

- #Rods - those where the basic framework is made from rods or tubes eg BOB, LIONEL.
- #TRIX - all with the holes arranged rather like TRIX, including TRIX electrical parts and MECCANO X eg ABRA, INVICTA O.
- #UK - a number of sets of UK origin which have certain rather unusual parts in common eg LYNX, LONE STAR, VOGUE, KONSTRUKTA.
- #Vehicles - all sets intended to make cars, lorries, chassis, etc. eg PRIMUS MOTOR CHASSIS, MECCANO MOTOR CAR OUTFITS.

Thus MARKLIN ELEX would be under Elec but the MARKLIN set to make chassis would be in Vehicles. There is no overlap likely within this group except for TRIX and PHILIPS where rigorously the electrical sets from these systems should be in the Elec unit. IF this was required it would simply mean putting the main entry for TRIX and PHILIPS into the next group.

For the second group I took from the remaining systems the following units

- #ERECTOR - all sets that have parts looking like ERECTOR parts eg STEEL ENGINEERING, EL NUEVO INGENIERO ARGENTINA.
- #MARKLIN - ditto eg PIONIER, UNIMETAL.
- #MARKLIN/MECCANO - the systems which draw on both eg AMI LAC.
- #MECCANO - all genuine MECCANO that hadn't fitted into any previous unit.
- #MERKUR - and similar eg YMEAEU, BUILD-O.
- #STABIL - ditto eg ARTS ET METIER, KONSTRUKTOR (4).
- #Non MECCANO - not based on equispaced holes joined by nuts and bolts eg MORECRAFT, STANDARD L R.

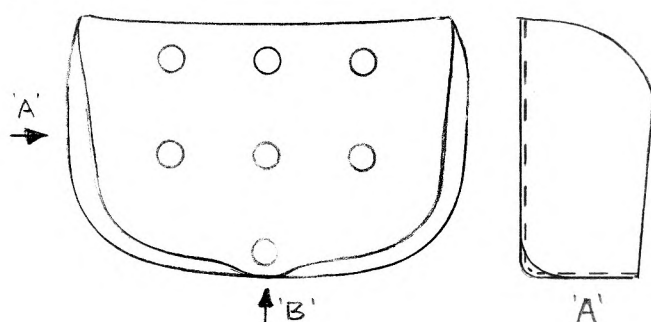
The third group consisted of 2 units, those of the remaining systems with a hole spacing of more than $\frac{1}{2}$ " (ie 12.7mm) eg PHANTASIE, STRUC; and those with a spacing less than $\frac{1}{2}$ " eg MIGNON, MODELLO. Finally I divided what was left into 2 units, those that were more or less copies of MECCANO but might have a few parts of different design eg TEMSI, AMERICAN MODEL BUILDER; and the rest which were based on the MECCANO idea but for one reason or another differed significantly eg STOKYS, STRUCTO. Each of these units turned out to be quite thick and was divided alphabetically into 3 sections of convenient size, but perhaps some different subdivision would have been more helpful.

Each unit was bound with a slide binder and an Index added to each as a front page showing the systems within, and also some cross referencing to ensure that when I wanted to check for example systems with 'short spacing', those located in units outside the specific 'short space' unit would not get forgotten eg MERKUR, MERKUR ELEKTRO, STABIL. Then I marked the MCS Index to show where each system there would be found in the units. One day I will put the cross referencing into the Index as well.

Its some 2 years now since I took the plunge and I'm sure that it has made life a bit easier. It was a fairly long job to create all the units but an interesting one as well, each time I go into MCS I find something I never knew or had forgotten.

While on the subject of MCS it is worth mentioning that Frank Beadle has, since he described the history of MCS in OSN 1, revised his Parts 1 to 4 by adding some 20 new systems or new parts of known systems, and by adding a considerable amount of detailed information and better photocopies that have become available. This is good news in itself but it does mean that at the moment those with the unrevised Parts or with the New Zealand edition have no way of getting this new information without buying the revised version, which isn't an economic proposition. Frank recognises the problem and may issue a supplement for those who want to catch up or perhaps have a special edition of his forthcoming Part 5 with the missing information in it. If you would like to have the update, by one means or another, it would be worth letting Frank know so that he can gauge demand. For the time being references to MCS in OSN will indicate if the material in question may only be found in the revised Parts, but, although Frank has kindly given me details of the new material, it is rather complicated keeping track and errors may sometimes occur.

MYSTERY PART No 8.



This part is found in the UK from time to time, usually with MASTERBUILDER parts. It is a steel pressing (.022" thick) and is sometimes painted grey and sometimes medium red. The holes are .156" dia. It bears no reference marks. Is it MASTERBUILDER and what is it used for? A tractor seat or dredger bucket have been suggested.



MYSTERY PART NO 7 This Plate with POLIVIT stamped on it (OSN 3, p47) turned out to be nothing to do with constructional systems: David Martin wrote, " 'The Polivit Plate is mainly aluminium and is used in the cleaning of large silver items. It must be completely submerged in boiling water containing a fairly strong solution of ordinary washing soda and the combined action of the aluminium and the soda removes stains from the silver. The solution passes through the perforations in the plate and the chemical reaction erodes the plate thus enlarging the holes.' "

MYSTERY PART NO 8 (the 'bucket' in OSN 4). No positive identification has been made but recently some MASTERBUILDER (MB) parts were seen, all painted in known MB colours except for a bucket and a Channel Girder, both of which were in exactly the same shade of yellow. So it seems almost certain that the bucket is a MB part. The only other practical possibility is that the two parts found had been repainted but against this Don Redmond has pointed out that in the NZ Fed magazine, Vol 8, No 2 of March 1983, Don Blakeborough had included said bucket as a Mystery Part and the colour was given as yellow.

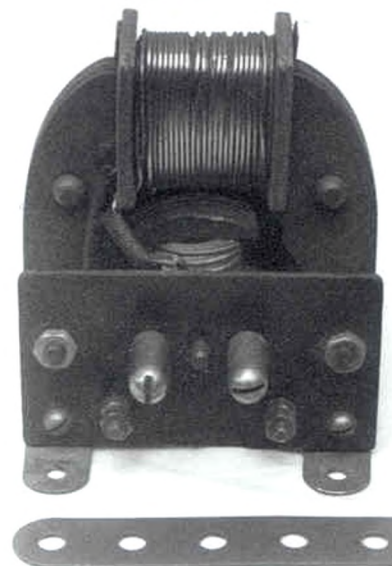
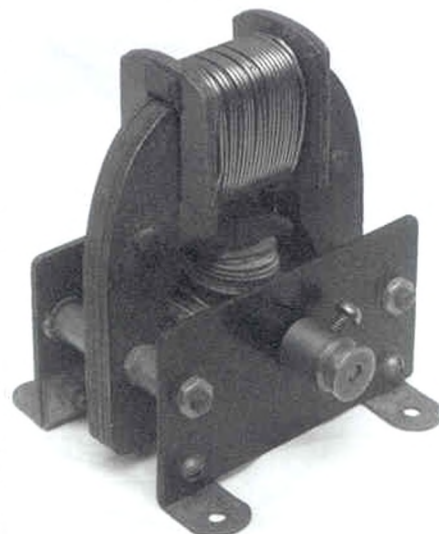
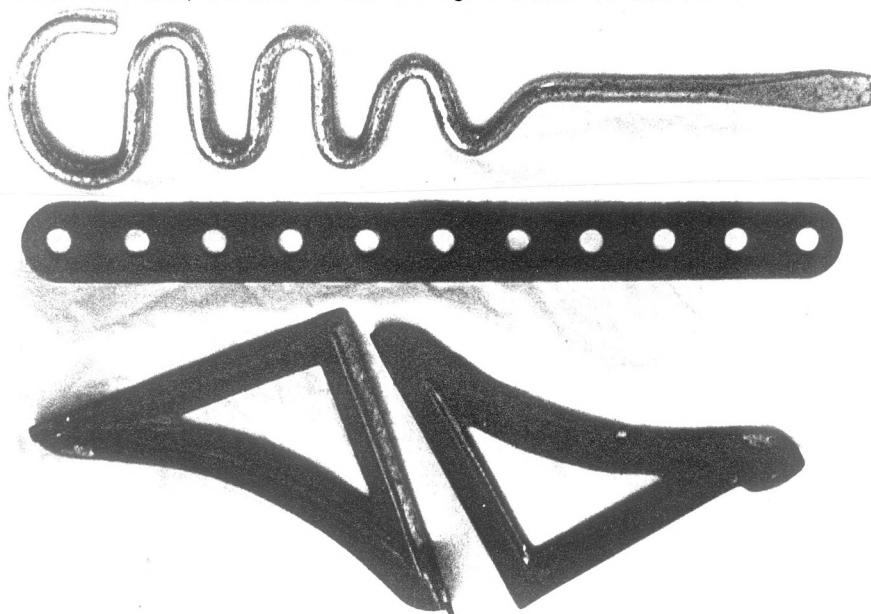
It should be mentioned that apart from the metallic black/nickel finished parts shown in MCS, and a few others of this series which were in larger sets, MB produced, probably at a later stage, additional, more conventional parts with a paint finish. These included flexible and flanged plates and the various parts were painted blue, orange or red. It is intended to summarise what little is known of these in a later issue and if anyone knows anything about MB which is not in MCS please let me know. Most but not all MB parts are stamped KW followed by a 4 figure number.

