

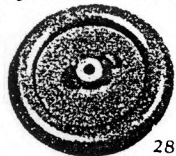
Some Australian Systems

I met Jim Osborne from Victoria when he was over here on holiday, and though his main interest is MECCANO rather than OS, he very kindly, when he returned home, send some material that he had, and got friends to contribute as well. These notes are based on the sum total, so thank you everyone, including Max Crago, Tony Press, and all those who wrote letters about the Australian systems to *The Australian Hornby Collector* magazine (TAHC). Also to Don Blakeborough and Gary Higgins for additional material.

BETTA-FIT

A B&W photo of an unused No.5 Set shows it packed in a wooden box (about 12*16") with internal partitions. The metal sliding lid has a label showing 2 boys and what looks like a very oversize model of a Crane on Wheels, and the slogan 'For YOUNG MECHANICS'. The manual looks like the one in MCS and mentions Sets Nos.1 to 5. Another booklet, believed to be about BETTA-FIT, has 'Young Engineer's Set' on it.

BETTA-FIT is thought to date from soon after WW2, and had 34 parts in all, mostly looking like MECCANO. The unusual ones that can be seen in the Set are like the illustrations in MCS and include: • **Trunnions** like M126,a but with diagonal slots instead of cut outs. • Flat and Curved Plates, called **Radiator Plates**, which have just a row of 5 holes along each long side, and are reported to measure 2 3/4*2 1/4". • The **Road Wheel** opposite with no coned centre and the boss on the outside. The 'tyres' of the ones in the Set look white, as they are described in MCS. • A 2" Ø **Pulley** with a solid disc. • The **Screwdriver** looks flat and not made of wire as in MCS; it scales at a little over 3 1/2" o/a and is the same general shape as the LYNX one top right in 16/440, but without the 'necking'. [It can't be seen in the photo if the 5*11h Flanged Plate has the 1/2" long cross slot in it.]



The No.5 Set looks to be quite small, though well endowed with wheels, viz. 4 Road Wheels, 4x 2" Pulleys, and 4x 1" Pulleys with narrow Tyres for them. Other parts include a 5*11h Flanged Plate, 2x 9h Flanged Sector Plates, a Bush Wheel, 2 each of 1*3*1 & 1*5*1 DAS, and 1 each of the Flat & Curved Radiator Plates.

BUZ BUILDER

Another system, which like EZY-BILT, was made in New Zealand late on. It had many parts similar to MECCANO but a number of 'specials' including 5*5 & 5*9h Flanged Plates, and Trunnions with semi-circular tops. There were ultimately 94 parts in the Australian phase including Angle, Flat, & Braced Girders, a good range of Gears, and a sideplate Electric Motor.

BUZ was made by a firm called Buzza Products owned by August A. Kraus. He had emigrated from Germany during the depression and eventually set up in business making Morse sets near Clarence Street, Sydney. (The sets had buzzers, hence Buzza.) He was interned at the beginning of the war and then released when the Australian Army discovered their need for Morse keys. After the war the range of products was widened and included BUZ BUILDER. A small selection of parts was probably being produced soon after the war, and a No.9 Set, the largest ever made, is reported to have been bought around 1950. A new factory was built at Artarmon near Sydney, at 80 Hotham Parade, during 1955-6. Mr Kraus died in 1975 and his wife closed the business in 1977. The manufacture of BUZ may have ceased in 1974 - the last Price List to hand is dated 1972, and it shows the full range of sets and parts, and 2 Morse Telegraph Sets. Production in New Zealand, by Tri-ang Pedigree (N.Z.) Ltd., is said to have begun in 1976 and to have continued until at least 1983.

Early Days The original p3/4 of MCS shows what looks

like an early Illustrated Parts List. It contains only 26 parts and they have letter designations, such as W.B. for Bush Wheel, rather than the later PNs. Most of the characteristic BUZ parts were included and are shown opposite. Later the 2" Pulley had cut outs like the MECCANO one. The Axle Clips were made of fibre. One part in that was never listed afterwards is the Brass Pulley, 1/2", Fast.

The 1950s The c1950 No.9 already mentioned was packed in a lockable case measuring 27 3/4*12 1/2*4" made by Wattle Travel Goods, Chippendale, N.S.W., and its hinges were 'remarkably like' the ones in the set (#89, opposite, another unusual BUZ part). Included in the Set was a leaflet offering membership of the BUZ Builder Club. The address was Box No.3814, Sydney.

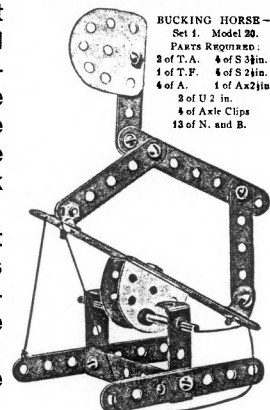
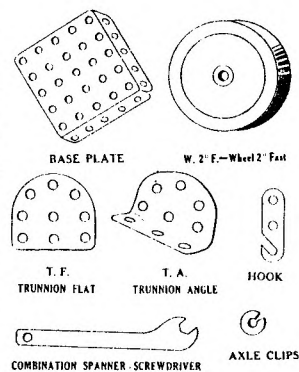
Next an early manual for Sets No.1 to No.7/8. (No.7/8 was a No.6 with an Electric Motor.) The manual consists of 39 punched leaves, tied with red cord between thick card covers that have a blue watered silk finish, and BUZ & ALBUM of MODELS in gold on the front. No date or address are given but some of the parts in the models are early versions - many of the Flexible Plates are shown with sharp corners, and the 6-7/8 models have solid 2" Pulleys, whereas this part in the smaller models has the cut outs. Also the Motor in the models is quite unlike the later one: both are shown on the facing page.

