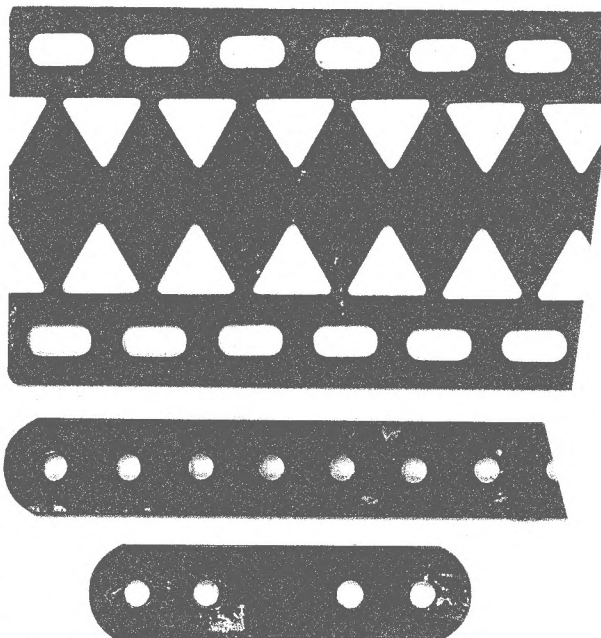


MYSTERY PART NO 17. David Martin showed me the Braced Girder opposite, it is 25 holes long and dark red in colour. Over half its length the hole spacing is 12.7mm, the remaining holes have a pitch of about 12.6mm; such irregularities are not unknown in Braced Girders so the nominal spacing may be $\frac{1}{2}$ ". It looks rather like the BRAL pattern (as shown in MCS) but with the centre diamonds left solid. Its thickness is .026".



MYSTERY PARTS NO 18. Mike Edkins once kindly gave me a bag of OS parts; they were mostly LYNX, many of them marked or in their original small packets, but there were also other parts, mostly probably PREMIER. But quite unrecognisable were the two sizes of strips shown opposite, the longer one has 16 equally spaced holes and is 6.1" long overall. The hole spacing is exactly $\frac{3}{8}$ ". Two of the 2" ones were painted, one red, one blue and the other four were nickel plated; some of the 6" ones were also red, blue or nickel, but some were painted green, some gold and one silver. In general appearance these strips are very similar to LYNX ones:

in width and in thickness they are identical ($\frac{1}{2}$ " and .050" within a few thou), the LYNX parts are painted green, red or blue, in shades identical to those of the mystery strips, and the general finish of the edges and ends is LYNX-like. Also the distance from the centre of the end hole to the end of the strip is the same, and this means that for the $\frac{3}{8}$ " pitch parts the end is further from the centre of the end hole than half the hole spacing. The most important difference is that the hole diameter at 3.5mm is noticeably less than the 3.8 of LYNX. One other possible LYNX connection, the LYNX 3-Hole Angle (illustrated in MCS, it's like a 3 hole MECCANO #127) normally has standard diameter holes but the hole spacing is $\frac{5}{8}$ " instead of the usual LYNX $\frac{1}{2}$ "; also it's a rather unusual shape with quite small radii at its corners. In with all the other parts was one of them, nickel plated and with the $\frac{5}{8}$ " spacing, but with 3.5mm countersunk holes. The countersinking was done before the part was plated, and this part could relate to the parallel range of DIY parts that LYNX marketed under the name LINX.

CONSTRUCTIONAL TOYS - a new booklet from Malcolm Hanson. Booklet is hardly the word because it consists of some 40 well produced A4 pages, spirally bound, and packed with good, large photocopies of OS material, mostly of manual covers, and easy to read text giving an outline of Wooden, Metal, Plastic, and, briefly, Scientific systems. Where appropriate each of these is sub-divided by method of fixing, and then into chronological order. It was prepared to accompany the recent Exhibition that Malcolm held at the Gloucester Folk Museum (see OSN 5/104), and provides an excellent introduction to Other Systems. Naturally it is not possible to cover everything in 40 pages but all the major Systems are mentioned, except perhaps BRAL which appeared in the early 1920s and is still going strong; and there is mention of a good number of those less well known. I found quite a few facts about these which were new to me, and I am pleased to have this 'booklet' on my OS shelf. It costs only £2 plus post (60p for UK) from Malcolm Hanson, 11 Willow Close, Long Ashton, Bristol BS18 9DT.

ORSTA PNEUMATIC SETS. Following the piece on p132 of the last Issue, Gaston Marette has sent more details of these sets, including the contents of P01 and a leaflet explaining that the last item in the List of Parts on p132 (Kolbenstangenkopf = connecting rod head), which is not shown in the Contents, was a new part not in earlier sets. All the information available on the ORSTA sets is included in Extra MCS Sheets. Gaston also wrote that the holes in the Trunnions in his sets are not as illustrated, and as supplied they can be used with 10mm spacing (CONSTRUCTION say) or 12.7 (MECCANO/MÄRKLIN). The ones in P01 differ from those in P02 and a sketch showing the two patterns is included in the new Sheets.

EXTRA PAGES FOR MCS: ORSTA: X1.1,2,3/4/6-3/4/6b,7. [3 Sheets]

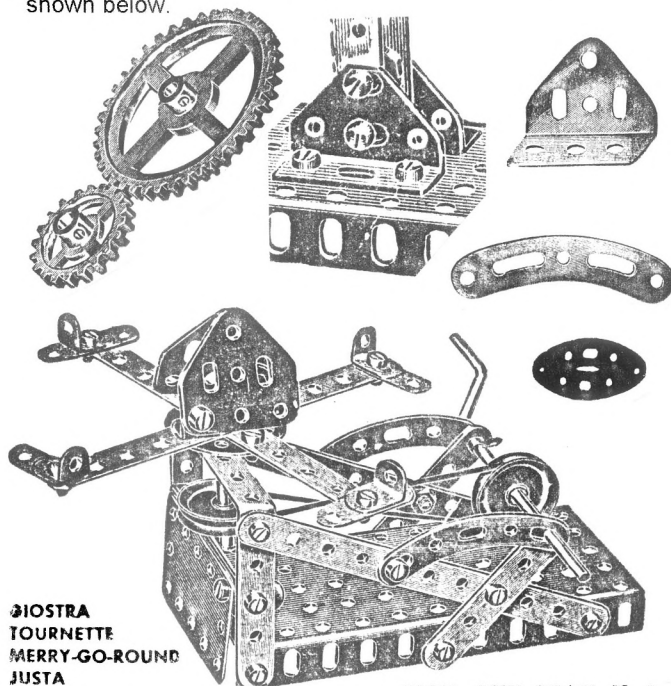
BILT-E-Z. Malcolm Hanson has sent more details for MCS, including the range of sets and their contents, from a manual in one of his sets. The smallest set is 0, then comes 00, then A through F. The 0 has 70 parts; the F, 1825 including 425 Windows, and it weighs in at 30lb. Full details as follows:

[cont. >]

CONDOR Roger Baker has kindly sent me a photo of 2 unused sets, a No.1 and a No.2, from this Italian system. Both are in green boxes, and in each the main parts are attached to a yellow backing board by brass bifurcated clips, with the small ones are in a red box with CONDOR on the lid. The label on the lids is in full colour and is the same as the manual cover shown opposite (and the one in MCS).