Don Redmond has sent details of several mysteries, first two different Couplings, MYSTERY PARTS NO 9. Both are 31/64" long (12.3mm), 3/8" dia. One has two tapped cross bores at right angles, and a smooth longitudinal bore 4.1mm. The other has two parallel tapped cross bores and a tapped longitudinal bore. All tappings are 5/32 BSW.

The next three items are illustrated below, MYSTERY PART NO 10 is the motor and Don writes, "It is obviously from a construction set; the angle brackets forming the feet are unworthy of any factory production item for more serious work; the windings are obviously low-voltage coarse ones very similar to the flat-commutator Meccano motors of the early years (ca.1916-20), and the pulley has an over-length setscrew. Despite the various screws being metric (M3.5 and M2) sizes, the shaft seems to be 1/8". But the dimension across the foot mounting holes (45mm) seems to confirm metric measurements of some kind. I see nothing in MCS that looks like it."

The motor was found with a 1928 Meccano No. 1X outfit and of MYSTERY PARTS NO 11 Don says "The two corner brackets were also in the same set. They look like one of the architectural construction sets, but the only fixing holes are in the outer corner lugs."

And on MYSTERY PART NO 12, "The screwdriver was found in a flea market. It is not a sewing machine screwdriver, at least our local sewing machine dealer-historian says not. Hardly intended for getting around corners into complicated models? But what other uses would there be for such a cheaply produced item? The blade certainly resembles the average Meccano screwdriver."



MASTERBUILDER Several readers have asked if there is more information available about this system and there is a little but there are still large gaps. The parts available as originally shown in MCS were from a 0 set manual; in Frank Beadle's latest version those in a No 2 are reproduced, with a wider range of strips, girders, plates, brassware, etc. The only manuals and sets seen are within the range 0 to 3 and how these relate to the sets 4001 to 8003 given in MCS is not known.

First to discuss the MB (MASTERBUILDER) parts that are usually found and are included in sets 0 to 3, though not necessarily in those from 4001 upwards, as will be clear later. As stated in MCS the steel parts normally have a black metallic finish although occasionally they are nickel plated. The strips are $3/8$ " wide, the Channels are $1/2$ " wide by $1/4$ " deep, and the Angles are $1/2 \times 1/2$ ". The plates are rather brittle, they are very dark brown in colour and those seen are about .135" thick rather than the 6mm stated in MCS. The Drum is also of plastic and two colours exist, black and a very dark red. Some of the brass parts are castings with the part numbers cast in and only the bores machined. The rest are fully machined and are often not marked with their numbers. Variations in the design of these parts are found, for example the Shackle as illustrated in MCS is $1\ 1/8$ " long but there is also a $7/8$ " version with an almost fully rounded end. There is a short version of the Connector 1044, only $1/2$ " in length, and one variety of the Socket has a diameter of $5/16$ " instead of the normal $3/8$ ", and has a cross bore at right angles to the usual cross tapping. Three gears are shown in MCS although only two of them are numbered, the third is marked KW 1103 and has 30 teeth against the 20 and 40 of the other two. All are made of brass and they and all the brass parts, including the cast ones, are found either nickel plated or left in their natural state.

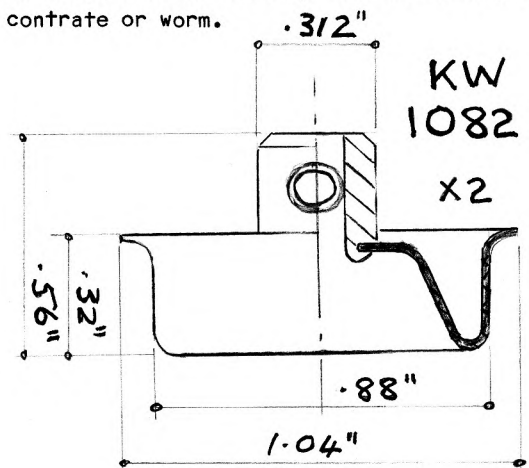
MCS shows two Railwheels (flanged wheels), the $1/2$ " 1081 (0 set) and the 1" dia 1082 in the No 2. 1081 is fully machined from brass and stamped with its number but 1082 has not been seen bearing a number and there may be two versions of it. One that has been seen in a more or less complete set is made from a steel pressing with a $5/16$ " dia boss added (sketched below); the other is fully machined and similar in form to the 1081, but has not been positively identified as MB.

These then are the parts commonly found, but much less often parts painted dark blue, red, yellow or orange turn up. This finish was applied not only to the steel parts but also to the brassware. Not all the parts in MCS have been seen in this colour scheme but 4 parts not in MCS have been found so painted: a blue 3x5 hole plate, fully perforated, and stamped MASTERBUILDER 6005 MADE IN ENGLAND, a similar plate, but with flanges added to its longer sides (KW6004 in both blue and orange), an 11x5 hole Flanged Plate with the flanges on the longer sides (not stamped but in the same blue as the Plates above), and a red 8 hole Bush Wheel bearing KW6031. These parts were probably from the time of the 4001 etc sets because with some of them was found a small cardboard box with MASTERBUILDER CARFAX on it and the latter name is that of set 6001 in MCS. Inside the box were some labels, 2 of which are reproduced here, they mostly have names of known parts on them but two are additional 6000 series parts. No doubt there are other parts yet to be found.

MB is a rather unusual system with its narrow strips, the channel girders and the relatively large amount of brassware available. One drawback when making models is that none of the parts have any slotted holes, although some play is present because the bolts are smaller than the holes. Some detailed dimensions were given in OSN 1. Frameworks can be made that look both light and strong by careful use of the various strips and girders, but the brass parts, particularly the cast ones, tend to look rather clumsy. The (later?) ones with the diameter reduced to $5/16$ " look much better and with the $1/8$ " diameter thread used there is still an adequate, if not generous, wall thickness for the tapped holes. There was no roadwheel or anything that could be used as one even in Set 2, which can't have helped sales in the 1950's, but presumably the Automobile Sets mentioned in MCS would have included them. Another oddity was to have 3 spur gears, which gave at most a 2:1 ratio, but no bevel, contrate or worm.

precision engineered
MASTERBUILDER parts
FLAT PANEL, 1" PART No. KW6005
MADE IN ENGLAND KW3029

precision engineered
MASTERBUILDER parts
STRIP, 2" PART No. KW6012
MADE IN ENGLAND KW3029



OTHER SYSTEMS NEWSLETTER

Editor

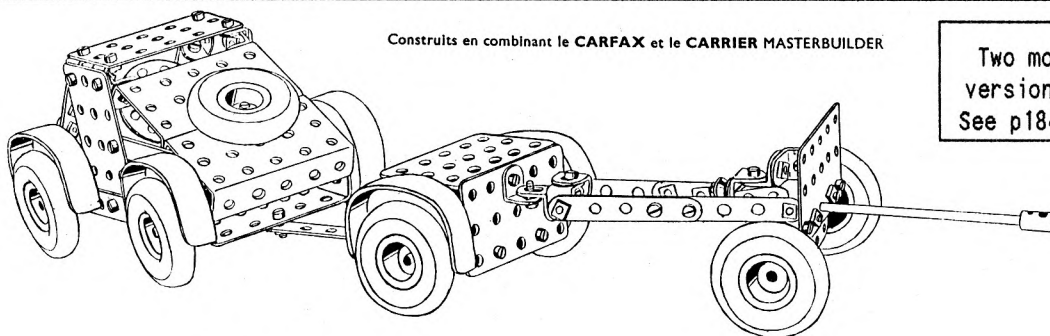
Tony Knowles
7 Potters Way
Laverstock
Salisbury.
SP1 1PY.
England.