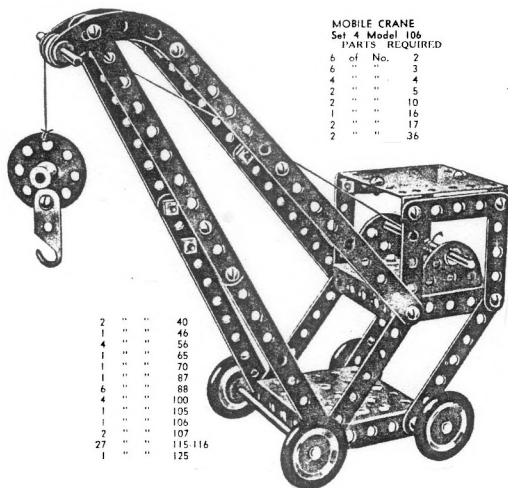
The Illustrated Parts has 60 items and additions include Angle, Flat & Braced Girders; the Hinge, Curved Strip, Crank, & Bell Crank (no boss); 3 Flexible Plates; Tyres for the 1" & 2" Pulleys (actually Rubber rings); and a Coupling (2 Screws and no cross bores), 57t Gear (solid disc), & Worm (no Pinion). All are in the original MCS p3/4a, but in addition 5 parts not mentioned anywhere else are listed, but not illustrated, in this Manual. They are 1*9*1 & 1*13*1h DAS (#18 & 19); 5 1/2" & 7 1/2" Flanged Braced Girders (#29B & 29C); and 3 1/2*3 1/2" & 5 1/2*3 1/2" Flat Plates (#42 & 43). PN42 was subsequently used for the 4 1/2*2 1/2" Flanged Plate.

SUMMARY OF MANUAL •Name: BUZ •No maker, dates or Ref Nos. •Page size: 250*187mm deep. •No. of pages: 71+7 unnumbered, all looseleaf, in board covers. •Language: English. •Printing: halftone models for Sets 1-5; line drgs for Set 6 or 7/8. Blue covers with gold BUZ // ALBUM of MODELS on front. •Page Nos. of Illustrated Parts List & highest PN: iv-v,141. •No Set Contents. •Sets covered: 1,2,3,4,5,6 or 7/8. •No. of models for each set: 30,28,32,36,35,15. •Name, Model No., Page No. of first & last model of each set: 1: TABLE AND CHAIR, 1; SCALES,30,8. 2: TABLE,31,9; GATE CROSSING,58,16. 3: HALL STAND, 59,17; SLIPPERY DIP,90,26. 4: GUILLOTINE,91,27; COAL LIFT & LOADER, 126,38. 5: GUARDS VAN,127,39; TRUCK & TRAILER,161,55. 6 or 7/8: LIFTING SPAN BRIDGE,162,57; FIRE ENGINE,176,71. •Other notes: inside covers & end pages ii,iii,vii are blank.

The Intro to this & other BUZ manuals of the time starts, 'When a boy is given a watch, the first thing he does is to take it to pieces, ...' I wonder how many youngsters learnt the hard way that you shouldn't act on everything you read. Each model page has a fact, or improving remark at the top: for example, 'There are 50,200 tons of steel work in the Sydney Harbour Bridge.' & 'A little push may make a stumbling block into a stepping stone'.

Bearing in mind that No.7/8 Set had only about 80 N&B, the models aren't bad, and certainly owe nothing to any other system. A few like the one opposite are a little unusual; most are more conventional like the





MOBILE CRANE Set 4 Model 106 PARTS REQUIRED		
of	No.	
2	3	
4	4	
6	5	
2	10	
2	16	
2	17	
2	36	