With a number of exceptions the parts look like MECCANO, and have the same size holes at $\frac{1}{2}$ " pitch. Most also look like those in MCS, but there are a few differences:

- The 5*11h Flanged Plate has flanges on all sides (with vertically elongated holes in them as in MCS, & the model below).
- The holes in the Flexible Plates in the sets (5*3h with no centre hole) are all slotted (like MÄRKLIN), and not round.
- The Curved Strips in the model below have elongated centre and outer holes but the one in the MCS Parts List (below, right) has longer slots between the round centre and outer holes. The pair below are those in the No.2 Set and have a slotted centre hole, but the shape of the outer ones can't be seen.
- The 28mm Loose Pulley doesn't have the 4 holes in its face that are shown in MCS and is made of plastic.
- The Trunnions with their 2 vertical slotted holes look just as in MCS and the Trunnion Sheet, but a different pattern can be seen in one of the manual models. Both are shown below.



GIOSTRA
TOURNETTE
MERRY-GO-ROUND
JUSTA

MOD. PER SCAT. N. 2

In passing it may be of interest to note the other unusual parts:

- The Flanged Sector Plate is 7h long with 3 rows of holes, but in the models in MCS it has 1 row of 8 holes.
- The 3*1*3 Double Bracket.
- BRAL-style Braced Girders, and 2h deep Fork Piece.
- MÄRKLIN-type Coupling (see 5/106, Query 9), and Flat Cross Bracket (#114a/11760) but with the 2 outer holes elongated.
- The Large-tooth Gears above, which are also shown running at right angles in one model.
- The Bush Wheel is about $1\frac{1}{2}$ " Ø.

MCS gives the colours as nickel, red & black, and on the front of the manual most of the Plates are red, with a few, and all the Strips, light blue. (And some of the parts don't match the design of the actual ones) The Flanged and Flexible Plates in the sets are red, as are the 28mm Pulleys; the Trunnions are green; the Bush Wheel and Curved Strips dark blue; and all the other Strips are nickel plated. The Spanner, Screwdriver, and Crane Hook are black.

Below details of my own manual, which has a number



of models for Set 1 but only 2 for Set 2. The Merry-go-Round is one of the latter. Unlike Roger's it doesn't have a number in the circle on the cover and it was originally sent to someone who had enquired about the price of parts - they've been added in ink. The models are typical of the early postwar period & all the Flexible Plates have round holes - perhaps as they were when the system first appeared.

The only known history of CONDOR is that it was available in 1966 & 1969, & that the manufacturer was Condor S.N.C., via Cortina d'Ampezzo 12, 20139 Milano.

SUMMARY OF MANUAL •Name: CONDOR Costruzioni Meccaniche. •No details of maker/dates/ref nos. •Page size: 243*170mm deep. •No. of pages: 12+covers. •Languages: Italian/French/English/Spanish. •Printing: cover in full colour; inside brown on white with line drawings of parts/models. •Page Nos. of Illustrated Parts List & highest PN: 4-7, 69. •No Set Contents. •Sets covered: 1,2. •No. of models for each set: 13 (+10 Letters/Numbers), 2. •Name, Page No. of first/last model of each set [no Model Nos.]: 1: TELEGRAPHIC KEY,9 (after Letters/Numbers on p8); GANGWAY,11. 2: MERRY-GO-ROUND,12; WINDMILL, 12. •Other notes: the names of the parts on pp4-7 are in Italian only.

Postscript, a No.7 Outfit After writing the above a photo arrived from Don Redmond showing a No.7 which belongs to Bernard Champoux. The box scales at about $15\frac{1}{2}$ *13", and has a tray which fits inside. Both are made from a wooden frame forming 3 compartments, with bottoms that look like hardboard. The lid is open so its top face can't be seen; the manual cover is as shown above but with a '7' in the circle.

The parts that can be seen show the following points of interest:

- Nickel Strips & A/Gs.
- A 25h Braced Girder with no centre diamond cutouts, apparently identical to Mystery Part 17 in 7/156, except that it is a lighter red.
- A dark green Propeller (#37) of some 4" Ø.
- MECCANO-pattern 1" & 3" Fast Pulleys, but the 2" have holes, about $\frac{3}{8}$ " Ø, instead of triangular openings. All are red.
- The 1" & 3" are fitted with white Tyres, the small ones with a radial tread and the 3" with the circumferential pattern shown in MCS.
- The Large-tooth Gears, cast from white metal, with 20 and possibly 39 teeth (some can't be seen). Their diameters are probably about $1\frac{1}{3}$ " & $2\frac{2}{3}$ ".
- A $1\frac{1}{2}$ " Gear with no holes in its face.
- A dark blue Bush Wheel as in Roger's sets.
- A nickel Screwdriver.
- The Flanged Wheel #34 is about $\frac{3}{4}$ " Ø and looks like turned brass.
- Some bosses appear to be double-tapped but the Bush Wheels in the Sets 1 & 2 are single-tapped. All except those of the Large-tooth Gears, look brass.

Another CONSTRUCTION Manual Thomas Keel kindly sent a copy of a manual similar to the one at the bottom of 17/489, but a little later. At first I thought it was earlier because although the Universal is shown in the Parts List & Set Contents, the Basic Construction showing its use isn't included. However the motif in the gearwheel on the cover is the bird of VEB Ppaffschwende and not the 'S' of VEB (K) Schmerbach. The maker is given on the back cover as VEB Spielwaren-Mechanik 5631, Ppaffschwende, and the PR is ?39 - 244 - R 123/79. The 79 might indicate 1979, and this may be the last manual before the new series of sets (C01 upwards) was launched. Some notes on possible dates were given in 17/490.

The manual has only 48 pages including covers. It contains all the models in the 'S' but some are not in the same order, and some of the auxiliary views are omitted. The Basic Constructions too are in a different order and only go up to G15.



MYSTERY PART No.17 That's the Braced Girder in 7/156 with the solid diamonds centres. Don Redmond sent a photo of an Italian No.7 CONDOR Set (described on p497) and the Braced Girder in it looks identical except that it's a lighter red. MCS shows cut out centres but Don wrote that the Set contained all 3 lengths (5,11,25h), and all had the solid centres.

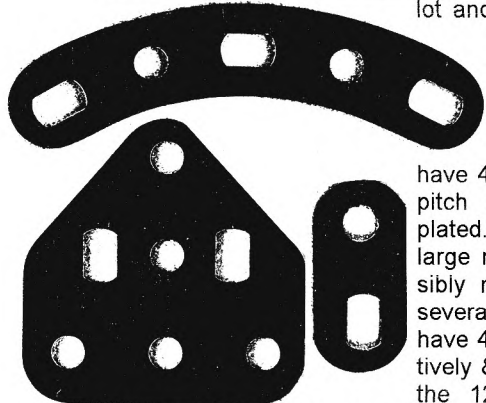
MYSTERY PART No.30 Those black parts from 15/403 are, with the exception of the Spanner, in a Russian set with the transliterated name of KONSTRUKTOR-MEKHANIK, that Richard Symonds has found in Canada. That's a different KONSTRUKTOR-MEKHANIK to the one mentioned in 16/445. Full details elsewhere in this Issue.

MYSTERY PART No.32 Don Redmond found more of these 6" long Braced Strips in a mixed lot at the Toronto Hobby Show, along with four 12" ones of the same pattern.