OSN 8 APRIL 1993

EDITORIAL Several readers have enquired about Frank Beadle's Part 5 of MCS. My earlier forecasts of the 'any day now' having proved a little optimistic, I will simply say that it is complete except for one batch of material which Frank hopes will arrive before you read this. Something to look forward to at any rate.

The introduction of the Extra MCS Sheets has been successful in reducing the space needed for illustrations, and this has allowed more ground to be covered in each issue. The backlog of unused material that had built up has decreased considerably but a few items have still had to be held over until OSN 9. Please don't let that deter potential contributors, a steady stream of information is needed to fill each Newsletter. And on that point I would like to record a thank you to all those who regularly send items, your support is absolutely essential and is much appreciated.

New subscribers often ask about MCS, what it is and where to get it; what and how to contribute to OSN, and how it relates to MCS; and so on. I now therefore include an A4 side of explanations with the first Newsletter I send them; if any existing readers would like a copy please let me know.

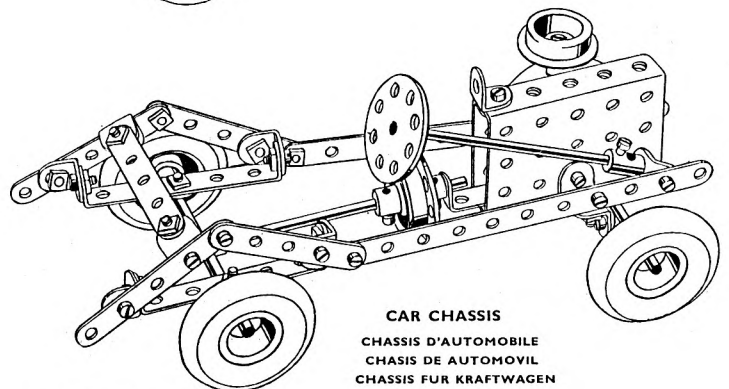
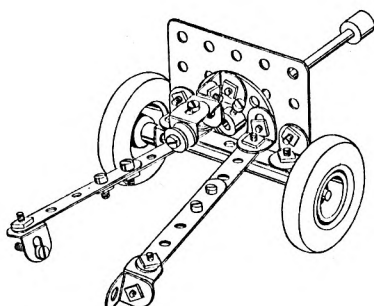
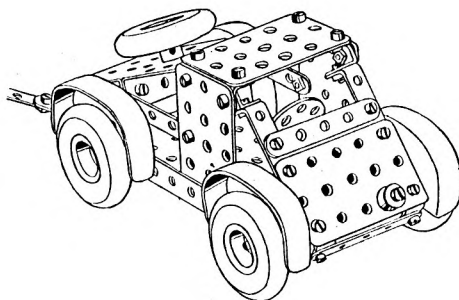


Construits en combinant le CARFAX et le CARRIER MASTERBUILDER

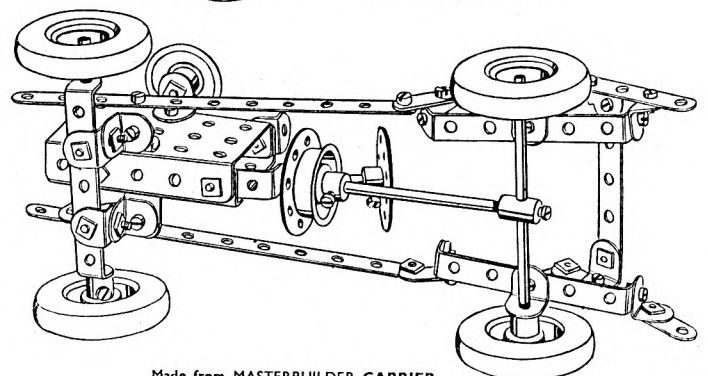
Two models from a later version of MASTERBUILDER. See p184 for more details.

Scale: x.7

TRACTOR, GUN and LIMBER
TRACTEUR, CANON ET CAISSON
TRACTOR, CAÑON Y ARMON DE ARTILLERIA
ZUGWAGEN, KANONE UND PROTZE



CAR CHASSIS
CHASSIS D'AUTOMOBILE
CHASSIS DE AUTOMOVIL
CHASSIS FUR KRAFTWAGEN



Made from MASTERBUILDER CARRIER

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

MASTERBUILDER Some more information is now available about MASTERBUILDER, following the account given in OSN 6, p119, particularly about the 4001-8003 Sets. Before getting on to those, one or two remarks about the 0-3 Sets. Geoff Wright showed me a #1 Outfit recently and the lid bears the words PATENTS APPLIED FOR. None of the other literature seen has any mention of patents so perhaps the application was unsuccessful, but whether it was or not the words used may well indicate an early set - and if so it means, as one might expect from the range of parts included in the outfits and their finish, that the 0-3 Sets came before the 4-figure series. All the parts in the #1, excluding the Axles and of course the bakelite Plates were nickel plated, so perhaps this was the original finish and the black metallic parts and untreated brassware came later. The 0-3 series also included linking sets, OA is mentioned on p2 of the NZ MCS, and an equivalent #2 Manual mentions a 2A.

Now for the later sets, a Manual has finally turned up which covers Sets 4001, 6001 and 8001, and its Introduction, reproduced below, also gives a brief description of all the sets of that period including one not heard of before, #10001.

BUILDING UP YOUR KIT BY THE MASTERBUILDER SPECIALISATION TECHNIQUE

Masterbuilder is sold in ten different sizes to suit the four specialised types of construction shown below on the right:—

Series:	Size:	Type:	
4001	BARONET	Junior	A range of Sets designed for Automobile and Railway Engineering enthusiasts who like models of cars, lorries, mobile cranes, fire engines, locomotives and rolling stock.
6001	CARFAX	Senior	A unique group of Sets that meets the needs of Structural Engineering enthusiasts who prefer models of rolling, swing, lifting, suspension, bowstring, box girder, and truss bridges, cranes of varied types, towers, transporters, etc.
8001	CARRIER	Advanced	A specialist selection of Sets, catering for Civil Engineering enthusiasts who seek, in addition to the above, models of scaffolding, shoring, emergency bridging, radio masts, bulk handling plant, all of which can be made in this series entirely from steel rods and screwed connectors.
4002	BRIDGET	Junior	
6002	ARCHWAY	Senior	
8002	VIADUCT	Advanced	
4003	RODNEY	Junior	
6003	NIMROD	Senior	
8003	RAMROD	Advanced	
10001	MOBILE		An entirely new feature set for Mechanical Engineering enthusiasts who require accessories for driving and controlling models by means of worm and spur gears, flexible cables, cord and chain drives, roller turntables, etc.
	Accessory Set;		to be used in conjunction with any of the above automobile, structural, and civil engineering sets.

In each group the Series 4000 can be converted into a Series 6000, and the Series 6000 converted into a Series 8000 by adding to it a conversion set, so that whichever set is used at first, it can be built up into the largest in its series. Also by adding a Mobile Series 10001 Set to any of the other Series, the model making possibilities are at once widened especially in the hands of a keen user.

In addition there is available the full range of Masterbuilder spare parts, many being of unique design and wide application.

All genuine Masterbuilder parts are treated in attractive enamel, or special process finishes, giving a smart and realistic engineering appearance to models, and can be obtained from your Masterbuilder dealer.

