

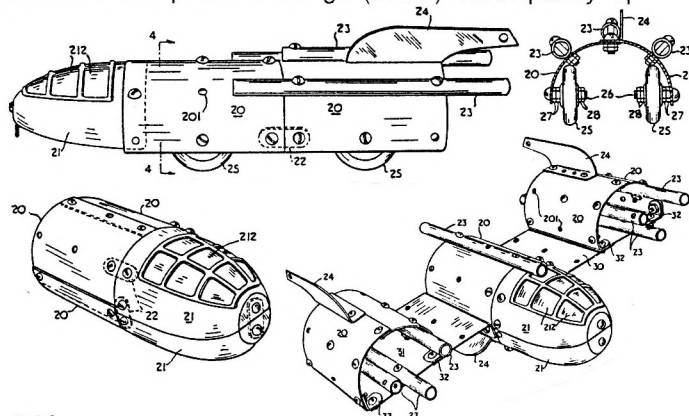
Rumours about unidentified flying objects led me to Mr. Len Champion, and through his good offices I have been able to photograph the box lid from a JUNIOR AJET set, and examine some of the AJET parts he has collected.

What is more, an advert from a trade journal has turned up which offers a 'Codeg AJET Constructional Set'. Dealing with this first, the text states that 'the outfit will make practically any type of jet aeroplane by following the simple instructions contained in the illustrated leaflet'. The size of the box is given as 18*14*1¼", and the price as 54/- (£2.70). The reproduction in the advert is not too clear, but an open two-layer box can be seen, and on the lid, under the heading 'AJET for the young aero engineer', there is an airfield scene with a number of models of military style jet aircraft. Three are shown in flight and one distinctly resembles an Avro Vulcan, one of the V-Bombers of the the 1950s - 60s. Codeg was a trade name used by Cowan de Groot Ltd., and according to British Tin Toys, they mainly traded in imported toys, but also had some toys made for them by specialist British firms in the post-WW2 years.



To return to Len's set lid and his actual parts - the lid (above) is very similar to the one in the advert, but the word 'JUNIOR' is printed in smaller type above 'AJET'. Any such word in the ad might not be visible, but it seems likely that there was more than one outfit, with a larger set called perhaps the 'Senior', or just plain 'AJET'.

Also on the actual lid is the patent number 738423. This Patent was granted to Max Bartram Holloway, with a priority date of 27 April 1953, and the object was to 'provide a kit of components for constructing toys of ultra-modernistic design such as simulations of space ships, aircraft and land vehicles adapted for rocket or jet propulsion'. It was clearly taken out in the first place to cover the DAN DARE Space Ship and Rocket Builder sets. For example the two models shown in the patent drawings (below) subsequently ap-



peared in the DD manual as the Jet Coach Mk.1, and the Interplanetary Battle Cruiser Mk.1. Even the preferred colours for certain parts stated in the Patent match those used for the DD parts.

This Patent has perhaps a special significance for those of us who are interested in that side of OS, because as far as I can find out, it seems to be the last example of the invention of a 'new' metal constructional system, before plastics swept the field.

The DD system is covered in MCS but the following additional information may be of interest. The inventor was presumably a director of A & M Bartram of Birmingham, who manufactured the sets. The outfits were linked with the Dan Dare space adventures which were the front page feature of the 'Eagle' comic, and the name was used by permission of the publishers. The Spaceship Builder set seems to have been sold first through mail order adverts in the Eagle during the pre-Christmas period of 1953, at a price of 27/11. It is not known when the system ceased to be available.

MCS lists two sets - the Spaceship Builder and the Rocket Builder. Some parts were common to both, the main difference being that the curved Spaceship parts formed a 2½" diameter fuselage, while the corresponding Rocket parts gave a diameter of only 1½". By 1954 Bartrams were advertising outfits Nos. 0, 1, 2, and 3, at 19/11, 27/11, 35/11 and 55/11, and they were available from 'all leading toy shops and stores'. By courtesy of Martin Hills, the four sets are as follows:

- No.0 The Rocket Builder set; a relatively small box with poor artwork; the parts limited the models to the smaller diameter rockets such as The Dart and The Whizz-bang.
- No.1 The Spaceship Builder set; a larger box with better artwork; parts to build the larger diameter models such as the Jet Coach and Interplanetary Battle Cruiser already mentioned.
- No.2 The Spaceship and Launch Pad set; as set No.1, but with angle girders and plates which allowed launching ramps and more elaborate models such as the Space Transport Mk.1, to be built.
- No.3. The Spaceship and Rocket Builder set; a combination of sets No.0 and No.2.