MYSTERY PARTS No.34 The 4*8h Flanged Plate, 4,8 & 12h Strips, etc from 17/475. I've now found one of the Flanged Plates & some Strips among a mixed lot, along with a 2*4*2h DAS & 4 of the unusual Flat Trunnions opposite (x .64). They are painted dark red like the Flanged Plate. The Strips are exactly as described in OSN 17, but the holes in my Plate are 4.3mm and those in the Trunnions are 4.1mm.



MYSTERY PARTS No.36 These were found in a mixed lot and in addition to the Flat Trunnion, Curved Strip, and Flat Bracket opposite, there is an Angle Bracket corresponding to the Flat Bracket. All have 4.2mm holes at 12.7mm pitch and are bright nickel plated. The slotted holes have large radius ends. Other possibly related nickel parts are several 4 & 5h Strips, but they have 4.4/4.3mm holes respectively & are slightly wider than the 12.2mm of the Curved



Strip & Brackets. Don's Chart has 2 systems with similar Trunnions but neither has a comparable Curved Strip.

MYSTERY PART No.37 A 9*7h bright aluminium Flanged Plate from Richard Symonds with square cornered flanges on the 9h sides. The holes are at 10.0mm pitch and are 4.2mm Ø in the top but 5.4mm in the flanges.

MYSTERY PARTS No.38 David Hobson showed me 3 parts that at first sight looked like the MÄRKLIN 8 & 9.5cm Flanged Discs, and the 6.5cm Flanged Pulley. Their overall dimensions are almost exactly the same but they are zinc die castings, and are painted green. The discs are about 2mm thick and the flanges about 1mm. Compare with the MÄRKLIN parts the holes & slots in the discs correspond but some of the slots are slightly longer, and the holes in the different parts vary from 3.7 to 4.1mm. There are holes instead of slots in the flanges of the 8/9.5cm parts, and the V-groove of the Pulley is near the disc instead of being in the centre of the flange. The Pulley's boss is single-tapped, probably M4 (a 5/32 BSW screw will go in but it's rather tight), and the bore is similar to that of the MÄRKLIN part.

SMALL AD **UMAKIT/CONSTRUCTO [2]** - some parts believed to correspond to this U.K. MECCANO-like system (see OSN 13/339) are available. Small lots of more than 40 parts, 19 different part numbers, but unfortunately very few strips. Some rust. Prices include post & packing: U.K. £4; Europe £5 (airmail); U.S.A. \$12 (airmail). Overseas, please send U.K. £, U.S. \$, or French Fr. David Hobson, "Woodington", Edford Green, Holcombe, Bath, BA3 5DB, England.

A BURGSTÄDTER No.6 SET A general survey of this East German system based on a No.7 Outfit was given in 12/324, and now some of the gaps can be filled in thanks to David Hobson, who lent me his nearly complete No.6. As was explained in OSN 12 this, like the No.7, is an accessory set which adds to the No.3.

The box measures 18 3/4 * 12 3/4 * 1" and the lid, and the tray for the parts inside, are similar to those of the No.7. The manual is identical, including the prices of the sets on the back cover and the printer, but the PR is III-8-9 Ke 86/81.

Before getting on to the 'new' parts, a few comments on the notes in OSN 12.

- The 'black' parts in the No.7 (seen under some rather unusual artificial light) looked a rich black colour, but the No.6 ones appear to be a very, very dark grey.
- The width and end radius of the different lengths of Strip in the No.6 vary slightly from 12.0-12.1mm, & 6.4-6.8mm.
- The dimensions of the Collar & Coupling given in OSN 12 are probably wrong and should be, as for the parts in this set, 10.0mm Ø for both (smaller than the bosses), and 7 & 20mm long respectively.

Now the parts not mentioned before. Unless noted otherwise all are black and look like the SCHEFFLER ones in MCS, - most can be seen in the illustrations in OSN12.

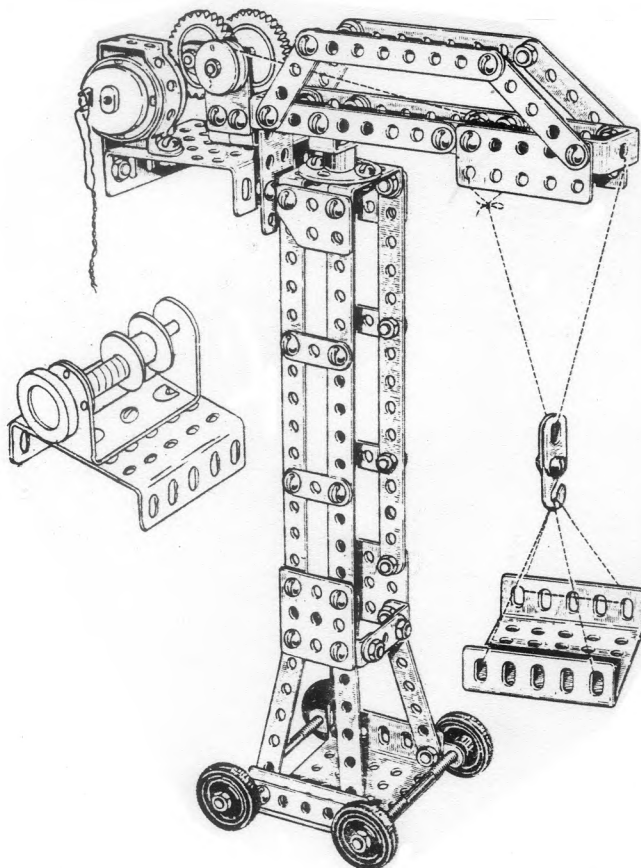
- The 5*11h Flanged Plate with a 3*7h cutout, & the 6*6h one with no cutout, are both painted medium blue, though in different shades. Both have round holes in the flanges, and well rounded corners, fully radiused on the 6*6h. All holes are 4.1mm Ø, slightly less than in the other parts.
- The 3*7h Perforated Plate is just like the 3*3h. The 2h Triangular Plate is the MECCANO #77 pattern.
- The Curved Strips are slightly under 10mm wide; the end holes are 8mm long slots, and the centre slot is 32mm.
- The 1*5*1h DAS has round holes in its lugs but the outer holes are elongated to 8mm. The Reversed Angle Bracket has its outer holes similarly slotted. The Double Bent Strip is MECCANO-pattern and the Double Bracket is the wide sort, about 20mm across. There's also one of the deep MÄRKLIN-type (below), of normal width but with 3 holes in the sides, & the pair near the base one at 1/2-standard pitch.
- As mentioned in OSN 12 the Flat Girders have alternate holes and (8mm) slots, see below, and the ends are cut half way through a hole/slot, with no rounding of the corners. The 4 lengths of 3,5,7 & 9 holes refer to the number of complete holes/slots. The part is 25mm wide.
- The Sprockets are nicked steel with 20 & 35 teeth, Mod. 2, and 44 & 74mm Ø o/a. The large one is flat with a 35mm Ø centre hole and no boss; it has 4 holes at 25.6mm radius in the face. The small one has a standard boss. The teeth are 'gear' shaped but the parts don't mesh at standard centres. They are not illustrated in the Manual, and their only mention is in the Set Contents.
- Apart from ordinary Axles there's a 37mm one threaded over 20mm at one end, and one 75mm long with 20mm of thread at each end.
- The 2 Pawls in the No.6 are a RH & LH pair, and one is shown below. The Strip Bearing (below), like a long MECCANO Rod & Strip Connector, is a sliding fit on the Axles. Like the Pawl, and the Sprockets, its use is not shown in the Manual. The Hook (below) is flat, 25mm o/a, and is not the 'S' shaped wire one in MCS. The Crank (below) has a 10mm Ø boss; the web has a hole at 12.8mm and a 20mm long pin at 20mm radius. The 14mm Ø Loose Pulley is white plastic with a much deeper vee than the nickel Fixed version (9.0mm Ø against 11.3).