MASTERBUILDER SPECIAL FEATURES

Included in the range of Masterbuilder parts are the following components of unique design, and which can be seen in the index of parts:—

1. Webbed Channel Girders of exceptional strength, for use as chassis members, bridge trusses, elevator uprights, etc.
2. Bronze Connectors for joining rods at right angles.
3. Drop forged Crane Hook of unusually realistic appearance, and great strength.
4. Slotted Shackles for anchoring rods to flat parts at varying angles.
5. Cable drum in moulded material, for use on cranes and excavators.
6. Real Mudguards of modern appearance for use on road vehicles.
7. Unique dual purpose Road/Rail Wheel for use with special Masterbuilder Rubber Tyre, which add the last word in smartness to automobile and railway models. (When fitting the tyre to the wheel care should be taken to see that the special groove in the rubber seats snugly all round upon the flanged rim of the metal wheel—see illustrations.)

The Manual contains an Illustrated Parts List which includes some parts which are not needed in the 4-8001 sets, so it may list all the parts then available. It does not though mention Chain (or Sprockets) for the 'chain drives' which are said above to be possible with the 10001 Outfit. This Parts List will be included in Extra MCS Pages. The new parts in it, over and above those mentioned in OSN 6, are: #6011, an 11-hole Strip; #6013, a 1x5x1-hole DAS; and #6021, the Mudguard discussed as Mystery Part #8 in OSN 4/73 and 5/95. Another part not seen listed elsewhere is the Tyre #1143 but perhaps it was included in Set #3, for which no list of parts is available. It fits over the Flanged Wheel 1082 and has a slit around its inner diameter which engages the flange. Other 'new' 1000 series parts are: #1026 and #1028, Axles 2½ and 4" long; #1091, a small Pulley with no boss; #1104, Worm Gear; and #1161-63, 3 sizes of Peg Axle. All the parts not included in MCS/FB are shown opposite, including the 1.3" Gear which is modified to have 8 holes in its face.

The Contents of the Sets are not given in the manual but a tentative list has been made up for Sets 4001, 6001 and 8001 from the parts listed as being needed for each model: this is included in the new MCS Sheets. Having drawn up this List it appeared that some parts which came with the Manual comprise all the new, 6000 series parts that would have been needed for a 8001 Outfit, plus the 10 Flanged Wheels #1082 and the 10 Tyres #1143 which are in Set 8001. Perhaps someone once bought them as extra parts to bring his old set up to date.

The theme of the 4-8001 Sets is wheeled vehicles and apart from one or two small models like a Swing

and a Table, and a few larger ones, a Lathe and a Roundabout for instance, all the 49 models included have wheels; they range from 2-wheeled Carts to 10-wheeled Lorries, with in between Lorry mounted/Mobile Cranes, a Jeep (shown below), a Fork Lift Truck, military vehicles and a Field Gun, and an Electric Loco. None are very large (the Tyres have an o/d of about 1-3/4"), but most look quite well, and the Mudguards add to the appearance of many of the models although they don't perhaps work so well when 2 Wheels are mounted on either end of an Axle. All the models are simple mechanically with no suspension and the only model to have steering is a Tractor where it is operated by cord wrapped many times around the Axle on which the steering wheel is mounted. On the cranes there is no pawl or catch of any sort to hold the load. Two other of the models are reproduced on the front cover.

All the parts that came with the Manual are marked with the Part No. except the 11x5-hole Flanged Plate, the Mudguard, the Flanged Wheel, and the Tyres. The latter are of black rubber, with no tread but 3 concentric raised rings on each sidewall and MADE IN ENGLAND on the outer face. The Plates and Strips are painted orange or blue and for many of the blue parts orange ones had been seen before and vice-versa. The Flanged and Bush Wheels are dark red.

Finally some addresses for MASTERBUILDER: the #1 Set referred to earlier has K.W.PRODUCTS LTD, QUORN, LEICESTERSHIRE. on the lid. The address from a #2 Set, with again nickel parts is K.W.PRODUCTS LTD, EREKTOR WORKS, MOUNTSOREL, LEICESTERSHIRE; that on the 4-8001 Manual is the one in MCS, MASTERBUILDER (KWP), MOUNTSOREL, LOUGHBOROUGH. LEICS. Both Quorn and Mountsorrel are within a few miles of Loughborough.P

EXTRA PAGES FOR MCS: MASTERBUILDER: X1.1,2a,3/4a,5a,6. [3 Sheets]

AMENDMENTS TO MCS: Replace existing p1 by X1.1. Mark all other existing pages 'PHASE 1'.

SUMMARY OF MANUAL #Name: MASTERBUILDER. #Details of maker: MASTERBUILDER (KWP), MOUNTSOREL, LOUGHBOROUGH, LEICS. ENGLAND. #Dates &/or Ref Nos: 6041 on the front cover. #Page size: 219x186mm deep. #No of pages: 64 inc covers, all numbered except pp 1,63,64. #Language: English, French, German, Spanish. #Printing: Dark red line drawings and text on light blue-green paper. #Page Nos of Parts List & highest PN: 63,64. [6031]. #Page Nos of Set Contents & highest PN: No Contents. #Sets covered: 4001,6001,8001. #No of models for each set: 4001: 12. 6001: 22. 8001: 12. Plus 3 using more than one set. #Name, Model No, Page No of first & last model of each set: [No Model Nos] 4001: TABLE, 9; LEVEL CROSSING GATES, 14. 6001: GARAGE RECOVERY TRUCK, 15; FARM TRAILER, 35. 8001: CAR CHASSIS, 36; MAINLINE ELECTRIC LOCOMOTIVE, 60. [The 'combined' models are on pp 38-39 and 46-49] Other notes: The full range of sets are briefly described in pp 2-8.



1026 Rod 2 1/2 in.
1028 Rod 4 in.



1091 Pulley



1101 Gear 1/3 in.



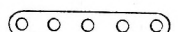
1104 Worm Gear. Meshes with 1101 at 1 in. centres



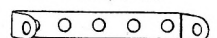
1143 Rubber Tyre. To fit 1082



1161 Peg Axle 1/2 in.
1162 Peg Axle 3/4 in.
1163 Peg Axle 1 in.

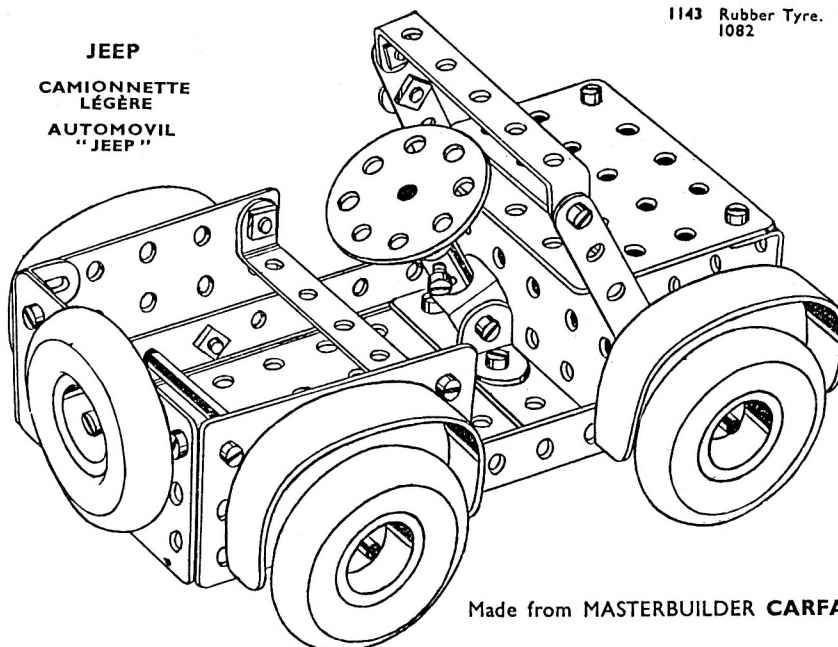


6011 Strip 5 in.
6012 Strip 2 in.

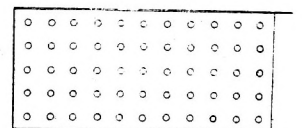


6013 Bent Strip 1 in.

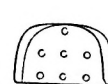
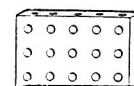
JEEP
CAMIONNETTE
LÉGÈRE
AUTOMOVIL
"JEEP"



Made from MASTERBUILDER CARFAX



6003 Flange Panel 2 in.
6004 Flange Panel 1 in.
6005 Flat Panel 1 in.



6021 Mudguard
6031 Flat Wheel 1 in.

ITEMS FROM LETTERS.