2	40
1	46
4	56
1	65
1	70
1	87
6	88
4	100
1	105
1	106
2	107
27	115/116
1	125

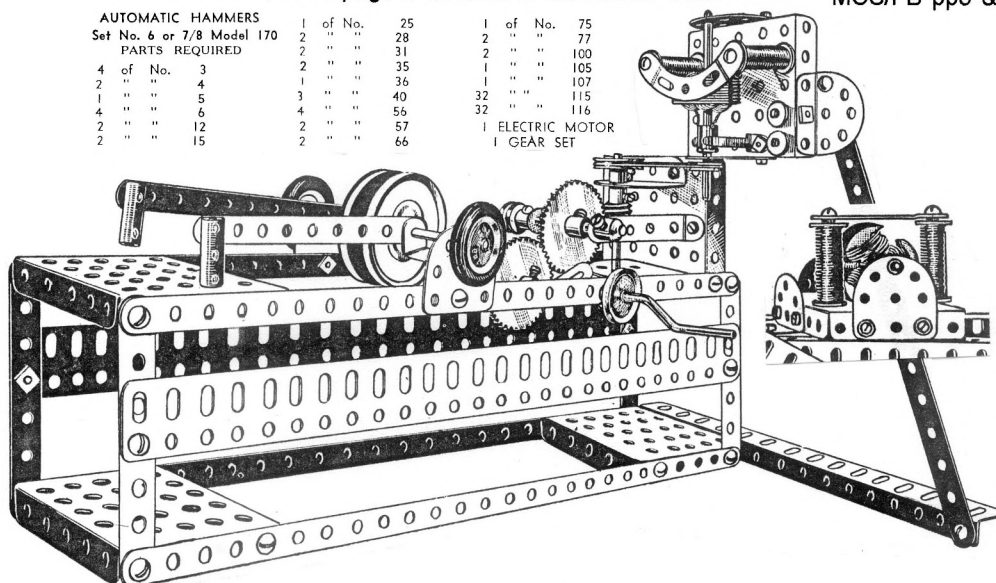
No.4 Mobile Crane opposite. Some of the larger ones are the least successful, with a rather ungainly look. The one below shows the early Electric Motor, with another view of it from a different model inset. The Worm & one of the Gears needed aren't in the PL, but are no doubt in the Gear Set that is called up. Neither the Motor nor the Gear Set are advertised or described in the Manual, but a page is devoted to the Builder Club.

AUTOMATIC HAMMERS Set No. 6 or 7/8 Model 170 PARTS REQUIRED		
of	No.	
4	3	
2	4	
1	5	
4	6	
2	12	
2	15	

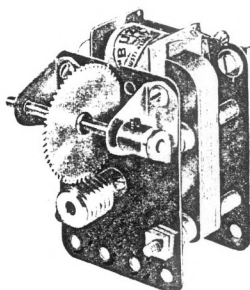
1	25
2	28
2	31
2	35
1	36
3	40
4	56
2	57
2	66

1	75
2	77
2	100
1	105
1	107
32	115
32	116

1 ELECTRIC MOTOR
1 GEAR SET



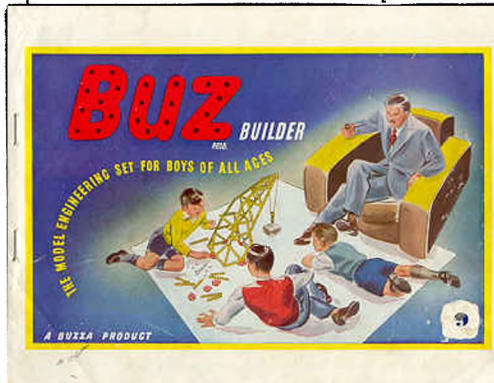
The next manual is for Set 9 and apart from the front cover (& probably the missing back one) all the pages are punched to fit within the board covers. The numbering of the models and model pages follow on from those described above. An Index of the models for Sets 0-9 includes all in the 1-7/8 Manual. That is the first mention of a Set No.0 and the models for it are those that are also given for Set 1. In the Set Contents the parts in the two sets are exactly the same. The Box 3814 address is given. The cover is shown in MCS and is printed in several bright colours on a blue ground. Dad in the armchair and the 3 boys around the Crane have an early 1950s look to them. The model has yellow Strips and red Trunnions but no one has mentioned yellow parts in the Australian phase. No new parts are listed and the Illustrated Parts page is as MCS/NZ p3/4a.



An introductory page features the normal BUZ Motor, left, as shown in MCS - it came with a standard Worm and Gear to reduce the speed, and a small Pulley, like an extended Collar with a V cut into one end, which isn't listed anywhere as a separate part. The motor ran on 4-8v and is said to have had a flat commutator with brass brushes. The 2*3 1/2" sideplates were made of heavy fibre.

The models are mostly rather crude, with poor use of the Braced Girders, and where the Motor is used it often looks as if it has been hung on, rather precariously, as an afterthought. The Showboat model in MCS is one of the better ones. A 5*11h Flanged Plate is included in the No.9 Set and as shown in the models it has flanges on only the long sides. There's no mention of a Gears Set.

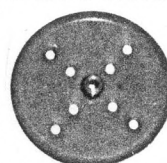
SUMMARY OF MANUAL [Details not given are as in the first manual.]



•Name: BUZ BUILDER •Details of maker: A Buzza Product, G.P.O. Box 3814 Sydney. •Page size: 246*187mm. •No. of pages: pp73-88, + 4 unnumbered & covers. •Printing: halftone models; multicoloured cover on blue ground. •Page Nos. of Illustrated Parts & highest PN: iii,143. •Page No. of Set Contents & highest PN: iv,143. •Set covered: No.9. •No. of models: 14. •Name, Model No., Page No. of first & last model: ELECTRIC FORK-LIFT TRUCK,177,73; TRAIN OF PULLEYS,190,87. •Other notes: back cover missing; Motor is shown on pi; pii has Index of 0-9 models.