The parts that haven't been seen are the 2 & 25h Strips, the Flanged Sector Plate, the Windmill Sail, the Crank Handle and Crankshaft, the Tyres, and the Sprocket Chain.

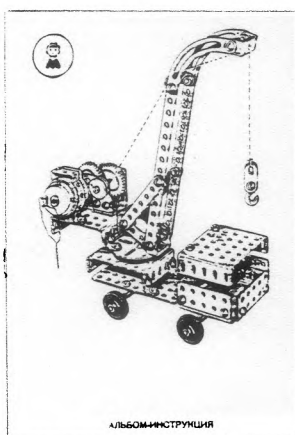


The Set contains 4 Flanged Plates, 30 Strips, 6 DAS, & about 80 N&B.

The MANUAL The cover bears the logo but not the name of the Set, just 'Instruction Manual'. Inside are 10 models, with a clear line drawing of each, plus exploded views in many cases. The first is a Dentist's Chair; the rest, apart from a Digger & a couple of Vehicles, are Cranes. All are simple models and the Crane below is typical.



20 Кран башенный



SUMMARY OF MANUAL •Name: none (logo & AL'BOM-INSTRUKTSIYA on cover). •No details of maker or dates/Ref Nos. •Page size: 157*217mm deep. •No. of pages: 20 + covers. •Language: Russian. •Printing: Line drgs of models. •Page Nos. of Illustrated Parts List/Set Contents: 1-2 (no PNs). •Sets covered: not stated. •No. of models: 10. •Name, Model No., Page No. of first & last model: Kreslo Meditsinskoe, 1,5; Kran Bashennyi, 10,20-IBC. •Other notes: •Names above are transliterations. •Intro on IFC; std constructions on p3; assembly of Motor etc on p4; parts for each model on p5.

The parts needed for each model are shown in tabular form on the back cover and the presentation used is very similar to that of the K•115 and VIS sets (19/530, 3/39). But the parts, though similar in some cases, aren't the same, and the 'paperwork' shows no obvious connection.

YUNYI KONSTRUKTOR This is a much smaller set with no Wheels or Discs, and only 20 N&B. It is packed in one of those very nicely moulded plastic boxes of the type

used for several other Russian sets. This one is yellow, 13½*11½*2cm, and the lid has the name and logo moulded into it. All the parts have already been described except a 3*7h Flanged Plate, which has square cornered flanges on the 7h sides, with round holes in them. The other parts are 2 5*5h Flanged Plates, 20 Strips from 3-8h, 5 DAS, 4 Angle Brackets, a Spanner, & a Screwdriver.

The Model Sheet is 253*446mm, folded into 8 to fit in the box, and again the name of the Set isn't mentioned. On one side is the name, address, and 'STB 951-94', as on the KON 2 box; the logo below, which seems to be made of the Russian letters for 'STB'; a long Intro; the Illustrated Parts & Set Contents; and a list of the 14 small models shown on the reverse side. They consist of Sledges, Tables, Chairs, and the like, with a small, rather blurry photo of each. #1 is a Triangle, and #14, Parallel Bars. The bed of the Stretcher opposite is the 7*3h Flanged Plate.



Модель № 13 „Медицинские носилки“

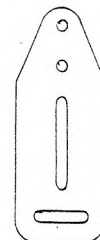
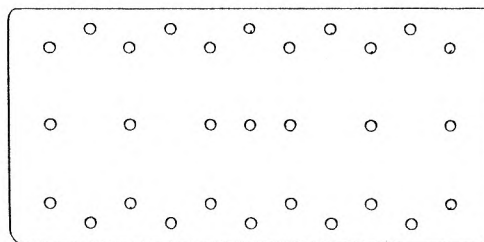
Finally a thank you to Michael Denny for help in translating the Russian, & explaining about Russian script.

MYSTERY PARTS No.26 The Trunnion in 13/363 with the 3 unusual cutouts - Don Redmond wrote that a rusty pair of these have turned up in Ottawa.

No.32 Don also reported a third batch of the 6 & 12" Braced Strips from 17/475 & 18/507, 8 of each length. The holes in the side rows are at 1" pitch, and the rows are ⅞" apart. The end holes are at 5½" / 11½" centres with the adjacent ones at ⅞".

No.36 These were a Flat Trunnion, Curved Strip, and Flat Bracket (see 18/507), and they are may well be CONDOR. Referring to 18/497, the pattern of holes in the Trunnion is the same and Roger Baker has told me that the Curved Strips in his Set have slotted end holes, like the centre one that can be seen in OSN 18. He also noted that the slots have the large radius ends of the Mystery Parts. The colours don't correspond but some CONDOR parts were nickel, so it's not impossible that more parts were so finished at some point.

No.41 Another from Don Redmond. The part below, of stiff, nickel plated steel, .022" thick, has turned up twice in Canada with other OS parts, first a pair (from John Wapshott) and then a quantity. From a tracing it's about 2.9" long o/a, and the hole pitch is ½" (with the long slot spanning 3 holes), except that the 2h long transverse slot is less than ½" from the long slot.



No.42 And another from Don. Two of the Plates above were found with some other parts believed to be early IL COSTRUTTORE MECCANICO (BRAL), see MCS/FB, including a 6*6h Plate with a centre hole (#53). The basic pitch of the holes is 1", with the outer rows ¼" apart. All three parts are plain steel with 4.3mm holes.

CONDOR Frank Paine kindly lent me his No.4 & No.5 manuals, and some parts which are probably most of the corresponding sets. Both the manuals and parts are clearly later than those described in 17/497, with more modern manual covers, some BZP parts, and plastic Gears.

Both manual covers are of similar format, with a B&W photo of the Set & a yellow band on the right. The lid design shown on the No.4 cover is the same as in the No.5 below: it is in MCS/FB on p7.



The parts seen are mentioned below and are as in MCS unless otherwise stated (and they correspond to those shown on the Manual covers). **Slots** generally have large radius 'BRAL' ends. • **DATA** (in mm) **Strip** (11-hole): •Hole pitch/dia, 12.7/4.2 •width, 12.0; •thickness, .83; •ends near fully radiused. **Boss**: •o/d 10.0; •i/d, 4.1; •brass; •single tapped; peening has curved recess. **Thread**: $\frac{5}{32}$ " BSW. **Axle Dia**: 4.00. **DP (Mod)**: 38 probably; 14.5 (1.75) for large-toothed Gears. **Nut**: hex 8.0 A/F; **Bolt**: CH 6.8 Ø; both brassed steel.