To return to AJET, the relationship with the DD system is obvious when the parts are seen. However thanks to the introduction of some new parts and some cosmetic changes, the AJET jet aircraft did not look too much like converted DD spaceships or rockets. It is not known if AJET was available at the same time as DD, but it seems more likely that it followed on in the late 1950s, and was possibly manufactured by A & M Bartram and factored in the toy trade by Cowan de Groot.

Many of Len's parts, the new ones and those which resemble the DD Spaceship parts, can be matched with those pictured in the advert and on the box lid. In addition there are some which are similar to the DD Rocket parts, and these turned up in the form of a model of a jet fighter aircraft. It seems that there were probably two classes of AJET parts - the ex-Spaceship type that were more suitable for the larger bomber aircraft, and the ex-Rocket ones intended for smaller fighter aircraft.

Notes on the AJET parts known so far follow, using the DD names and PNs for reference where possible. Unless stated the DD and AJET parts are identical apart from their colours.

- Nose 1 & 2, Curved Plate 3: DD aluminium (Al) paint; AJET pastel blue paint.

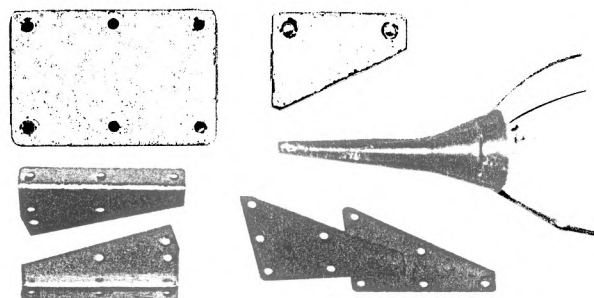
- Tube 4: DD black paint; AJET red paint.
- Tube 5: DD black paint; there does not seem to be an AJET equivalent.
- Fin 6 & 7, Flat Plate 8, Angled Plate 9: DD red paint; AJET Al paint.
- Nose 01: both nickel plated but AJET version has a half-hole at front so the probe can be bolted to the nose.
- Curved Plate 03: both nickel plated.
- Fin 08, 09, 10: DD red paint; AJET Al paint, with red/white/blue tail flashes on some 08 and 09.
- Flat Link: both probably nickel.
- Angled Link: no AJET version seen - may not be needed.
- Nuts and Bolts: seem to be the same for both systems with hex nut $\frac{5}{16}$ " A/F, and roundhead 4BA bolts of various lengths, all of brass plated steel.

The following parts are thought to be unique to AJET:

- Small rectangular plate (opposite): 2*3" with 6 holes; Al paint; cf No.8, 2½*3½", 9 holes.
- Flanged wing root, handed (opposite): 3½" long; Al paint.
- Large triangular plate: 2½*3½" (2 opposite overlapping);

Al paint; some may have roundel marking.

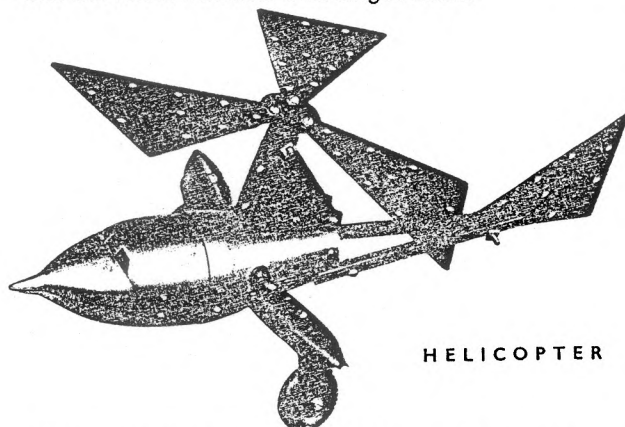
- Small triangular plate: 2*1½" (below); 2 holes; Al paint.
- Hinged undercarriage assembly: may be in large and small sizes - only the hinge of small version has been seen so far, one arm measures $\frac{3}{4}$ * $\frac{5}{8}$ ".
- Nose probe (below): moulded orange plastic; in two parts, the probe proper is tapped and is held by a bolt to the small nose, or to the large nose with a base unit between.
- Wheel: about 1½" diameter; balloon type moulded in black plastic.



And some Notes on SUPERSONIC This is another system with parts comparable to those of DAN DARE. It was originally listed in MCS as a DD outfit but was separated in PART 5 in the light of later information. No set is known but thanks to Geoff Osborn, a photocopy of the manual is to hand, and I've been able to examine some parts, courtesy of Ed Furness.