MCS/FB pp5 & 6 show the Parts and Contents from a

slightly later manual with the Artarmon address. The new parts are a 5 1/2*2 1/2" Flexible Plate, a 3" Pulley, a 9h long Flanged Sector Plate, and a wire Screwdriver. The Pulley (right) isn't shown in MCS but is like M19b without the slots. The sets had been improved slightly with as examples, a 5*5h Flanged Plate and a Screwdriver in Nos.0 & 1; and extra in the No.9: all the new parts, 12 Strips, and 6 other parts.



The 1960s The next item is a Price List dated 1967. A Junior Set replaces the No.0, the No.7 is now a 6 plus a Motor, and the 9, an 8 plus Motor. There's also the Gear Set, and Sets 7S, 8S & 9S, which were Nos.7,8,9 in 'solid steel' boxes. Photos of the No.4

& No.9 are shown and the parts look as if they are sitting in recesses in moulded plastic trays. They scale at 16 1/2*10 1/2" and the No.9 has 3 such, with the Motor in the centre of the bottom one and coming up through the second and third. The label on the lids is similar to the black area of the cover of next manual, described below.

The Parts section of the Price List and the next Manual are identical and numerous additions have been made since the 1950s. The range of parts is exactly the same as the New Zealand List given as p3/4 of BUZ (2) in MCS. No parts have been dropped and the main additions are 5*9h Flat & Flanged Plates; 4 Plastic Flexible Plates; 2 Contrate and 3 Bevel Gears, all apparently to MECCANO pattern; Gears with 50t (brass), 57t (aluminium), 60t, 95t, & 133t; 1/4" face Pinions with 25, 15, & 38t; 5 MECCANO-size Sprockets & Chain for them; and a Collar. The Crank Handle is shown with a very short length of handle.

The Set Contents in the Manual (as p6 of BUZ (2) in MCS) shows some changes. The Braced Girders have gone, and of the new parts, only the Collar, 19t Pinion, and some Axles have been added. The Junior Set is similar to the previous No.0; the No.1 has had 4 Tyres added. The only other significant change is the enlargement of the No.9 (& of course the new No.8). Additions include 24 Strips, 24 Brackets, 4 Flexible Plates, 18 Washers, & about 80 N&B.

SUMMARY OF MANUAL [Details not given are as the first manual.] •Name: The New BUZ BUILDER •Details of maker: Buzza Products, 80 Hotham Parade, Artarmon, Sydney, N.S.W. •Page size: 247*184mm. •No. of pages: 20 inc covers, numbered 1-8 for both Set 1 & Set 2, +covers. •Printing: B&W cover on next page; halftone models. •Page No. of Illustrated Parts List & highest PN: BC,144. •Page No. of Set Contents & highest PN: IBC,141. •Sets covered: 1,2. •No. of models for each set: 30,28. •Name, Model No., Page No. of first and last

model of each set: 1: TABLE AND CHAIR, 1,1; SCALES, 30,8. 2: TABLE, 31,1; GATE CROSSING, 58,8. •Other notes: the Motor is advertised on the IFC; printed on art paper.

The Manual still has the quotes at the top of each page but no Intro of any sort. Despite 'New BUZ Builder'

on the cover, the models in this Manual (for Sets 1 & 2) are exactly the same as in previous manuals. The 'New' no doubt referred to the changes to the sets and the new packaging. Quite likely the models for Sets 3-7 also remained the same but the old No.9 models were replaced by a number of separate Model Leaflets (PN143). 4 of them are known, including the Tip Truck shown in MCS BUZ (2). The others are a Mono Tower [Crane], a Fork Lift, and a Fire Engine. They are all nice looking models which make good use of the parts in Sets 8/9, and include steering and some simple mechanical features. None however is fitted with the Motor that was in the No.9 Outfit.

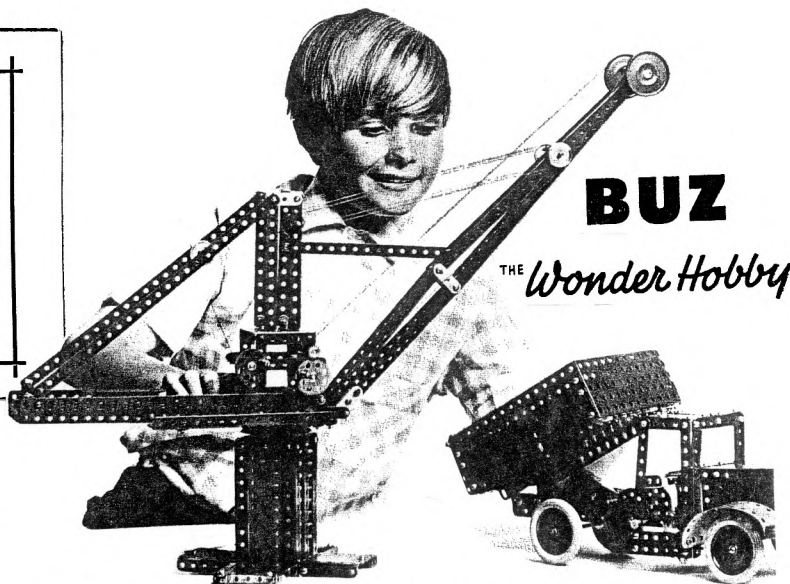
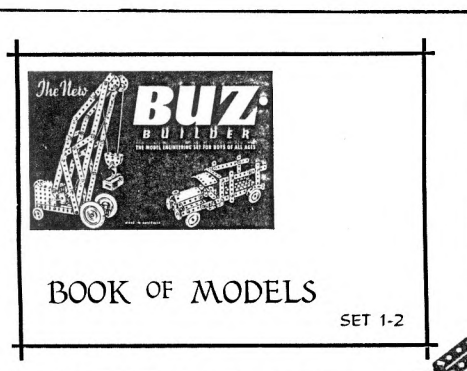
Some parts were with the above Manual and are probably the remains of a No.2 Set. Details are as follows:

• **DATA** (in mm) **STRIP** (11-hole): •hole pitch/dia, 12.7/4.3; •width, 12.9; thickness, 1.06; •end radius 8.7. **BOSS**: •o/d, 9.55; •i/d, 4.11; •brass; •double tapped. **THREAD**: $\frac{5}{32}$ " BSW. **AXLE DIA**: not seen. **DP (Mod)**: Probably 38. **NUT & BOLT**: not seen.

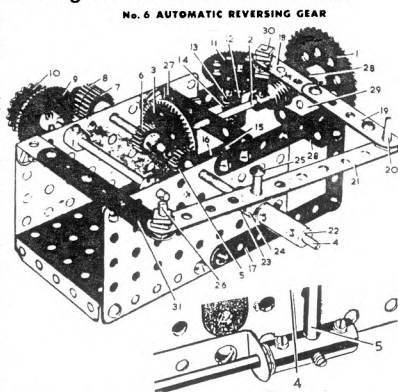
• The 5 & 7h Strips are .77mm thick and have fully radiused ends. The **Curved Strip** is almost like a M90a but without the steps. All these are a darkish green, not unlike VOGUE. • The **Flat & Angle Brackets** have similar hole/slot patterns to M10,12 but are slightly longer at each end; the Flat Bracket is nearly 25mm long o/a. The **Reversed Angle Bracket** is nearer M125. All of these Brackets are nickel plated. • The **Flat Trunnion** is $1\frac{1}{2}$ " o/a each way, and is painted a medium red. • The **Bush Wheel** is a lighter red, and is very similar to M24 except that the peening is recessed. • At 3.9mm, the V of the 1" **Pulleys** is slightly wider than current M22, and the peening is smaller in diameter and with several radial splits. The 1" **Loose Pulley** is 2 solid discs held by an eyelet bush with a bore of 4.5mm and narrow, split peening. The discs of both these parts are nicked steel. The **Tyres** for them are quite fat rubber rings which were probably light grey originally. • **Quality**. The bushes of the Pulleys aren't first class but otherwise these parts seem well made and finished. All but the Brackets and some of the Pulleys are stamped BUZ. • **Colours**. In photos of other parts (from no known era) the green Strips all look about the same dark shade, and all reds look lightish, but with a few quite darker. Trunnions, all Brackets & DAS, a few 5h Strips, and all 1" Pulleys, are nickel. The 1" Tyres are light or black rubber rings. Flat Trunnions, Flanged Plates, 2" Pulleys (both types), 3" Pulleys, Bush Wheels, and Flat Girders are red. A 2" Tyre is light coloured and like a fat rubber ring, but it may have some circumferential ribs on the outside. No Braced Girders have been seen but they were probably green.

• In the photos the solid 2" Pulley (right) looks as if it has an annular ridge at about $\frac{1}{2}$ " radius.

The 1970s The last Price List to hand is for 1972, and the range of parts and sets in it is unchanged from the 1967 edition. 2 of the No.8/9 Leaflet models are featured, and the illustrations of them are shown at the top of the next column, although the tower of the Crane is shorter than the one in the Leaflet.



The Gear Set Full details are given in MCS/FB. As well as the structural parts needed to make various mechanisms & gearboxes, including 60 N&B, the Set contained 2 each of 1" & 2" Sprockets, 19 & 25t Pinions, and the 25t Contrate; and one each of the 50 & 57t Gears, the 50t Contrate, and the Worm. One of the mechanisms is shown opposite.



The $1\frac{1}{2}$ " Strip in the Set has the normal PN but is described as 'slotted hole'. Were all 3h Strips thus? In the model in MCS the 5*9h Flanged Plate can be seen to be flanged on all sides, and there's a Coupling with a transverse hole, #77a (above), not listed elsewhere.

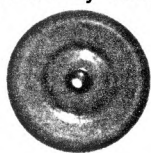
SUNNY TOY This was a cheaply packaged version of BUZ, with a small selection of parts shrink-wrapped onto a cardboard backing board. It was for sale only through chain stores, and it was hoped that it would act as an introduction to the full glory of BUZ. No dates or further details are known.