• **Strips** with 3,5,7,11,25h. **Curved Strip** as in the OSN 18 Sets, with centre & end holes slotted. 1*5*1h **DAS**. • **Brackets**. **Flat** (4.4mm hole; the slot is about 6mm long). **Angle** (made from the Flat Bracket). **Double**. 3h high **Double**. **Reversed Angle** (no slotted hole). **Double Bent Strip**. • As in MCS the **Trunnions** have the 2 vertical slots (17mm apart, with rounded ends), and a Strip can just be bolted through the top hole & the slot, although the centre distance is a little under $\frac{1}{2}$ ". • **Flanged Plates**. The 5*11h has 6.8mm slots in all 4 flanges. The **Sector** has the same slots in its flanges, and is 8h long, with 3 rows of holes. • **Flexible Plates**. 3*5,11h & 5*5,9,11h. All holes are slotted, with a centre slotted hole in the 3*11h. • **Braced Girder**, 11h, matches the 7/156 pattern, with the solid diamond centres. • The Windmill Sail is 82*36mm o/a, plus the arm. • **Bush Wheel**. 37.3mm Ø. • **Pulleys**. 13mm o.d. Loose, aluminium. 27.9mm o.d., light red plastic: **Loose**, 4.6mm bore; **Fast**, push fit with integral untapped boss. 68.4mm o.d., M19b pattern, light red plastic moulded onto brass boss, 3.9mm holes, slots 4.6mm wide. • **Tyre**. White plastic, 38mm o.d. for 28mm Pulleys. • **Large-toothed Gears**. Blue plastic with integral s/t boss. 20 & 38t; 38.6 & 70.2mm o.d. They run at 4h spacing (with a tight spot). • **Collar**. Brass, 10mm Ø by 7mm wide, s/t. • **Propeller**. 102mm o/a. Brass boss with 4.2mm bore. • **Spanner**. About 80mm long o/a. • **Axles etc**. Sheared ends, with a few down to 3.94mm Ø. Rods 30,50,83,90mm; Crank Handle 155mm o/a. • **N&B**. Pressed **Nut**, 2.1mm thick. **Bolt**, 7mm u/h; **Set Screw** likewise but with RH, 4.9mm Ø. • **Finish**. Apart from some slight burr here & there, and a few dimensional irregularities, the parts are well enough made. The **colour scheme** is different to the OSN 18 Sets, with all the metal parts BZP except the light red Braced Girder, Flanged Sector Plate, & Windmill Sail; pale Green Flanged Plate; dark blue Flexible Plates (except the 3*5h), plus the 3*5 & 3*11h in light green.

Manuals SUMMARY of No.4 •Name: CONDOR •Details of



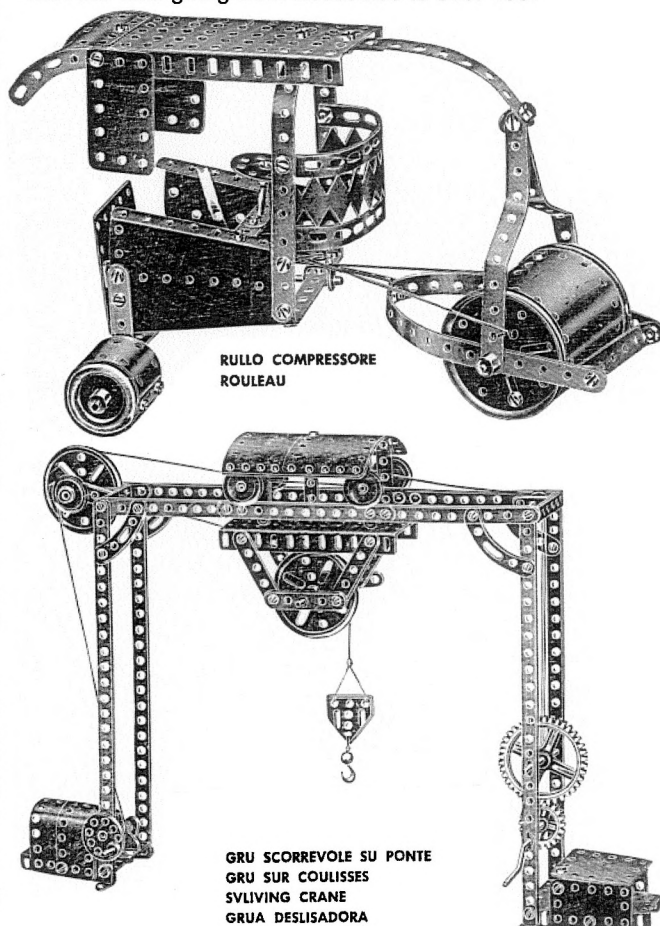
maker: none. •Dates &/or Ref Nos: none. •Page size: 247*168mm. •No. of pages: 32+covers. •Language: Italian, French, English, Spanish. •Printing: Shaded line drgs of models; cover, as below left. •Page Nos. of Illustrated Parts List & highest PN: 6-9,69. •Page Nos. of Set Contents & highest PN: 4-5,69. •Sets covered: 1,2,3,4. •No. of models for each set: 5,9,18,3. •Name, Page No. of first & last model of each set (no Model Nos.): 1: SLIDE CAR,10; GANGWAY,11. 2: IDROVOLANTE,12; WINDMILL,15. 3: AUTO VAN,16; ELEVATOR,27-28. 4: PULLMAN WITH STEERING ROAD (sic), 29; STREETCAR CARRIAGE,31. •Other notes: There are also JEEP & LINER models on p32. •C2-4 blank. •Italian model names above where there are no English ones.

Although the cover is more modern the models are probably unchanged; all have the same 'elderly' look and certainly the previously known ones are still there. Oddly there are lots of No.3 models, but only 3 for Set 4. The models are shown as large line drawings, and each has a Parts List. They are simple (Set 4 has only 45 N&B) and not particularly attractive, but mostly original as far as I know. The No.4 Coach in MCS/FB, p5, is the most advanced mechanically with centre-pivot steering. Some of the parts in the models are shown with different hole patterns, round holes in the Flexible Plates being the most noticeable.

Details of the **No.5 manual**, where they differ from the No.4, are: **SUMMARY OF No.5 MANUAL** •No. of pages: 48+ covers. •Sets covered: 2,3,5. •No. of models for each set: 2,18,20. •Name, Page No. of first & last model of each set: 2: MERRY-GO-ROUND,14; WINDMILL,14. 3: as No.4 but on pp15-27. 5: RULLO COMPRESSORE, 28; MERRY-GO-ROUND,47. •Other notes: •pp10-13 show basic constructions & cord/gear drives. •The JEEP & LINER models appear again, on p48. •pp10-13 & notes on models are in Italian only.

There are no No.4 models but the 3 in the No.4 manual are included as No.5's. Some of the No.5 models are more interesting looking (65 N&B), and the Gears are used in many of them. One of the two that include the Braced Girder is shown below, along with one of the Cranes.

The Sets in MCS/NZ go up to No.8, but in /FB, and in these manuals, a No.9 is also shown in the Set Contents (though no 8a). It has 220 N&B against 200 in the No.8, but there are much larger increases in many of the other parts, with the total going from about 250 to over 450.



Two More CONDOR Sets The parts from 2 sets with BZP Strips, etc were described in 25/725, and some brief notes on earlier sets with nickel parts appeared in 18/497. Now two larger, near complete, nickel sets are to hand, a No.4 in a wooden box (courtesy David Hobson), and a No.6 in cardboard. Each of these four inputs has characteristics which distinguish it from the others, and show how the system developed. For ease of reference the different stages will be called Phases 1–4, their probable chronological order, and their main features are as follows:

Phase 1. The No.4 Set above. Set range 1–7. Parts are mostly nickel & red. No plastic parts. The manual cover, identical to the lid label, is shown bottom right. It is similar to the cover in OSN 18 but the light blue parts in the latter are silver, or, for the Wheels, black.