The manual measures about 200*145mm and has 8 pages plus covers. On the front is the full name of the set, THE SUPERSONIC JET-CRAFT & SPACE ROCKET BUILDER, and it was 'A MOKO Product, Made in England by Konstrukta Mfg. Co.' No address is given but MCS also contains a simple system with MECCANO-style parts called KONSTRUKTA, made by a company with the same name, of 14 Vesey Street, Birmingham.

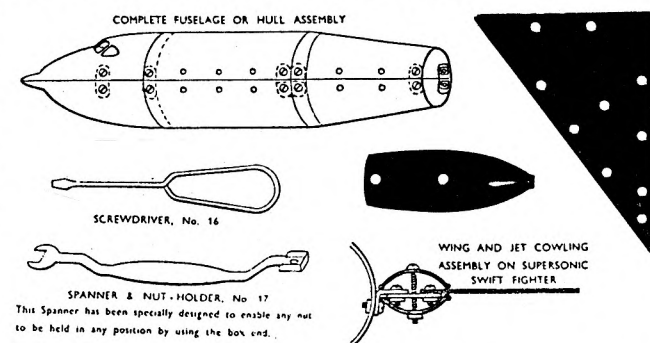
Also on the cover is 'Patent and registered design applied for'. Inside are 8 models, mostly jet planes but also a Jet-Car, a Jet Speed-Boat, and a rather futuristic looking Helicopter (below). The fuselage parts are much the same size as the DD Spaceship ones and the main differences are the shape of the nose, and the tapering sections that are used for the rear fuselage - the sketch opposite, taken from the inside back cover of the Manual, shows these parts. Half-Tubes were used instead of the DD Tubes and this type of part was mentioned in the DD Patent but not included in the sets. A useful part was the Half Jet Cowling, pairs of which can be seen on the sides of the Helicopter supporting the undercarriage. The latter was retractable, as in the AJET, with the Wheels mounted on hinged arms.



HELICOPTER

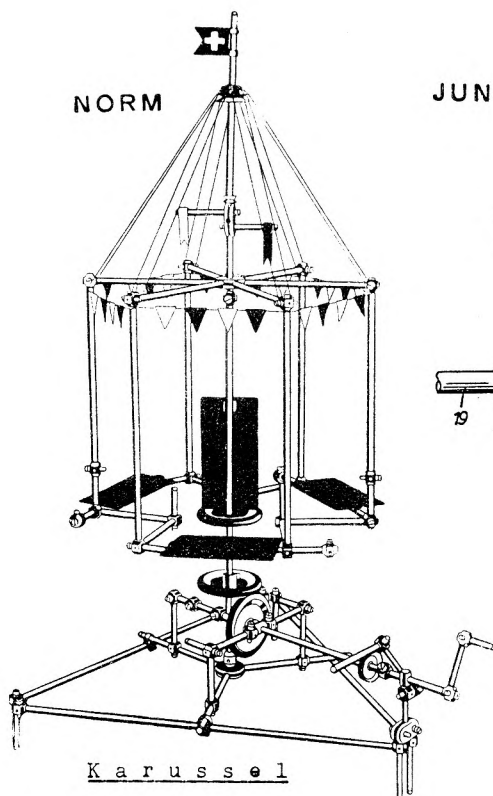
The parts are shown quite clearly in MCS and so only the colours and other points of interest will be noted.

- The Upper Half Nose has 3 pierced windows, one looking forward and two shorter, angled ones. It, like the Main Fuselage section, is about 4½" long: the Tail End is 3½". All the body parts are painted silver.
- The Large Wing (below) is bright red and some of its holes don't show in MCS. The Small Wing is light green.
- The Jet Cowling (below) is 3.1" long and is painted a darkish blue; the Undercarriage is light green with light blue Wheels, 1½" dia; the Half Tubes are black, about 6" long by .42" wide, with the 3 holes at 2" pitch.
- The Brackets, Axle, Spring Clip and 4-hole Bushed Wheel haven't been seen, but the colours of the parts have been written in on the Manual, with the Bushed Wheel red. The square Nut and roundheaded Bolts shown in MCS haven't been seen either, nor have the Screwdriver and the unusual Spanner (below). The Screwdriver looks very similar to one shown in a photo of an unused DD set from Martin Hills.
- All the main parts are made of .024" steel. Most of the holes are at 1" pitch with a diameter of about 4.2mm, but those in the Nose and Cowling sections are 4.5mm.