1. From Roger Baker: "I recently bought a K.W. MASTERBUILDER No.2 Set which was said to be complete, and I was disappointed to find that some parts were missing compared to the Contents List. On then checking I was surprised to find that there were enough parts to make each of the models shown in the manual, and when the parts were packed into the box there seemed no 'spare' holes. It turned out that other, presumably later, No.2 manuals showed contents which corresponded to my set, so there is little doubt that my manual was in error. Does anyone have an illustration showing how this set was originally laid out in its box?"

While writing can I mention the use of rubbers [erasers] for the cleaning and 'light' restoration of parts. I try to do as much of this work as possible dry to avoid using metal polish, which I find smelly, dirty and difficult to remove from inside holes. Ordinary soft pencil rubbers are good for cleaning commutators and similar copper contacts; coarser ink rubbers can be used for polishing harder plated metals. For stubborn stains the carborundum rubbers used for cleaning model railway track are excellent as they will polish nickel for instance, without taking off the plating. A bonus is that as well as removing surface rust they will polish the steel a little giving an acceptable appearance without destroying authenticity. Be careful however the coarser type can scratch the surface somewhat."

And from a later letter: "I recently bought a small clockwork motor - there were no identification marks on it but from its colours (similar to current MÄRKLIN red and green) and the small illustration in MCS, I am sure it is a No.650 MÄRKLIN MARBI. As can be seen in MCS it is slightly larger than a Magic Motor and appears more akin to a scaled down MECCANO No.1. The side plates though are the same distance apart as a No.2, even though it's non-reversing, and it's quite a powerful motor."

Two points on the TRIX article in OSN 7. I have a 2nd Edition TRICY TRIX manual dated July 1955 on the inside front cover, which seems otherwise much the same as the one described. I also own a boxed No.2161 motor with Instruction Leaflet also numbered 2161; it is similar to the 2060 in OSN 7 except that the armature is shrouded. It's in a gold colour with green field coil poles." [This confirms the layout of the 2161 given in OSN 4/52.]

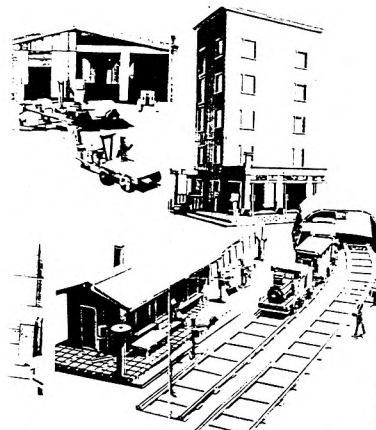
2. Ed Barclay noted that the PRIMUS Gear Wheel he owns has 59 teeth, an unusual (prime) number, but useful to give a $29\frac{1}{2}:1$ ratio for moon phases of clocks. Also that the teeth are cut like those used in clocks. [W.Butcher & Sons who made PRIMUS were camera makers but didn't make clocks so far as is known. Of 4 Gears to hand, 3 have 56 teeth and one, which came with some CHASSIS parts has 59. Its o/d is the same as the others.]

3. From Peter Kessler: "According to David Grey of Capetown JEP is no longer on the market, a pity, the Army set was just that much better than the Liverpool or French versions."

4. Valerie Young wrote that at one time LYNX Sets were made near her at Woburn Sands and the Instruction Leaflet for a 1A Set she owns bears the legend: 'Sole Manufacturers, The Bay Manufacturing Company, Station Road, Woburn Sands, Nr. Bletchley, Bucks, England. Also of Morecombe, Lancs., and Glasgow.' Valerie also sent some details of a CONSTRUCTO set (called PLEASURE BEACH in MCS), which I hope to include in the next Issue, and mentioned that she once saw an electrical set of the same brand, and it contained a coil among the other parts.

5. From Thomas Keel via Peter Kessler, photocopies of a Swiss TECTO brochure, from the 1940s perhaps, showing Sets A to F, and about 50 wooden parts with tongue and groove joints. Attractive looking models but as space is short just the much reduced illustration right; if you would like more details please ask.

6. Don Redmond sent a correction to his Sector Plate Classification in OSN 8/158. Under B.3(a) Premier is misspelt, and under Aluminium '6x5' needs to be inserted between 'A.2(a)' and 'holes'. And speaking of some STRUCTOMODE parts found in a mixed lot he says: "Pairs of 5.5 and 12.5in. characteristic Braced Girders were what enabled me to recognise it; other recognition features are the large radius strip ends, and for DAS, the end (bent tip) holes are very close to the ends of the strip. Also included were green painted aluminium plates 8.5x 4.375in., with edges raised 1/8in., and two slots 1/2in. long at one end with two little bent tabs at the other. These it is said, are bridge deck panels although no such part is shown in MCS."



7. Derek Moore recalls Matchbox Sets being sold by Woolworths in 1938 when he was 12. His recollection is of the parts being held together by 'wheels' pushed on dowels of about 1/8" dia. The overall size of the box was a probably a little larger all round than a normal, small matchbox. He also remembers

A MASTERBUILDER CARFAX SET. Shortly after OSN 8 appeared, with its article (p184) on the later MASTERBUILDER Outfits, I was able to see, courtesy of Geoff Wright, a #6001 CARFAX Set, still strung in its box. Said box measured 10"x14" and had a white label showing 5 manual models from one or other of the 3 Auto/Railway Sets. They were shown with yellow parts except for red Mudguards, and red 11 hole Strips in one model. The parts in the box were blue except for yellow Strips and Mudguards, and metallic black Angle Brackets, Rods, Spanner and Screwdriver. As far as could be seen the contents corresponded to those given in MCS X1.6 (plus the Screwdriver and a Spanner), but the N&B and no doubt the 1" Rod were hidden away in a red Carton with MASTERBUILDER in white on it. Rod #1027 was 3½" long as surmised. The Manual was identical to the one described in OSN 8. Conclusion: later MASTERBUILDER parts can be any colour so long as it is yellow, orange, red or blue, or even grey (see 4/73).

AND ANOTHER MASTERBUILDER No.1 SET. In OSN 8/184 a No.1 Set, which may have been an early one, was described briefly. Now again courtesy of Geoff Wright, I've been able to look at another, probably later, No.1. It was still strung in its box and appeared complete. The box, about 8x10", is the same size as the first but has fold out 'wings' with parts strung on them. The lid has red and cream stripes with a large, central photo of a model; it carries the EREKTOR WORKS, MOUNTSOREL address and the Ref No.K.W.1266. The earlier Set had a red lid with a plain white label with the QUORN address and KW1261-1. Both sets had basically similar contents: differences, and notes on the finish of the parts follow:

- In the later Set the Shackles, KW1052, and the Straight Connectors, KW1044, were the shorter types (see 6/119), and the Sockets, KW1051, were also shorter, approximately 7/16" long against 3/4". The Collars, KW1045, and the bosses of the End Brackets, KW1111, were 5/16" dia; all the other parts were 3/8", as in the first Set.
- There was a tiny brass Loose Pulley in the later Set, .377" dia, which I hadn't seen before: it may be the part without a PN in MCS/FB, p3/4 rhs. There wasn't one in the first Set, it may have been missing but there was a 1" Pulley, KW1091, which wasn't in the second Set. The Railwheels in the latter were the 1" steel type described in 6/119, against the ½" KW1081 sort in the early Set.
- Both Sets contained Spring Cord, another part I hadn't seen before; its diameter was .152" and it was plated a dull grey colour. Apart from that all the metal parts in the first set were nickel plated except the brass plated N&B and the black metallic finished Rods; the later parts all had the black finish except the brass gears and all the 'brassware', which were their natural colour, and the steel Railwheels. The N&B couldn't be seen only brass plated steel ones have ever been reported.

