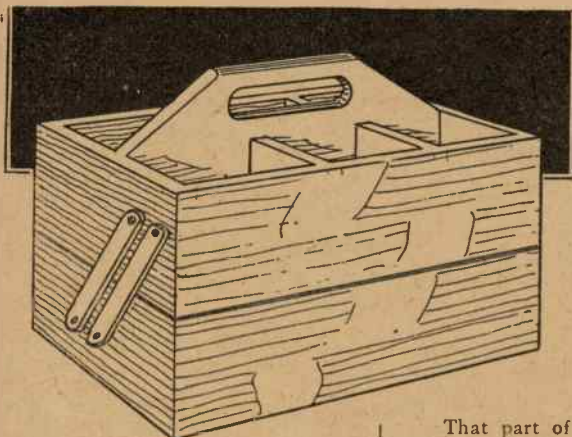


Fig 3—Cut-away view showing construction and covering

Keep them all neat and sorted by having a NAIL AND SCREW BOX



allow of a "cut-out" handle for lifting purposes.

No full dimensions are given in the diagram as obviously these will be governed by the thickness of wood employed. The depth of the pieces a-b being measured down the inside of the tray, and the length and width measured down and across the tray to ensure a good fit.

That part of the central division for the handle is made 2 ins. higher than the remainder and a "cut out" 4 ins. by 1 in. made to admit the fingers. Bevel off the ends to the edges of the tray and round off those parts clasped by the fingers to make a comfortable grip.

At the distance shown (or those chosen by the reader) cut slots to half the depth of the tray to admit the cross divisional pieces. In these pieces cut similar slots as shown.

Tray Divisions

The whole can then be glued together and then be glued in the tray. Nail through the sides and ends of the tray and also through the bottom into the divisions. Fig. 3 shows the upper tray at this stage. The lower tray is treated similarly.

Both trays are now joined together by a pair of straps at each end fixed with screws, so that by pulling apart the top tray will swing backwards and expose the bottom one. These straps

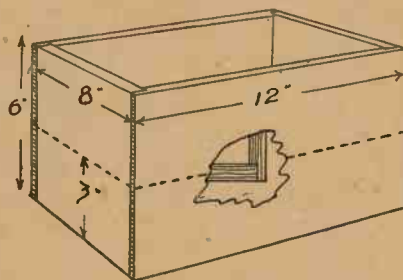


Fig. 1—The complete frame before dividing

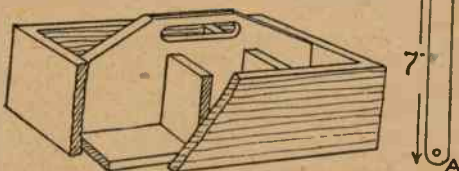


Fig. 3—Constructional cut-away view

are shown at Fig. 4, A. Cut them either from sheet metal or fretwood 3/4 in. wide and bore holes near each end for round-headed fixing screws.

To fit the straps draw a pencil line across the ends lin. from the top and another lin. up from the bottom as at C-C. On the bottom lines at 1 in. from the back, make two holes for the screws, 1 in. apart, and screw the straps here.

Push them forward until the holes at the ends of the straps come directly over the upper pencil line. Here they are screwed again. Do not screw too tightly, then it should be easy to separate the trays as required.

A Useful Catch

A catch at the back of the box is added and will serve two purposes. Firstly, to keep the trays together and so prevent the weight of screws in the lower tray causing the latter to drop down when the box is lifted, and secondly, to provide a leg to keep the top tray level when both are opened out.

This catch is shown at Fig. 4, B, and can be cut from any spare bit of fretwood available 1 in. wide. It is fixed with a single round-headed screw as shown at D exactly in the centre of the back of the box.

A second screw E is then driven in the bottom tray so that when the catch is turned with its leg part upwards, the slot in the catch will engage with the screw and keep both locked together.

The nails in the box should be punched down a little but the holes need not be stopped unless it is proposed to stain and varnish the box.

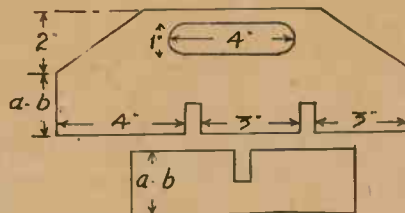


Fig. 2—The division pieces

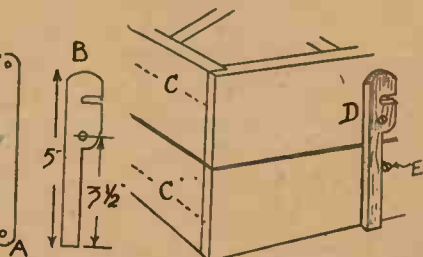


Fig. 4—Details of the back catch

EVERY handyman should keep a varied supply of nails and screws ready for any job that comes along. A suitable box to store them in is also desirable and the one illustrated is a good choice. Divided into halves horizontally, it forms two partitioned trays for the nails and screws. When wanted for use, the bottom tray can be pulled forward and its contents exposed ready.

Any common wood can be used to make the box, for choice, if a choice is possible, deal 3/4 in. thick would serve nicely. Make a box to dimensions given in Fig. 1.

The Box Frame

Plain butt joints nailed and glued can be used, but a better corner joint, being both stronger and neater, is shown in inset. A bottom can then be fitted to complete this part of the construction. Cut this a tight fit inside and nail it through the sides and ends.

A little glue might be added to strengthen the joint. When the glue is hard, draw a pencil line round (where shown dotted) and saw through on this line to divide the box into halves. Take a shaving off the sawn edges to make them smooth.

The top half should now have a bottom fitted in also to make two trays. This is cut to a tight inside fit and securely nailed in. It should be fitted in just 1/4 in. up from the bottom edge, the bottom for the lower tray being level, not 1/4 in. up.

The division pieces can be arranged to suit individual requirements, the dimensions given for them in Fig. 2 being only suggestive. The divisions in both trays can be identical with one exception, i.e., the central division in the top is made deeper to

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