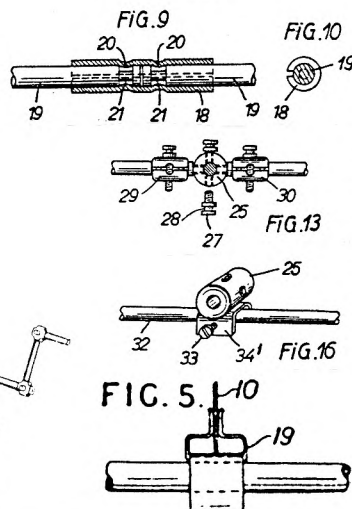
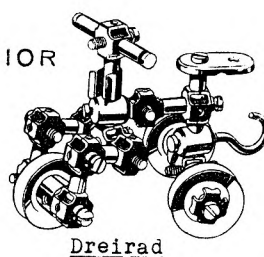


No indication of the date of SUPERSONIC is known, but the lines of several of the models in the Manual remind one of aircraft from the late 1950s.

MAAKEETS The date for this South African system is given in MCS as '? to 1970s'; in the Meccanoman's Guide issued in 1969 it says it was withdrawn in 1960 but reappeared in 1965. In 1973 Phil Ashworth visited S. Africa and afterwards wrote in the Midlands Meccano Guild N/L that he had seen it on sale and noted 'the atrocious finish on the parts and their flimsiness'. Although some unusual parts are shown in MCS, the sets that Phil saw were 'very similar to MECCANO, both in respect of number and type of parts in a given size of set, and flat box packaging with expanded polystyrene and transparent cover'.



JUNIOR



Rods and 6 Plates.

Both the PLUS manual and the 6-page Leaflet are A4 size. The models in the Leaflet are a Tower, 2 Cranes, 2 Luggage Trucks, and the 3-Wheeler and Carousel shown opposite. The Manual's cover (on the facing page) shows the 2 boys with several models - a Motorcycle, a Funicular Railway, a Level Crossing Gate with Signal, and a Tower similar to the one in the Leaflet.

The Patents, Nos. 673362 & 673457, are in the name of W. Kobler, a Swiss citizen of Huttenstrasse 42, Zürich, and were both dated October 27, 1948. No Convention Date is given. The first covers the rods, clamps and bearings, and one of the claims is that the method of clamping allows the axis of all the rods to lie in the same plane. Several types of clamp in the Patent weren't produced but most of them were only minor variants of those already illustrated. The one exception, although it isn't really a clamp, is the slit tube, Figs. 9 & 10 opposite, to join two rods in line. The only bearings in the Patent are shown in Figs. 13 & 16 (opposite): the first evolved into the 4-sided Bearing and the second, with the bearing attached to a clamp in some unspecified way, wasn't proceeded with.

The second Patent is to do with the clips and shows the types already described plus the one to hold plates, shown in Fig. 5 opposite.

It isn't known how long KOBLER lasted but the Complete Specification for the Patent wasn't published until June 1952.

Correction At the top of p411 in OSN 15, Al Sternagle's address (for details of his *ERECTOR PARTS ILLUSTRATED*) was given incorrectly; it should have read: RD#2, Box 400, Hollidaysburg, PA 16648, U.S.A.

ITEMS FROM LETTERS

1. From David Hobson: • He came across ads in the *Boy's Own* of February and December 1921 for the **PA-DI-CA-CO** Gear Set that was included in MCS Part 5. Both are similar in style to the one in MCS but also include the words 'Something quite new'. and mention that they are for use with mechanical construction outfits. [I saw some of the gears recently courtesy of Geoff. Wright and the odd thing is that the Gear and Pinion meshed at centres of about .93", well short of the 1" MECCANO spacing. The measured DP was 39.5 for the 25t Pinion and 39.9 for the 50t Gear. Their bore was a tight fit on a MECCANO Axle and the bosses were single-tapped 8BA with roundheaded brass Set Screws. They are cleanly cast from a zinc alloy with integral bosses, and are all marked with the name and PN. Bosses have a slight taper from about .35" Ø to about .37". MCS shows 2 similar Mitre Pinions, 1G and 1H, and it's not clear how they differ - there was a 1H among the ones I saw and the only noticeable thing was that the boss wasn't tapped.] David wondered if the gears had been produced during the Great War for a particular purpose and the surplus were being sold off.

• Also in the December 1921 *Boy's Own* was a **KLIPTIKO** ad and the list of sets offered was the same as that given in 10/249, with the 7 complete sets 1-4, and the 5 Accessory Sets 0-04.

• **YUNOST'** sets were on sale in Moscow in the early 1990s and the parts in a set bought then are all steel except for the aluminium Flanged Plate.