Phase 2. The No.6 Set above. Sets are 1–8 with changes to all but 1-3. Parts as Phase 1. Lid label as Phase 1 but the manual cover is the 'blue' OSN 18 type.

Phase 3. The Sets 1 & 2 in OSN 18. The parts are as in Phase 2 except that the Pulleys are plastic. The label & manual cover are both 'blue'.

Phase 4. The OSN 25 Sets 4 & 5. Set 9 added to range. BZP replaces nickel and is used on some parts previously painted; the Plates are red, blue, & green. Gears & most Pulleys are plastic (as they may have been in Ph.3.) New lid label & packaging; better printed manuals with new cover.

Note. The blue manual cover in OSN 18 was supplied by Condor in May, 1969; the change from the silver/black label/cover to the blue type may of course occurred over an extended period for the different sets.

The PARTS There are no significant differences between the parts in Phases 1 & 2. Compared to Ph.4 the main differences are that the Strips & Brackets (and the A/Gs, not included in the Ph.4 sets) are nickel, and the Pulleys & Gears are metal. The colours differ a little too, the most noticeable being that in Ph.1/2 all Plates are light red, and some of the small Ph.4 BZP parts are painted. In the notes that follow only differences compared with the Ph.4 parts will be noted. The parts will be considered in the same order as in OSN 25, followed by those not seen before.

- **Strip parts.** Widths from 12.0 to 12.2mm found. The holes in the Curved Strip are 4.1mm against 4.4mm in Ph.4.
- **Trunnions.** In some the spacing of the top hole & the slot does not allow a Strip to be bolted through them.
- **Angle Bracket.** As noted in OSN 25 this part seems to be made from the Flat Bracket but in these parts (& probably, the Ph.4 parts) the A/Bs have less metal outside the slotted hole, typically 2½mm against 4½mm for the Flat Bracket.
- **11h Braced Girder.** Most are .65mm thick but two are .85mm, and feel quite stiff.
- **Windmill Sail.** More accurate measurements show it to be 84.7*35.2mm plus the arm. The slots are 26*88mm.
- **Bosses.** Except as noted they are 10mm Ø brass, s/t, as before, but with a slightly larger bore of 4.2 – 4.3mm. 6-point peening is used (leaving a rough edge) instead of the Ph.4 thin ring.
- **Pulleys.** The **Small** Loose Pulley is 14.0mm o.d. & 3.9mm wide. The metal **28mm** Fast & Loose Pulleys are the same o.d. as in Ph.4, and 5½mm across the vee. The Loose version has an 8.0mm Ø boss, 2mm deep. The (metal) **68.4mm** Pulley has a 6mm wide vee, and 4.1mm wide slots. The 51mm Pulley (#49) mentioned in OSN 18, with 4 of the 8 face holes oversize, is not in either Set but can be seen in the models shown later.
- **Gears.** These are cast aluminium with integral bosses and one side of the rim machined. They are slightly smaller in diameter (38.0, 69.4mm o.d.) and run well at 2" centres. The

faces of the 20 & 38t are 5.5 & 5.0mm wide respectively.

- **Colour changes.** The **Bush Wheel** is dark blue, the **Trunnions** & the **Propeller** dark green, and the **Spanner** is chemically blackened.
- **Axles** etc are nicked, with the same sheared ends, and most are 4.05mm Ø. New sizes seen are 30 & 11cm. The offset of the handle of the **Crank Handle** is 12mm in one example and 15mm in another.
- The **N&B** are similar but some Nuts are 8.2mm A/F.

'New' Parts: • **25h A/G.** Differing bend points give sections of 16.0–16.5*13.6–13.3mm. The holes are set back 3.2mm from one edge, and the 8.5mm slots are 4.0mm from the other. Corners vary from well to slightly rounded. The hole pitch is correct in 2 examples, .05" short over 25 holes in a third, and .1" in the fourth. These were the only serious inaccuracies noted in all the parts.

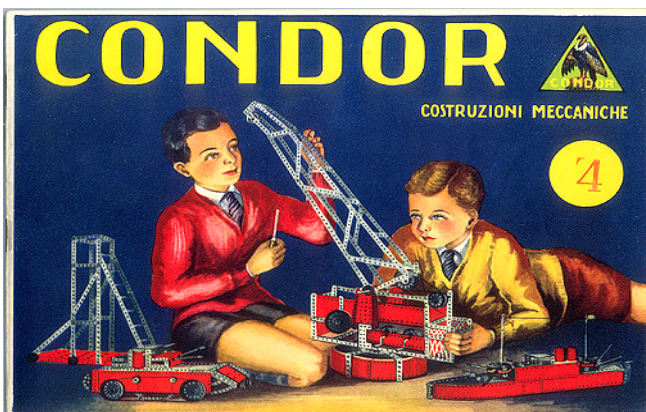
- The **1*3*1h DAS** are bent up from strips 11.5mm wide.

• **Brackets.** A **2*1*2h Double Bracket & Corner Angle Brackets** (M154a,b). A dark green **4-Way Flat Bracket**, right, with a 4.6mm centre hole. It is shown similar to the MÄRKLIN pattern in the Illustrated Parts, with one arm of the cross shorter, and with all the holes round.



- A **5*7h Flexible Plate** which matches the others.
- **25h Braced Girder.** It matches the thinner 11h type.
- **Single-arm Crank.** Its arm is 13.2mm wide with an 18mm Ø surround to the boss. The Slot is 8.8mm long, the hole 4.5mm Ø, and the boss has 4-point peening.
- **Flanged Wheel.** Solid machined brass with separate boss poorly peened on with a thin ring of metal. It is 20.8mm o.d. and the 6mm wide tread is 19.0mm Ø. Each of the 4 seen has a very small groove in the tread.
- The **Hook** is cast zinc, 33mm o/a, with a 10.5mm ball, and a 1.9mm hole for the Cord.
- The **Crankshaft** is 3.98 Ø, 101mm o/a, with a 13mm offset.
- The **Screwdriver** is 13mm o/a with a 63mm nickel blade, and a light blue, cruciform section, plastic handle.
- The **Washer** is 9mm o.d., and 1mm thick. The **Spring Clip** is bright, 5.3mm wide with 5mm wings; some are badly formed and do not grip well. A **Grub Screw**, 5.7mm long, was found in one boss.

The SETS The **No.4** is in a nicely made wooden box, 40½*31½cm, light in colour. The base is 3¼mm deep and has a 3-compartment wooden tray sitting in it, with parts attached to yellow cards by brassed bifurcated paper clips. Another yellow card, the area of the box, carries more parts and sits on top of the tray. The hinged lid is 2cm deep to



accommodate the top layer of parts, and on the outside is a label 24*17½cm, exactly like the No.4 manual cover above. The N&B are in a 7*6cm red card box, like those in Ph.3 & 4.

The **No.6** has a dark green box (the same colour as the Ph.3 sets), 30*40*7cm, and the parts are in 3 trays, each with card partitions giving 3 compartments. The backing cards are missing but the inside of the lid is yellow. The label is identical to the No.4 apart from a '6' in the yellow circle.