I've several times referred above to the Sets as later or earlier, and I've no positive proof of that. But there are some pointers, the PNs of the Sets for instance, and the brighter lid design of the 'later' one. My guess is that the change from nickel to black came in about 1951-52 when nickel was in very short supply; brass too was difficult to get and this might account for the reduced size of some of the brass parts.

EZY-BILT. Following the account in 7/144, Roger Baker sent copies of Lists for August 1960 and July 1961; in the first Sets 1-8 and 1A-7A are shown, in '61 there are in addition, Sets 9 and 8A, and the Clockwork Motor. So that nicely pinpoints the date of introduction of those items. The last PN in both Lists is 161, so the Sprockets, and Gears #176 and 177, had not yet been introduced; nor had the Chain, #149, it isn't in either List. Also neither contains the name of the manufacturer, but it must have been Ezy-Bilt Ltd because Ref F (see OSN 7) from EBL uses the old PNs and so must be before 1960, and Ref G equally from EBL, shows Sets 8A and 9, and the Motor, and so must be from 1961 or later.

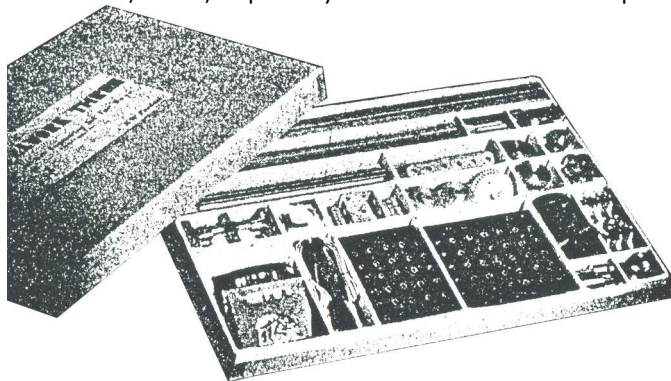
TEMSI HOLE SPACING. With the last copy of Meccano Nieuws from the Meccano Gilde Nederland, Don Redmond received a copy of Peter Duyff's 1992 booklet on Meccano, Actuele Onderwerpen No.2449. In it was noted a difference in hole pitch between MECCANO and TEMSI; that for TEMSI being 12.729mm against 12.7 for MECCANO. So over 25 holes that's a difference of about .7mm, enough to cause difficulties in long frameworks if parts from the two systems were used together. I measured up some TEMSI parts which probably dated back to the 1960s or 70s, and sure enough they showed about the same difference. And not only for Strips and A/Gs, which all appeared to have been cut from a continuous length, but also along and across an 11x5 hole Flanged Plate. It was easy to detect the difference in the long parts and it was measurable with care even along 5 holes.

SMALL AD. FOR SALE. PALIKIT No.3 Set. Complete with manual, and parts still strung, but some rust damage. £15 plus carriage - Malcolm Hanson, 11 Willow Close, Long Ashton, Bristol. BS18 9DT. Tel: (0275) 392321.

MASTERBUILDER History Some notes on the parts & sets in this early post-WW2 UK system were given in 1/3, 4/73, 6/119, 8/184, & 9/225, but little was known of the history & few definite dates were available. Now David Hobson has sent details of the ads which appeared in Games & Toys, & Geoff Brown has passed to me some recollections by Lloyd Tomlyn of MASTERBUILDER's final days. Some photos of sets from various sources will also help with the details. Thank you to all.

K.W. Products (KWP hereafter) made MASTERBUILDER (MB henceforth) and it still isn't known what the K.W. stands for; but the W may come from Wardlaw W. Waddell, the man who put his name to the Intro in the Model Leaflets, with 'Designer' after it.

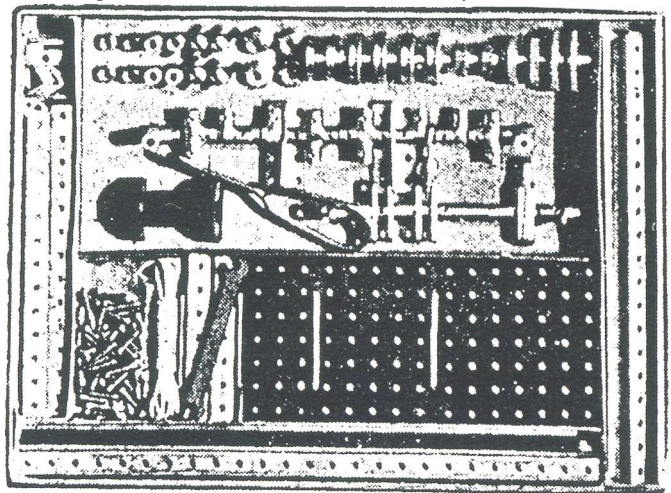
METALWORK THREE The first ad from KWP was in Feb. 1946 for, not MB, but 'Our First Product - METALWORK DESIGN NUMBER THREE' with 'Attractive Plastic Parts' & 'Lightweight Metal Alloys'. The name on the lid of the set in the illustration from the ad, below, is probably METALWORK THREE. The parts



that can be seen look like those in this first MB phase, including Bakelite Plates, Gears, & cast Unions. The reference to Lightweight Alloy though presumably means some parts in aluminium alloy. No METALWORK THREE sets or alloy parts have come to light so far. The address of the company was given as 55a Chaveney Road, Quorn Leicestershire, Tel: Quorn 259, and the Home & Export Agents were Neville B. Bloch Agencies, 23 Coleman Street, London, E.C.2., Tel: MONarch 2502 & 1903. The ad was repeated in the March issue.

THE NICKEL PERIOD In April the first MB ad appeared, headed 'The New Range of Constructional Sets for Boys', and an Excavator was shown, a No.3 model, though this wasn't stated. Lightweight Alloy was mentioned again, but not in any later ads. No KWP address was given but a Leaflet KW1262 was available from Bloch Agencies (the No.1 set of the time was KW1261-1).

The May ad showed the 4 sets, Nos.0-3. All have a single layer & the largest is shown below. The black shape under the Screw-



driver is the Bakelite Winding Drum. Both sets known from this period have turned Flanged Wheels and all the metal parts are nicked except the chemically blackened Axles & Screwdriver. Both lids are in the style of the No.1 in the next column, the pattern shown in the ad. The small words above the '1' are PATENT APPLIED FOR, and the Quorn address is along the bottom. The No.1

was mentioned in 8/184 & has a box 10*8". The other set is a No.0 in a box about 8½*6¾".

The June ad, repeated in August, featured the No.2 outfit Oilfield Drilling Rig, 22" high, below, and the Circular Plate can be seen in it.