• Among some early **ERECTOR** parts were a few **P31 Clips**, a little known part that only lasted for a few years after **ERECTOR** was introduced in 1913. It was intended to act as a Spring Clip but the ones found don't grip an Axle very well because they are a U shape in section with no waist, and are made from ordinary soft steel. They are 1/4" wide and 5/16" deep overall, with large radii at the ends of the wings. The illustration opposite came from a 1915 manual.

U

P31

The Clips were in a **No.1 Set**, from about 1915 and the label on the lid has the normal large Railway Bridge and 2 boys, but the man on the left is not the one illustrated in *Greenberg*. He is an older figure with a bald head, bow tie, pipe, and his right hand is in his jacket pocket. It's a UK set with LONDON, ENG. inserted between the MYSTO MFG. CO. and NEW HAVEN, CONN., U.S.A. lines, so perhaps this was an export or UK peculiar label.

A **Part 1 Manual** that was probably with the Set, is interesting because it sheds some new light on how Gilbert sold his products here at that time. On the front cover is: THE MYSTO MFG. CO., NEW HAVEN, CONN., U.S.A., with underneath 22 HAMSELL STREET, LONDON, E.C., ENGLAND. Inside a 'Revised Prices for 1916' label has been stuck in, and another on the back cover, that shows the range of sets, has on it: BEDINGTON, LIDIATT & CO., Ltd., 2, New Zealand Avenue, BARBICAN, LONDON, E.C. | DISTRIBUTORS FOR The A.C.GILBERT Company, New Haven, Conn., U.S.A.

• There's a **Toy Museum** beneath Brighton Station (55 Trafalgar St., Tel. 01273 749494) which has MECCANO, MCS, and building sets on display. David mentioned specifically some 20 including an **ERECTOR** Hudson loco, and I've picked out the following new points.

A boxed set of **SPEDICON**, a name new to me. A Crane has been made up from the parts - aluminium Tubes or Rods with internally tapped ends, held together with Studs and N&B, and blue aluminium Plates. The names on the manual are Williamson-Pinney Ltd., & Chertsey Industries, both of Avenue Chambers, Bloomsbury, London WC1.

A **DAN DARE** small rocket with the windows on the nose-cone printed on in black/dull yellow, instead of embossed in the metal.

Some information on **PREMIER** from the manager of the Museum. It was made for Christie & Jay Ltd., the company named on the manual cover in MCS, by Morris Products, Jubilee Works, 39 Albion St., Dunstable. They started up in 1955 making stove enamel goods and kitchen toys, and the manual shown in MCS is believed to date from 1960. It had been thought that **PREMIER** was much earlier than that, even prewar.

2. Josep Bernal sent a copy of a 28 page manual for the Spanish Electrical Sets **ELECTROMECCANO** Nos.1 & 2.

ITEMS FROM LETTERS

1. From Richard Symonds. • An ad for a 6" dial calliper gauge that he bought recently for \$19. Made in China, but well made, he recommends such an instrument as being ideal for OS/handyman purposes.

• A photo of a **LYNNCRAFT** Set that's similar but not identical to the one described in 12/309. The outside of the lid looks identical, though I can't quite read if the Model No. is '146'. It's probably an earlier Set because there are no Tyres in it; otherwise the contents look the same, with a generally similar layout, except that all 5 Pulleys are between the Trunnions, there are 2 extra Pulleys (with hidden, or no, bosses), each holding down 3 of the Triangular Plates, no Span'drivers are visible, and in dark areas of the photo on either side of the Large Flanged Plate, there looks to be an extra Bush Wheel on the left, and another part, perhaps a Pulley or a third Bush Wheel on the right. There's no centre hole in any of the Strips.

2. From Don Redmond. • On the **ERECTOR No.100 Set** (from 11/298 & 15/ 411), the bore of the Wheel is just over 3.25mm, & the Axle is 2.90mm Ø. See *Greenberg* 2, p139, for a photo of the Set; it's said there that it was marketed only in 1957, & that the parts were shrink wrapped onto a yellow backing board.

• **JE-IL/JEP** (see 13/344) were still going strong last summer. Their address is Jeil Science Material Enterprises, Kuroku, Kurodong 546-2, Seoul (Buyoung Building, 3rd floor), and the phone numbers are the 858 ones in OSN 13. The firm does not market its products outside South Korea. The sets 1-3 and 5 & 6 continue but there's doubt about the Army outfit (see 6/111). The current manuals are for Sets 1; 2 including 1; 3 including 1 & 2; 5; & 6). The #3 is the same as the one described in OSN 13 with very minor changes to the text, and the models in #5 & 6 are probably the same.