SET STRUCTURE Some neat chicanery happened between Ph.1 & 2. The Contents in the Ph.1 No.4 manual shows Sets 1-7. In the Ph.2 No.6 are Nos.1-8 (as in MCS/NZ): of these 1-3 are as before; Set 4 is the previous No.4 less the Gears, 3" Pulleys, 11h Braced Girders, & the Propeller; the No.5 is the previous No.4 but with a Wooden-handled Screwdriver instead of a Wire one; and then Nos.6-8 are the previous 5-7. The No.9 in the Ph.4 manuals (& in MCS/FB) is an additional set, genuinely larger than the No.8.

The MANUALS The manuals with the Sets are similar in style to the small one described in 18/497.

SUMMARY OF No.4 MANUAL •Name: CONDOR CONTRUZIONI MECCANICHE, 4. •Details of maker: none. •Dates &/or Ref Nos: none. •Page size: 240*167mm. •No. of pages: 48 pages + covers. •Languages: Italian, French, English, Spanish. •Printing: brown shaded line drawings of models; cover as on previous page. •Page Nos. of Illustrated Parts List & highest PN: 6-9,69. •Page Nos. of Set Contents & highest PN: 4-5,69. •Sets covered: 2,3,4. •No. of models for each set: 2,18,20. •Name, Page No. of first & last model of each set (no Model Nos.): 2: MERRY-GO-ROUND,14; WINDMILL,14. 3: AUTO VAN, 15; ELEVATOR,27. 4: RULLO COMPRESSORE (Road Roller, no English name),28; MERRY-GO-ROUND,46-7. •Other notes: •Use of parts, gearing on pp10-13 - these & model notes are in Italian only. •A Jeep & Liner are on p48, without a Set No. •C2-4 are blank.

The two sample No.2 models are the same as those in the OSN 18 manual. The later Ph.4 No.4 manual has many more No.1 & 2 models, but those for the No.3 are identical. The new set structure explains why it has only three No.4 models – all the others in the Ph.1 manual need parts which were deleted from the Ph.1 No.4 outfit.

The No.5 models in the Ph.4 No.5 manual are identical to the No.4's in the Ph.1 manual - some remarks about them were included in OSN 25. And as noted in OSN 25 the Ph.4 No.5 manual has no No.4 models; the No.2 & 3 models in it are identical to those in the Ph.1 No.4.

SUMMARY OF No.6 MANUAL (omitting details which are the same as those in the No.4 above) •No. of pages: 96 + covers. •Printing: cover as in 18/497. •Sets covered: 6,7,8. •No. of models for each set: 28,13,18. •Name, Page No. of first & last model of each set (no Model Nos.): 6: BURATTINO,15; GRU GIREVOLE CON DRAGA,44-5. 7: TORNIO PARALLELO,46; AUTOSCALA,60-1. 8:PULLMAN,63; TRANS+ ATLANTICO,90-2. •Other notes: •Use of parts, gearing on pp10-14 – these, the model notes, & most model names are in Italian only. •p62 has PORTAEREI without a Set No. FRESATRICE on p94 & TREBBIATRICE on p95 are for Set No.5 with additional parts. •C2-4 & pp93,96 are blank.

In both manuals there is a heavily shaded line drawing for each model, with additional views for the larger ones, a parts needed list for each, and explanatory text, in Italian, for all but the simpler ones.

There is a fair range of models but they are fairly unadventurous mechanically, with simple gear drives in most, but beyond that only Pawls on Pinions in Cranes, and centre-pivot steering in Vehicles. Some of the models are rather unusual though, a 'Hydro Pneumatic Plant' for instance, and a 'Railway's Station' with rails including a working point. As is the case for many of the other models,

the details can't be seen properly in the very dark illustrations. The instructions, in Italian, might help.

Left is the drawing (full-size) of a rather interesting looking Steam Windmill (mistitled 'Steam Watermill'), made from the No.8 Set. I suppose the cylinder on the right is linked to the drive from the sails when required, but how this is done isn't clear. Overleaf is one of the more realistic models with all the views shown, again full-size. All the illustrations were originally brown but are a little clearer in B&W.