BUZ in New Zealand - At First The earliest item is a copy of a manual for Sets 3 & 4 from Tri-ang Pedigree (N.Z.) Ltd., 127 Pilkington Road, Panmure, Auckland. Someone has written 1960s on it but that can't be unless production ran in parallel in N.Z. & Australia. The cover (on the next page) is different to the last Australian one but inside the page numbering is the same, starting at 1 for each Set, and the models are the old faithfuls from the 1950s. The only change is that (most of) the 2" Pulleys have had their cut outs retouched out, to match the solid type in N.Z. sets. And there are no quotes at the top of the pages.

The Set Contents are as before, and so is the Parts List, except that the Screwdriver is as shown below. However in MCS (p7) is a typed Spare Parts Price List from Pilkington Road, dated Sept. 1977, which gives only the parts that were needed for the Sets. (The Plastic Flexible Plates are included but not the metal ones.)

The Model Leaflets for Sets 8/9 are in that List but aren't in the Manual PL, instead there's a Set 5-9 Manual. MCS has the cover of an 8-9 Manual, and part of a Model Leaflet model, the Tip Truck, in the N.Z. BUZ section. The illustrations & text of the model are as the Australian version, but the layout is different, and two page numbers can be seen, so the model no doubt came from the 8-9 Manual.

SUMMARY OF MANUAL •Name: BUZ BUILDER •Details of maker: Tri-ang Pedigree (N.Z.) Ltd., 127 Pilkington Road, Panmure, Auckland. •Page size: 212*150mm deep. •No. of pages: 28 inc covers, numbered 1-10,1-12 for Set 3,4. •Language: English. •Printing: photos



More from AUSTRALIA

The notes below add to those in 19/540. Since then several readers have sent more material and information, including Frank Beadle, David Hobson, Jim Osborne, & Tony Press (who passed on items from Alf Croucher & Jack Little) - very many thanks to all. For ease of reference 2 lots of 'mystery parts' from Australia are also described here.

BETTAFIT

Some parts now to hand from Frank are described below. There is nothing to positively identify them but they look just like illustrations in MCS, and include the unusual parts. The name BETTAFIT was incorrectly spelt with a hyphen in OSN 19.

• **DATA** (in mm) **Strip** (15-hole): •Hole pitch/dia, 12.65/4.3 •width, 13.0; •thickness, .97; •ends fully radiused. **Boss**: •o/d, 9.5-9.6; •i/d, about 4.4mm; •brass; •single-tapped. **Thread**: $\frac{5}{32}$ " BSW, but see below. **Axle Dia**: 4.05. **DP (Mod)**: N/A. **Nut & Bolt**: see below.

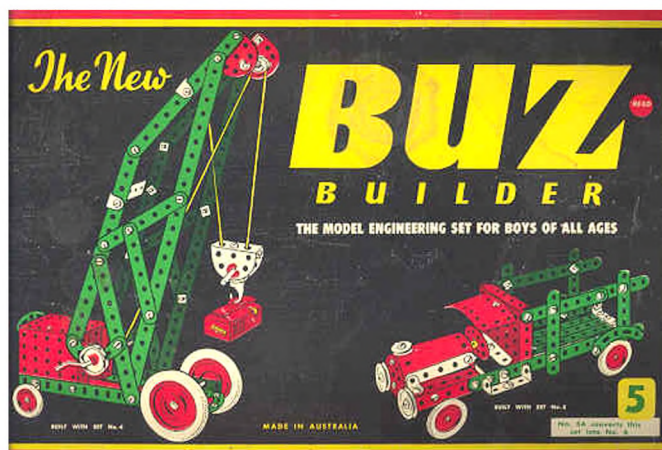
• The holes in the 15,7,5h **Strips** & the 3h **DAS** are at slightly less than $\frac{1}{2}$ ", 12.6mm in some cases. The **Curved Strip** is very similar to M90a but is not stepped; the holes in it are 4.2mm Ø. • The bends in the **Flanged Plate** are not as sharp as M52 and the flanges are deeper by, typically, 1mm. 2 examples have the $\frac{1}{2}$ " slot but a third hasn't and is of thicker, 1.15mm, steel. The **Flanged Sector Plate** is similar to M54 except again, the bends are rounder, and the holes in the flanges are not elongated. These holes can't be seen clearly in MCS. • The **Radiator Plates** are $2\frac{3}{4} \times 2\frac{1}{4}$ " and are rigid, not at all flexible. Corners



are near fully rounded. • The slots in the **Flat Trunnion** (left, 50% scale) are at 45°, and are not quite parallel with the edge. • The **Flat & Double Brackets** are MECCANO pattern, dull plated. • **Pulleys**. The 2" is made from heavy gauge steel. The 1" is 27½mm o.d. and is only 3mm across the 'V'. The Loose 1" is the same diameter but is even narrower at 2-2½mm (it is badly made), and has an eyelet boss. The **Road Wheel** (see OSN 19) is 2½" Ø, and is made from 2 identical, sturdy pressings, held together by the boss. This gives a full tyre contour, 11½mm wide outside the flat centre area. The **peening** of all these bosses (except the Loose Pulley) is a narrow ring of 7mm o.d. The **bores** are very sloppy on the Axles - that of the Loose Pulley is 5.1mm. The **Set Screws** are rusty, RH, & $\frac{1}{4}$ " u/h. • **Axles**, 2 & 3½", have square ends. • In the MCS Parts List the **N&B** are both described as $\frac{5}{32} \times \frac{1}{4}$ ", but the (rusty) N&B with these parts are $\frac{1}{8}$ " BSW, with a RH Bolt, $\frac{1}{2}$ " u/h, and a thick hex Nut, $\frac{1}{4}$ " A/F. It seems unlikely that they are original unless nothing else was available at the time. • **Quality**. Except for the faults already noted, and a certain amount of burr along the edges of Strips and around some holes, the parts are reasonably well made. The paint on many parts is somewhat the worse for wear but was probably acceptable originally. • **Colour**. The Strips, DAS, Flat Trunnion, and Radiator Plates are mid-green; the Flanged Plates, and Pulleys, red. The Road Wheel's centre is red and the 'tyre' white. The red is rather lighter than a mid shade, and the Flanged sector Plate is light red.