• On **TEMSI** hole spacing, see 9/225, Charles Shrubsole has found that the it is erratic rather than being uniformly a little over ½". Don checked four 25h Strips from one set for himself and found some pairs of holes at exactly ½" while others were up to 1.5mm out. But the erratic spacing was identical between all the Strips, and the end holes were all 3mm over 12" apart. [The 6 in a set from the 1950s or 1960s are all no more than 1½mm out over the 25 holes and the holes seem to be very nearly uniformly spaced; the 4 A/Gs in the set are very similar.]

• **STRUCTOMODE** A/Gs are black, like **MÄRKLIN** used to be, but are easy to recognise because they are copper plated under the chemical blackening.

• The **MASTER BUILDER** Motor shown in 18/495 looks just like the 1914 **ERECTOR** P-51 Motor on p52 of *Greenberg* 1. It was only listed for the one year, and was fitted with strip brushes. Are they identical? And who made them? In 1915 Gilbert changed to the P-58 which had carbon brushes, slightly different frames with 4 terminals, & bracket feet. Said feet had a round hole in each, later slotted right out to the edge of the foot.

• The word in the **KONSTRUKTOR [10]** 'flying goose' logo (18/498) is Moskva (Moscow) in script.

• **Buffing** dull dark grey (tin plated) **STRUCTO** parts using a cloth buffing wheel impregnated with tripoli (rottenstone) gave a bright, smooth shine. Tin oxide is tough.

• Some 5h Strips with very large end radii, of about 2", cut close to the end holes, have been identified, thanks to Kendrick Bisset, as **MASTER BUILDER**. [As far as I know most M B Strips have well rounded ends, see 16/450.]

• **MESO** in the **SONNEBERGER** logo (see 18/502), no doubt comes (in similar fashion to other German abbreviations) from **MEtallwarenfabrik SOnneberg**.

3. From David Hobson. • An unused **MECANIKIT No.0**, still strung in its box, is exactly the same as the one described in 10/250, and MCS, except that all the Strips bar 3x 3h are aluminium, and there are 12 N&B. 8 of the Nuts

are square and 4 hexagonal, both the same across flats. The Axle is aluminium, and the Balloon Wheels have a gold sheen, and appear to have been lacquered. No Screwdriver was found in the Set.

• From the Nov. 1930 *The Toy Trader*. **Sonneberg** (see 18/502) has been known for toys for the last 200 years and has 'the unique **German Toy Museum**'.

• Something on the history of **VOGUE** (ref. 17/464) appeared in the Sept. 1951 *The Toy Trader & Exporter*. The Vogue Manufacturing Co. of Egerton Road, Melton Mowbray was established some 40 years before and produced metal trimmings for shoes. It was bought by A.N.Pallett in 1947 and new machinery for making toys and fancy goods was gradually installed, including plastic moulding equipment. A subsidiary, Vogue Playthings Ltd. was formed in 1947 to market the toys, and in 1949 Thermold Ltd., who made toilet goods and advertising novelties, was acquired. During 1948/49 the original factory was enlarged and another factory at Oakham, 10 miles away, was taken to make the constructional sets. In 1950 A.E.Pallett, father of A.N., and managing director of Casceloid Ltd. from 1919 to 1943, joined the firm and became responsible for admin and sales. In that year additional premises were obtained in Melton for packing and dispatch, and the original factory was modernised. The **VOGUE** pressings were then made there and taken to Oakham for finishing and packing. A blurry photo in an earlier (Feb. 1951) issue showed 3 sets which look like those shown in the Manuals, and behind them is a largish model that might be a Big Wheel.

• An ad from the manufacturers' agent Val Green, in the Jan. 1952 *The Toy Trader & Exporter*, mentions 'The latest & greatest' **KONSTRUKTA** Steel Constructional Sets'. The parts in this system, and their similarity to **BEAVER**, were discussed in 6/129, & this is the first definite date for either. Incidentally **BEAVER** was made by a firm, Rutland Plastics Ltd., in Oakham, where **VOGUE** sets were produced.

• **DAN DARE** Sets 1 & 2 (see 14/366) were announced in an ad by Bartram, the manufacturer, in *The Toy Trader & Exporter* for July 1953, and a similar ad with illustrations of the Sets appeared in the August issue.

• An article on **CONSTRUMENTS** in the Dec. 1932 *Toy Trader* says that the sets have only been on the market for a week or two. So that confirms the date inferred in 5/79. The 20, Plus, & 100 Sets are mentioned and the 20 is said allow instruments worth £20 to be made, or at least £100 for the No.100 Outfit. It is also stated that the interchangeable metal parts were made by The British Thomson Houston Co. Ltd.