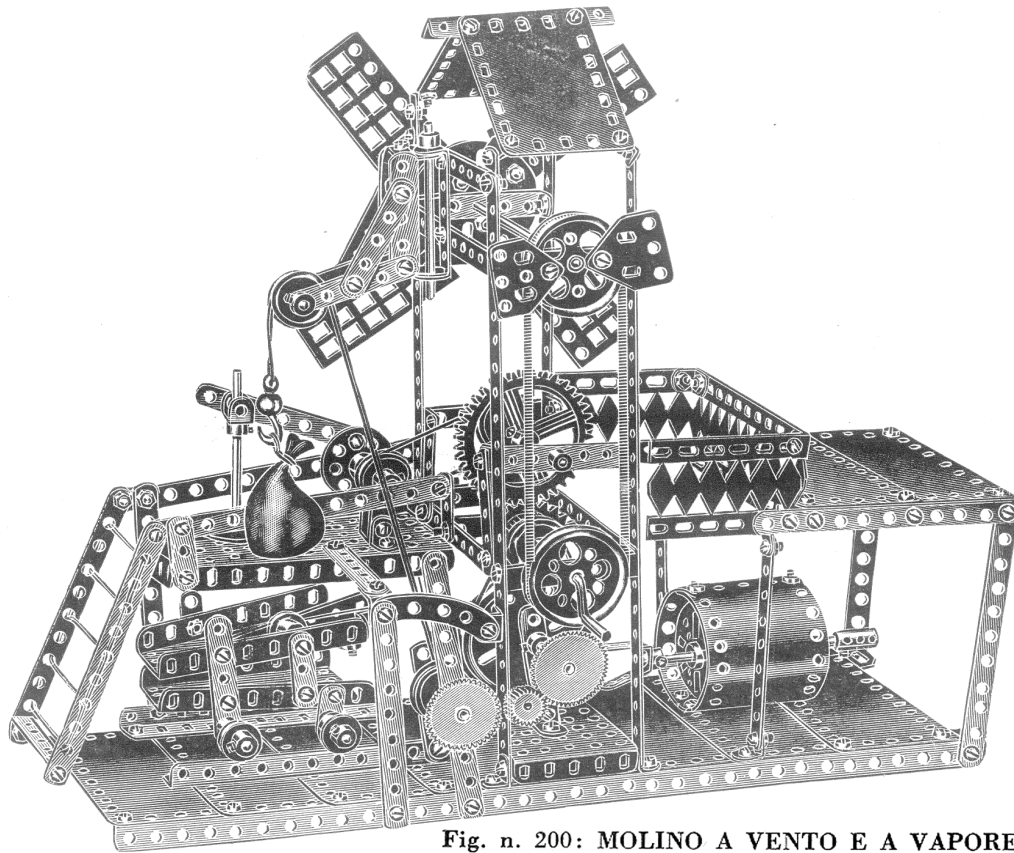


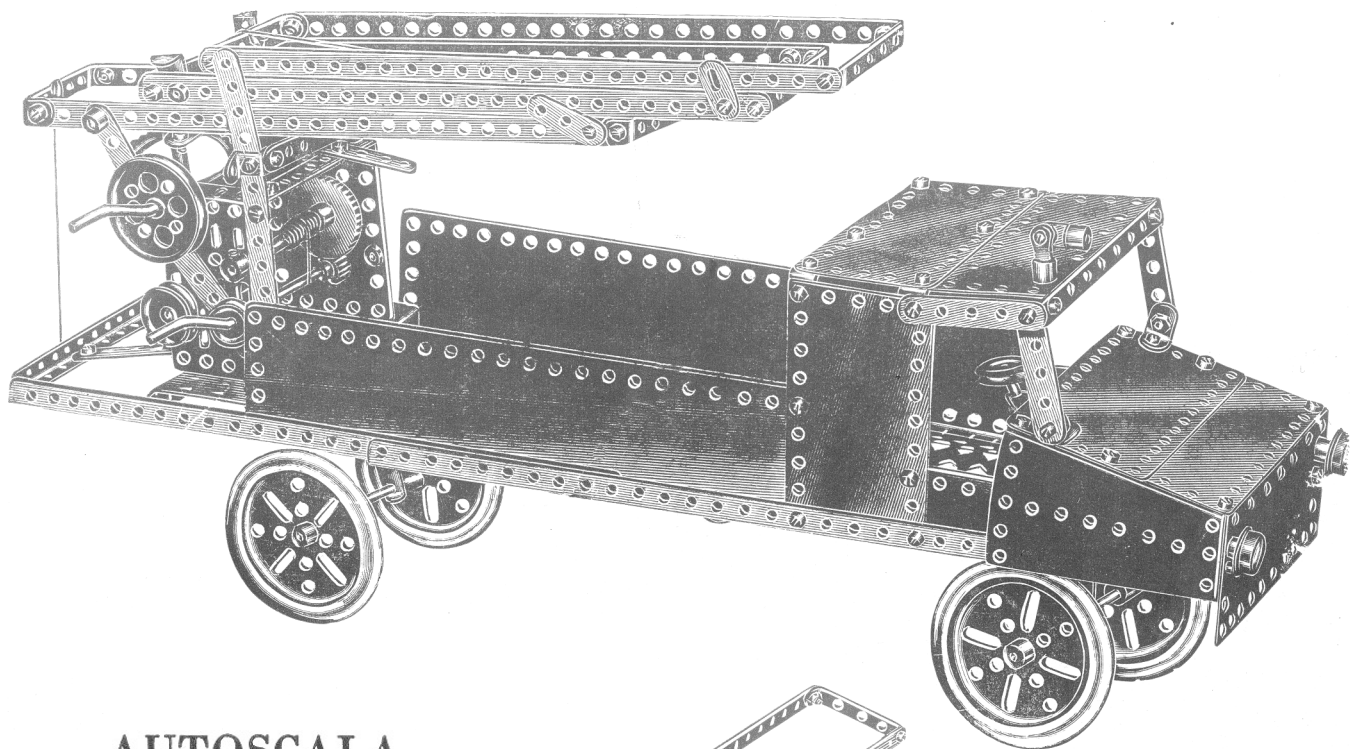
Fig. n. 200: MOLINO A VENTO E A VAPORE
MOULIN À VENT ET À VAPEUR
STEAM WATERMILL - MULIN A VAPOR

Eseguite il telaio e la cabina come potete rilevare dalla figura.

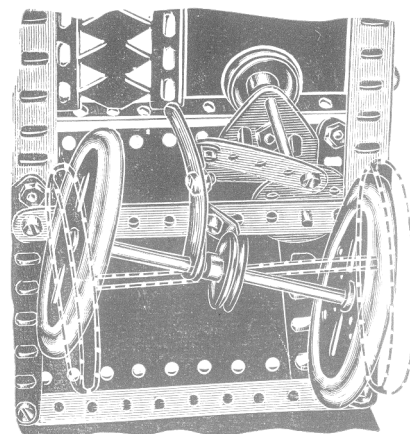
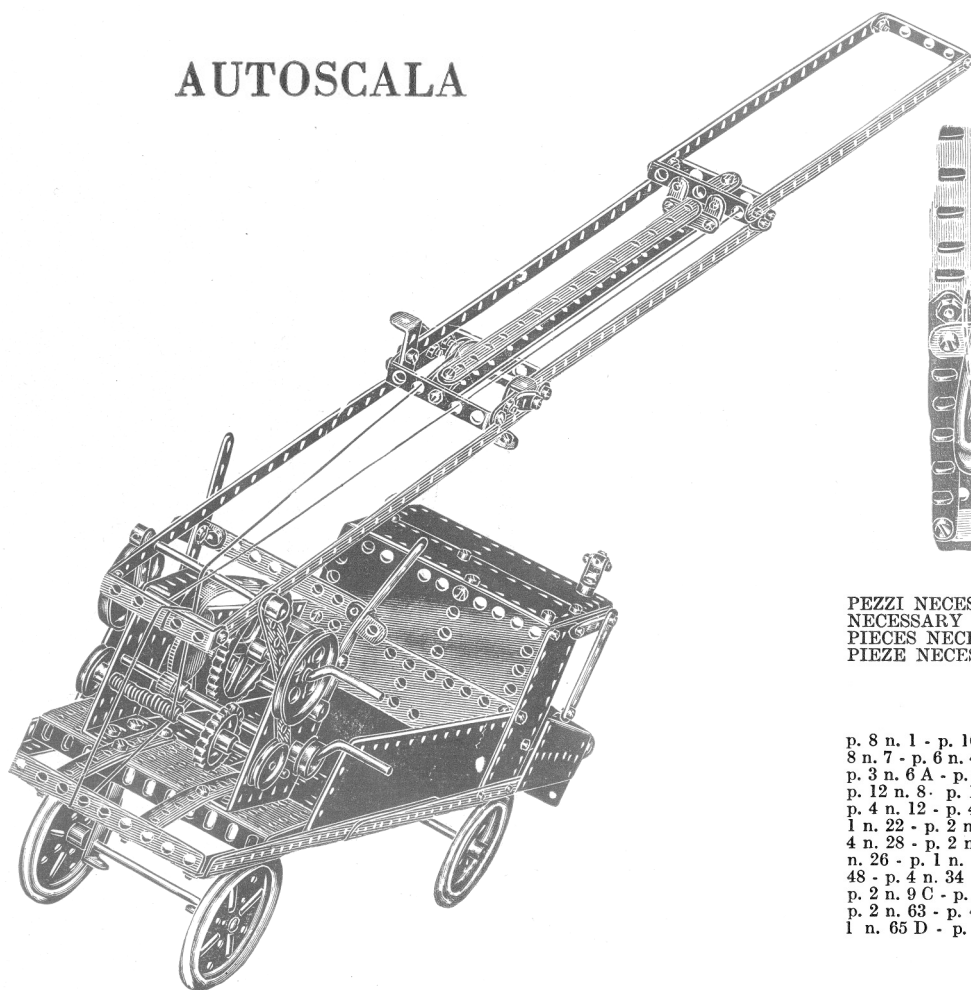
Ottenuto ciò, fissate nella parte posteriore la piastra trapeziodale sulla quale dovrete avvitare le due piastre con bordo in modo da potere sistemare opportunamente i vari assi e manovelle (vedi figura grande e la particolare) per i comandi di sollevamento ed allungamento.

In questo modello gli ingranaggi hanno lo scopo di frenare la retrocessione del sollevamento ed allungamento perchè accoppiati ad un grilletto ottenuto flettendo una striscia forata di lunghezza adeguata.

Allo scopo di facilitare la costruzione sono stati riportati chiaramente i particolari del meccanismo di sollevamento, allungamento e sterzo delle ruote anteriori.



AUTOSCALA



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NECESSARY PIECES:
PIECES NECESSAIRES:
PIECES NECESSAIRES:

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