BUZ BUILDER

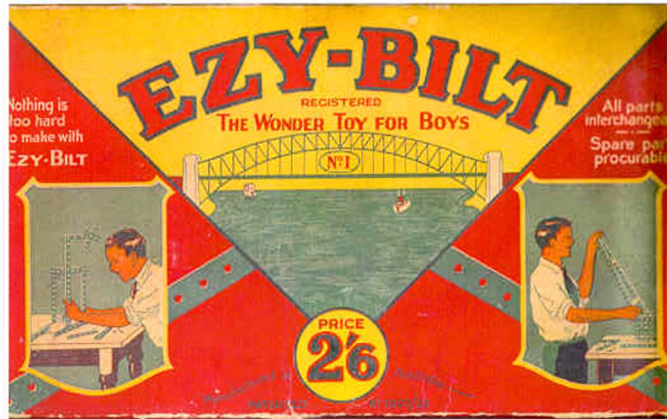
Jim wrote that there were in fact 2 **Kraus brothers** involved with BUZ. He also sent an empty **No.5 box**, white with a red lid, $14\frac{3}{4} \times 10\frac{3}{4} \times 1\frac{1}{2}$ ". The centre $11\frac{3}{4} \times 7\frac{3}{4}$ " of the lid (at the top of the next column) is similar to the picture inset in the 1960s manual cover (see 19/542), but in colour, black with r/g models, & BUZ in yellow. The Crane is labelled as a Set 4 model & the Lorry as Set 3. On the side of the lid is '71 MODELS ILLUSTRATED', so if the Set were concurrent with the OSN 19 manual, it would mean only 13



models for Sets 3-5. On the parts, Don Redmond wrote that the holes in an A/G of his (stamped BUZ) are at a pitch of 12.714mm.

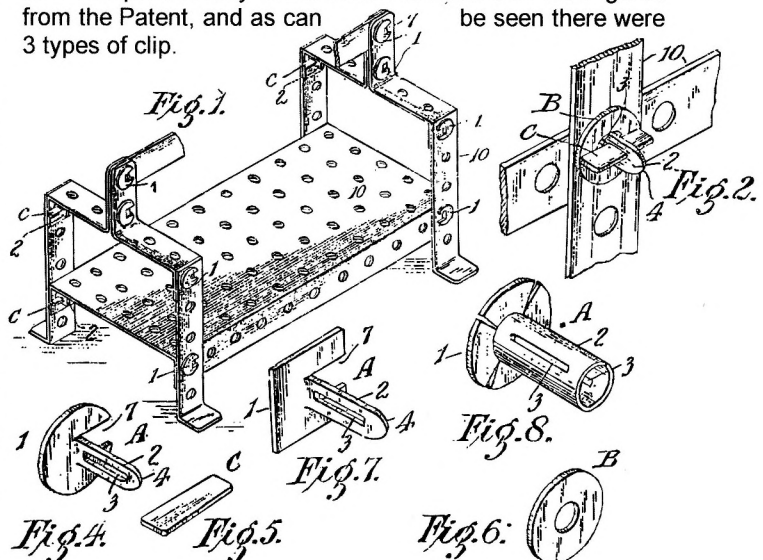
EZY-BILT

Tony wrote of the research carried out by Jack Little and Alf Croucher. The system was first made in Melbourne in about 1935, and a 1936 ad from *The Sun Hobby Book* lists 3 sets at 2/6, 5/- & 8/6. The brightly coloured, yellow, red & green label (below) is from a 2/6, No.1 Set, thought to be from



very early production, and it measures about 12*7". The small 'No.1' is on the side elevation of the Sidney Harbour Bridge, and either side of the price, at the bottom, is 'Manufactured in Australia', & 'Patented' & 'No.7007/22'. The boys in the frames right & left are making a Crane, & (what might be) a Windmill, respectively.

The **Patent** covered the use of clips, held by flat wedges, to hold the parts together 'in lieu of bolts and nuts, now generally or largely used, which latter are relatively expensive to produce and in addition are inconvenient to handle and adjust,...'. The application was made in May 1922 by James Perrott, 43 Madeline Street, Carlton, Victoria, and was accepted in May 1923. Below are some of the Figures from the Patent, and as can be seen there were 3 types of clip.



BUZ News with thanks to Jack Little for several of the items.