• The 1937 **JUNEERO** box lid illustrated in 9/216 was also shown in *The Toy Trader* for Feb 1936, in an ad for cartons, and in a later 1936 Waddy ad.

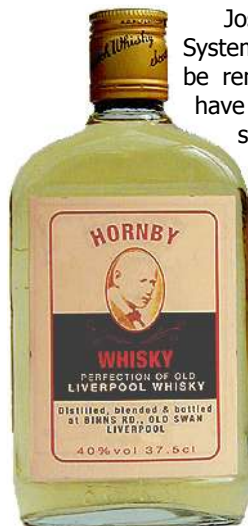
• **ARKIRECTO** (2/19) was patented in 1933. Mentioned was made of it in the Feb 1934 *Games & Toys*, and in March an ad from the manufacturers, Arkirecto Ltd., Carlton House, Regent Street, London, S.W.1, offered sets from 2/6 to £2-2-0. In October the price range was 2/6 to 52/6 and ads continued until Feb 1935. The next ad, with the same prices, was in June from Waddy Productions, Astor House, Aldwych, London, and they had another ad in September. Finally in June, July & August 1936, E.M.Napier Ltd., Exmouth House, 3 Pine Street, Farringdon Road, London announced 'We have procured the entire stock of **ARKIRECTO** and can offer complete outfits or parts at greatly reduced prices'. (From a Nov 1937 Napier ad: 'Turn that dead stock into £-s-d - London's Largest Job Stock Buyer - pays spot cash for surplus stock.')

• The **MEX** No.2 Set (see 16/452) was advertised by W.H.Cornelius in the Nov 1933 *The Toy Trader*, price 1/-. So unless it had a very short life it's strange that it wasn't mentioned in the later *Games & Toys* ads.

• In 18/523 Don Redmond asked about a yellow plastic Wheel with Tyre marked **BILDIT**. It probably came from the simple plastic **BILDIT** system which was based on a special

EDITORIAL This time I would like to remember two 'Other Systems' men who died recently, Karl Debik in July, aged 82, and Josep Bernal Moreno in February, aged 87.

Karl was a well known German collector of constructional sets, and while always a STABIL-boy at heart, in his working life he became a university professor of child psychology. He will be best known to most readers for his contributions to Baukästen, which drew on his in-depth knowledge of the history and development of all types of constructional toys. After his retirement he achieved a dream by founding the Bauspielhaus museum, (www.bauspielhaus.de) in his home town of Löbau. It has a display which includes many rare items but children can also play with 'old-fashioned' toys. Karl regarded toys as a bridge to connect people of different ages and of different countries.



Josep was a great MECCANO and Other Systems enthusiast and his models will long be remembered by those lucky enough to have seen them. Many were of conventional subjects but my favourite was a very large model of an ornate, wrought iron, street lamp bracket standard, beautifully detailed and finely modelled, a joy to behold. In lighter vein I'll also remember the bottle of his 'Hornby' whisky (left) that he once gave me - I said I'd keep it and we'd drink to Meccano in its centenary year. For one reason or another that didn't happen but as a happy result I still have it as a souvenir of a great guy. Here's to your memory Josep.

Shorter NOTES, with thanks to all contributors.

1. The two **DAN DARE** Noses below are identical except for their 'windows'. The one on the left is probably the original type & the 15 pane pattern is painted on (or perhaps it is 3 transfers). This is the type shown in: the 1953 advert announcing DAN DARE; in all the models in the manual; & in the Illustrated Parts



(the drawing in the latter is identical to the one shown for AJET elsewhere in this issue). The second type with 9 impressed panes is the one much more commonly found, and is the pattern shown in the Patent (see 14/366). The parts that contained the first type of Nose were the remains of a Spaceship set and apart from the Nose, were entirely as would be expected.

DAN DARE: S1

[37/1100]

2. David Hobson showed me an unused, still strung, No.2 **KWIK BUILDER** set. It corresponded almost exactly with the one described in 28/827, including the manual, but the N&B were different with an M4 thread instead of $\frac{5}{32}$ " BSW. The details of the N&B were as before except that the CH Bolts had 6.9mm Ø heads and the Nuts were only 2.0mm thick.