A note in the Model Engineer for 15 Aug., 1946 gives the Quorn address and



OILFIELD DRILL RIG BUILT FROM MASTERBUILDER NUMBER 2

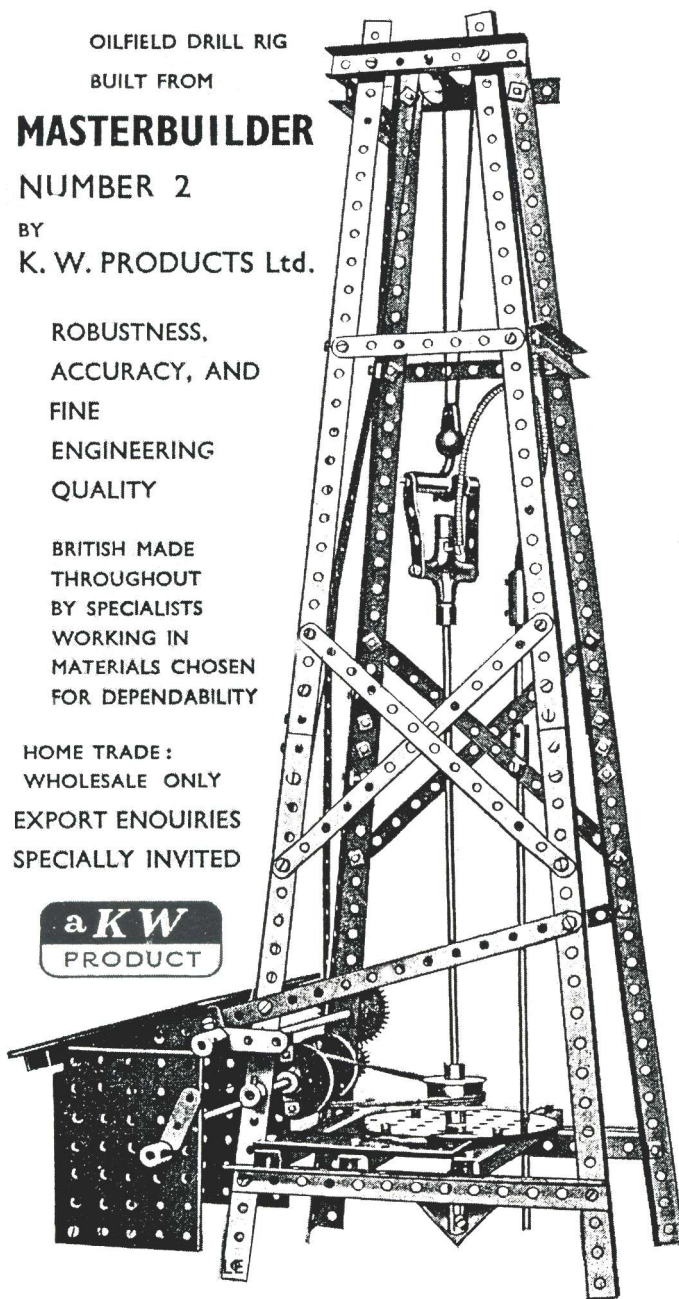
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K. W. PRODUCTS Ltd.

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FINE
ENGINEERING
QUALITY

BRITISH MADE
THROUGHOUT
BY SPECIALISTS
WORKING IN
MATERIALS CHOSEN
FOR DEPENDABILITY

HOME TRADE :
WHOLESALE ONLY
EXPORT ENQUIRIES
SPECIALLY INVITED

aKW
PRODUCT



says that the smallest set has 48 parts from which 12 different models can be built, and the largest has 156 parts for 25 models.

The heading of the October G&T ad was 'Designed for Export' with the phrase repeated in French & Spanish. Underneath was the No.0 Factory Truck, and under that a display of No.0 boxes.

The next ad in Feb.1947, & repeated in April, was, like all later ones, half page against the full pages previously. It was different in character too and under the illustration of the No.0 set used earlier, simply listed 18 MB features. Among them: turned Wheels & Pulleys; instruction books in 17 languages; plans for future additions to the range; accurate brass drop stampings; contrasting metal finishes.

THE BLACK PERIOD I wondered if the Feb ad above marked

the change from nickel to black parts, and the new packaging which seems to have happened at the same time. But really the only thing that might indicate this is the remark about 'contrasting metal finishes', in that the 'brassware' in the black sets was plain brass or nickel. At any rate sometime between Feb. 1947 and the next ad in Oct. 1949 (over 2 years later, for sets with coloured parts) the change to black parts and the new boxes occurred.

The new No.0 set (KW1265) was single-layer in the same size box as before. The No.1 (KW1266) & No.2 have one layer but also parts attached to fold-over 'wings' giving in effect a second layer. A No.3 in an Ebay photo has two trays, each an inch or so deep and presumably they sit in a deep box, but only its lid can be seen. All have to same type of lid featuring a model from the set in question, and a No.3 is shown below (under the '3' is a line of



text & a red & white strip like the top). The small print still includes 'PATENT APPLIED FOR', and at the bottom, 'DESIGNED AND MANUFACTURED BY K.W. PRODUCTS LTD., EREKTOR WORKS, MOUNTSORREL, LEICESTERSHIRE, ENGLAND.'

Apart from the black parts, and the plain brass finish on some of the brassware - on all of it in some sets - the only obvious change was to the Flanged Wheels. In the Nickel sets they were turned parts, 1/2" Ø in Sets 0 & 1 and 1" in Sets 2 & 3 (though one No.1 seen has the 1"). But most Black sets of all sizes have the plain steel pressed type shown in 6/119. Some of the bosses & certain turned brassware in some Black sets are 5/16" Ø rather than 3/8" but there is no consistent pattern and even in the next Coloured period 3/8" parts are found occasionally.

As far as is known the contents of the sets did not change but the letter in 8/202 leaves the possibility that they were reduced a little at some point, even though it seems probable that the models in the Model Leaflets stayed the same. Leaflets seen from Black sets are KW1271, 1272 & 1273 for Sets 0, 1 & 2. A Leaflet from a Nickel Set 0 has the same set contents as KW1271 but its reference can't be seen. The No.0 KW1271 lists 49 parts, plus N&B, a Spanner & a Screwdriver, and 6 models are shown. The corresponding figures for Nos.1 & 2 (KW1272,3) are 76 & 110 parts and 6 models each. All these Leaflets are folded to give 4 panels and on one side they contain the Intro on the yellow front, the Set Contents, & 2 models; on the back are 4 more models. An Ebay photo of a No.3 Leaflet shows it with 6 panels and it may contain more models because the side shown has 4 models plus the Intro & Set Contents. If there were 5 on the back side that would account for the 25 in the Model Engineer piece (assuming 6 and not the ME 12 for the No.0, an error possibly).

Models for Sets 0-2 were mostly Cranes and various pieces of machinery & plant. Vehicles were limited because there was no

Road Wheel, but there was a small No.0 Tramcar running on 1/2" Flanged Wheels, & for the No.2, a Diesel Shunting Loco & a Flat Goods Wagon, both running on 1" Wheels. The only No.3 models that can be seen clearly are a Gantry Crane & a Lifting Bridge.

Linking sets are mentioned in the Model Leaflets and one example, the only one I've ever heard of, was listed in an auction recently. It was a No.2A, but no picture unfortunately, and it wasn't possible to tell if it was from the Nickel or Black periods.

THE COLOURED PERIOD The ad in the Oct. 1949 G&T said that MB has stove enamelled coloured parts, that it builds realistic vehicles & stationary models, and that the component & accessory service is unique in completeness. It was also said that over 150,000 sets had been sold & approved retailers were now being appointed. Readers were invited to write to K.W. Products Ltd., Erektor Works, Mountsorrel, Leics, Tel: Rothley 283, for details. Bloch Agencies weren't mentioned. The ad carried a photo of the Carrier set and below a photo of an actual similar set (a Mudguard & one of the two 3/8" Pulleys are missing, & originally all the parts were strung with yellow cord). The red words along the bottom of the lid are 'Ask your dealer for MB realistic accessories and robust spare parts'. The colour scheme varied from set to set, another Carrier set has the same parts but in red, blue & yellow, and a Carfax outfit is in just blue & yellow. The Carrier box is 10*14*1 1/2", & the Carfax is also 10*14" but has no wings - its lid is identical to the Carrier except for the red name, set number, etc.

The next, & final, ad, in November, was identical to October.

8/184 has details of the only 'Coloured' manual known, for the Baronet, Carfax, & Carrier sets, & some of its models are shown there. All 3 sets were quite small (with, excluding Tools and N&B, about 24, 47, & 85 parts respectively) but 7 larger sets were listed in the Manual. Coloured parts not in the 3 small outfits are found

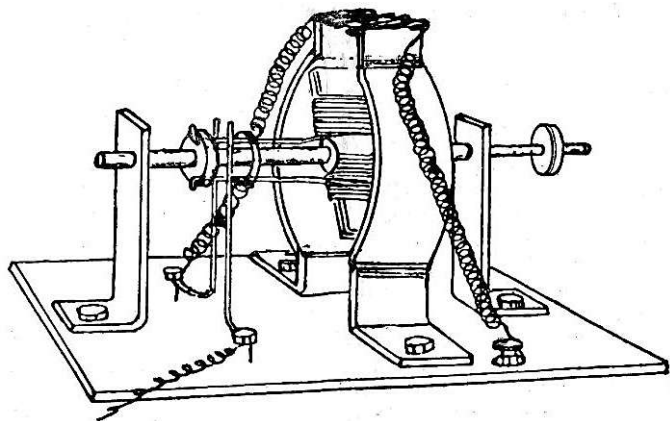


from time to time but it isn't clear if they were from larger sets or simply some of the spare parts that KWP advertised. Probably the latter as no trace of larger sets has been found so far, nor a manual for any of them. A lot of work must have gone into the OSN 8 manual and perhaps KWP

decided to wait to see if the sales of the small sets justified producing the larger sets & manuals for them.