Early No.1 Sets First, two identical sets seen on Ebay. The parts are in an envelope within a box, and both are shown above. The small parts are in 2 small packets labelled



Fig.1

'Accessories Set No.1'. The parts are the same as in the No.1 below except that none are painted and all look to be nickelled. One of the sets contained a manual with a cover design like the lid label of the set below, and a leaflet in the other advertised the BUZ BUILDER CLUB.

Below one of Jack's sets which may have followed the 'nickel' No.1's, and has the same number of parts. (the white square at bottom right on the lid has 'Set No. 1 contains 80 parts' in it). The parts that can be seen match those given on



Fig.2

3*11, 5*5, & 5*11h and only the 3*11h has a centre hole. The only slotted holes are at the ends of the 5*11h size. From the same seller 3 sizes, 3*5, 3*11, & 5*5h, of BUZ Flexible Plates said to be made of 'grey fibre with a red coating'. They have no centre or slotted holes. The photos show some of each size red and some blue-grey. Were these were the original BUZ Flexible Plates?

BUZ Motors Most common by far is the 4-8 volt Motor with metal sideplates as illustrated in 19/541. But one example seen on Ebay had sideplates made of light brown 'thick cardboard' – perhaps fibreboard would be a more felicitous description. It was in a No.9 set in a wooden box, with, probably, 2 layers of parts. The lid was missing but the manual cover was as Fig.3.

Jack sent photos of two earlier types of motor, see Figs.4 & 6 below. As can be seen some standard parts are used in both of them. In Fig.4 the small words on the box are 'A BUZZA PRODUCT | Made in Australia | 4-8 Volt | DRY or WET BATTERY | AC - DC'. The box



Fig.3

p3/4 of MCS/NZ (when the parts were lettered rather than numbered) and correspond to the contents of Sets 0 & 1 in the later No.9 manual described in 19/541. Later still, by the time of the manual shown top left on 19/542, a 5*5h Flanged Plate had been added to the No.1.

The most noticeable difference between the parts in the present set and later ones is that the Strips are blue instead of green, and the 4x 1" Pulleys are brass. The only bright parts are the Hook & Span'driver. The box for the small parts, Axles, A/Bs, etc is missing but may have been white with red lettering. The Set Contents gives 18 N&B for the No.1 and they seem to have been used to hold the parts to the backing card.

A No.5 with blue Strips & A/Gs, said to date from 1956, was sold on Ebay several years ago. It had a similar lid label to the one in Fig.3 and a 20 page manual with a matching cover. Of the few other parts visible the 5*5h Flanged Plates, 2" Pulleys (with black Tyres), & Flat Trunnions were red; and a 1*5*1 DAS, a 1" Pulley, & a jumble of small parts had a bright finish. A sheet about joining the Buz Club was with the Set.

Flexible Plates Two other Ebay offerings are worth mentioning. One shows 4 red plastic Flexible Plates, perhaps those from the 1960s mentioned in 19/541. They are 3*5,



Fig.4

shows a formed 'bridge' across the top of the coils but it is replaced by a Curved Strip in the actual Motor. Two such Motors were used in the model shown in 19/541. The rather battered Motor below was offered on Ebay and has the formed strip between the coils. Also the shaft runs in ordinary rather than Flat Trunnions, and the base is noticeably different with 4*3 holes at a pitch of 1" in the flanges (the left end hole at the front has been squashed and bent under). In side views the brushes look similar to the TRIX pattern and so may possibly have been replacements.

The final Motor, right, has a coil across the top between the formed side pieces, & the base looks as if it might be moulded plastic.

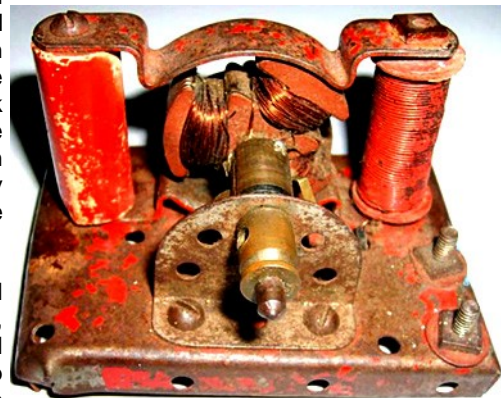


Fig.5

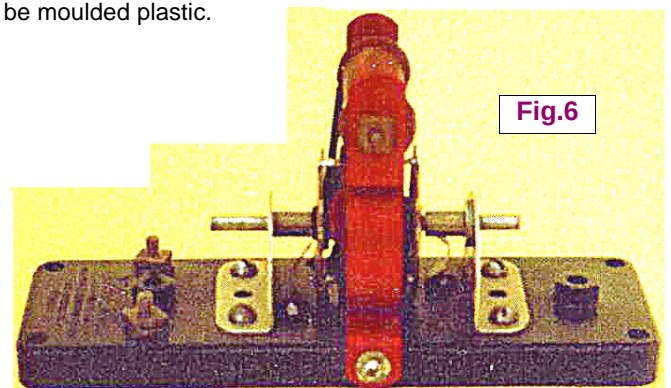


Fig.6