KWIK BUILDER: S3

[37/1100]

3. Another item from David, a 1920 **PYFYL** Price List. The sets are listed on the front, and are as on the 28/840 Leaflet prior to the 1921 overprinting. On the back is a list of extra parts packs Nos.1-12 and A-Y. #1-6 contain various mixes of straight Strips, plus Sleeves, and #7-12 likewise but with curved instead of straight Strips. The lettered packs have selections of the metal and all the other parts. Even a summary would take too much space but I can send details to anyone who needs them. #W-Y deserve mention though: they are the fabric covered parts for Chairs, Armchairs, & a Table, and each is said to be 'recouverte en soie impression exclusive' which I take to mean 'covered in rayon (or possibly silk) with an exclusive pattern'. Though hand stitched they were not particularly expensive, Fr.2.50 maximum compared with the other Packs at Fr.2 or Fr.2.50 for most, and up to Fr.5.50 for a few. Sets 1-3 cost Fr.19.95, Fr.49, & Fr.99 at the time.

PYFYL: S6

[37/1100]

4. **Snippet: MECANEX** This Swiss system was said to have aluminium parts and it no doubt dates from WW2 or soon after. The makers name on the lid below is E. Musitelli & Cie.,



of Fleurier, a town some 40km north of Lausanne. The parts in the box below mostly have a MÄRKLIN look to them though the slotted end holes in the DAS are not echoed in the top



Editor **Tony Knowles**
7 Potters Way
Laverstock
Salisbury
SP1 1PY
England

OSN 42

APRIL 2010

Email: tony@osnl.co.uk

THIS NEWSLETTER IS SUPPLIED ON THE UNDERSTANDING THAT IT IS FOR THE PERSONAL USE OF THE RECIPIENT FOR RESEARCH PURPOSES ONLY

EDITORIAL As noted previously PDF files load relatively quickly and are often more convenient to print out. So when I update the Database & Index on the OSN website I shall use this format.

It would also be possible to send the original files to anyone by email and this would allow the recipient to print out with whatever layout was desired, and also to sort and filter the data as required. Let me know if you would like one or both of the files and in which format – OpenOffice .sxc or Microsoft .xls.

Shorter NOTES, with thanks to all contributors.

1. **Snippet. The DITMAR Motor** The account of this Austrian system in 36/1079 included a rather poor photo of a motor, and it wasn't certain that it was actually a Ditmar product. Right, a rather clearer image of one definitely sold as Ditmar, and as can be seen the name is on the yellow capacitor. The Ebay offer gave no other details and unfortunately the front end wasn't shown. To give an idea of the Motor's size it will be recalled that the hole pitch is 8.5mm.



DITMAR S4

[42/1260]

2. **Snippet. ARCHITECTOR Clips** This French system (see 39/1194) has card Panels held to metal Brackets by Clips. Below a packet of said Clips labelled 'No.15 Attaches' and the

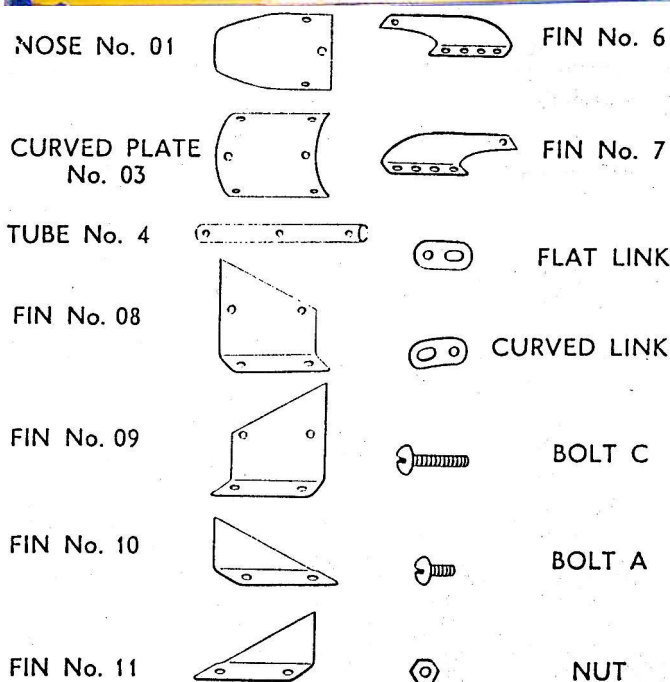


name along the bottom is Fernand Nathan, a Parisian publishing house.

ARCHITECTOR S2

[42/1260]

3. **The DAN DARE Rocket Set** This outfit, with its smaller, 1½" Ø, nickelled body parts, is the least well known of the DD sets (see 14/366), and below photos of it from Gary Higgins.



Above are the parts as in MCS (taken from the manual) and the main ones are individually strung or clipped to the backing card. All the Fins are red and the small triangular pair, #10 & 11, are either side of the 4 black Tubes.

DAN DARE S2

[42/1260]