THE FINAL DAYS Lloyd recalls that MB was made in a 2-storey factory on Leicester Road. It is still there but currently unoccupied. Most of the ground floor was used by a company called Mountsorrel Pressings Ltd & it's very likely that they made many of the MB parts. KWP closed in the early 1950s & the factory was bought by Lloyd's future father-in-law, Reginald Cooper, for other purposes, although Mountsorrel Pressings continued for a few years. The purchase included the remaining MB stock of parts (mostly blue & orange) and these were given to Lloyd and his fiancée who used them in their spare time to fulfil the orders which continued to come in. Eventually, as some of the parts became out of stock, the orders stopped, & Lloyd kept what remained until last year when Geoff acquired them from him.

5. **INNOR** Jean-Pierre Guibert kindly sent a copy of a new page recently added to his *Encyclopédie*. It gives details of a French set from the 1950s with 10 different parts to construct the simple 4-9v Electric Motor below. It is referred to in the



Instructions as the MOTEUR INNOR, but nothing is known of the maker. The base is the lid of the cardboard box (13*8*1.3cm), which has a plan view drawing of the Motor on it, but no name, and is perforated with holes to suit the parts. The Shaft is 2mm Ø reducing to 1.5mm at one end. The discs for the commutator are cardboard, the pulley brass, as also the 2mm Ø N&B. The Rotor had to be wound with 34 turns on each arm, & the Stator with 50. The paperwork in the Set consisted of a sheet printed on both sides with detailed building instructions and 2 other sheets, one with extra advice, the other about series & other motors, a permanent set-up for the Motor, and making a strobe disc to mount on the Motor.

INNOR: S1

[48/1453]

6. **MASTERBUILDER** In the account of this early post-WW2 UK system in 38/1135 it was mentioned that the meaning of the 'K.W.' in the name of the MASTERBUILDER company wasn't known. The answer is Kathleen Waddell, the wife of the Wardlaw Walter Waddell, the man who designed the system.

This information from Robin Waddell, Walter's son, who played with MASTERBUILDER as a small child in the 1946-50 period, and has recently been in touch. He added that Walter and his brother Alexander (Sandy) were joint owners of K.W. Products, the company based in Mountsorrel, just outside Loughborough, responsible for MASTERBUILDER.

And Robin wrote something of Walter's history. He combined considerable technical ability with a capacity for hard work, and he had a varied career. As an apprentice with Ruston & Hornsby in Lincoln he looked after the agricultural machinery, steam engines, etc which the company showed at fairs & exhibitions, and later, in the mid-1930s, he was sent to Trinidad as a support engineer for the equipment that Rustons had sold out there. Back in England he was involved in designing the tracks for the Centurion tank towards the end of WW2, and after the war he worked full-time for several companies as well as his involvement with MASTERBUILDER. Some years after that period he started another business, a direct mail bureau, initially called Miss Kay Blunt after his wife's maiden name, and later Powertyping. It used paper-tape technology to integrate addresses, letter text and personalised text inserts from three separate tape readers connected to

Flexowriter automatic typewriters - an awesome sight in operation. The letters were then signed with a genuine fountain pen by another automatic gadget.

MASTERBUILDER: S3

[48/1453]

7. **TRIX** Timothy Edwards passed on the address, www.trix-metaal.nl/Index.htm an excellent site with many photos of sets, motors, manuals, brochures, etc from Germany, France and several other countries.

TRIX: S7

[48/1453]

8. **'NEW' SYSTEMS** Jeannot Buteux/Constructorama wrote that it was hoped in due course to send some/more information about systems such as BOMISA, IMBRICA, MÉTAL-LUX, K.DO, STRUCTEX etc.

New OS Names: S2

[48/1453]

9. **Snippet: Canadian JUNEERO** A manual was described in 11/283 and now the set below, a 'Model A', has been seen on Canadian Ebay. It was said to have been produced from 1940 to 1948 by Steelmaster of Vancouver, and to have a British-made Tool plus aluminium & steel parts. The box is 18*12*2 1/2" and a sheet pasted inside the lid shows the 6 operations that the Tool can perform. The parts visible in the box include



a pair of Shears to the right of the 4 small brass Pulleys, a Die above the Tool's wooden Base, &, to the right of the Tool's red handle, the Span'driver shown in OSN 11. Under the Manual is Sheet material with a Corrugated Sheet on top. There is no sign of the larger Pulleys & Flanged Wheels needed for some of the Manual models. But the ready availability of extra parts was stressed on the inside of the lid and in the Manual.

JUNEERO [2]: S1

[48/1453]

SMALL AD Wanted A manual, or a copy of one, for the German ELECTRIC Synchronos Uhr (Clock). Please contact Urs Flammer at urs.flammer@gmail.com.

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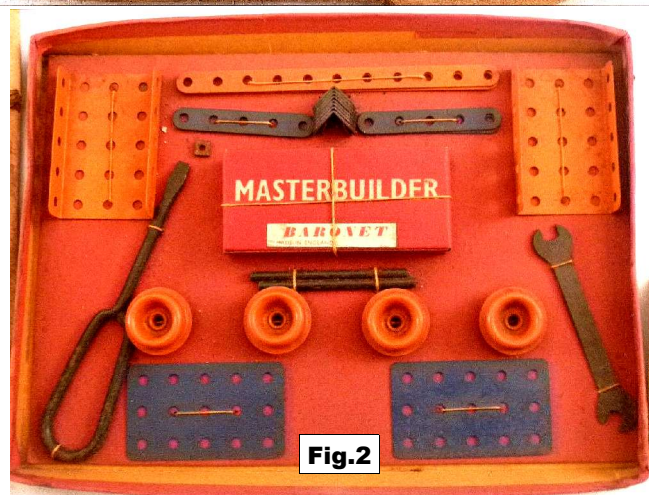
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EDITORIAL Better late than never is I hope the way you feel about the ever increasing gap between Issues, especially those who don't get the PDF pages. And I'm afraid there is no prospect of improvement but I console myself that it can only be good to continue to record more about Other Systems, albeit slowly.

Shorter NOTES, with thanks to all contributors.

1. **A MASTERBUILDER Baronet Outfit.** The later MASTERBUILDER sets with coloured parts are rare, & until the



Baronet set above was spotted on Ebay, only 2 out of the 10 listed in the only known manual (see 8/184) had been seen.

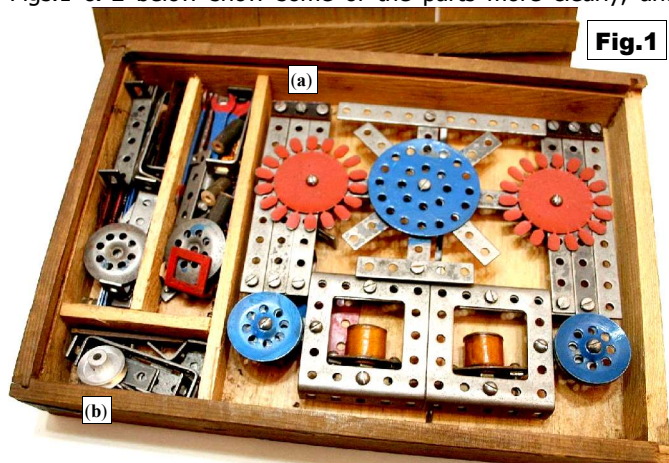
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The Baronet was the smallest set in the first group of 3, the others, the Carfax & Carrier both had similar lid labels (see the Carrier in 38/1136) which differed in style to the present Set. Another change is the S.H.VALENTINE LTD., George St., Hinckley address on the label: a new name in the MASTERBUILDER story, a retailer possibly or a late change of manufacturer. Like other MASTERBUILDER addresses, Hinckley is in Leicestershire. It remains to be seen if the present label was the original for Baronet or if there was a change, perhaps with Valentine's advent. Incidentally, of the 4 models on the Baronet's label only the Luggage Truck could be made with the set.

MASTERBUILDER: S4

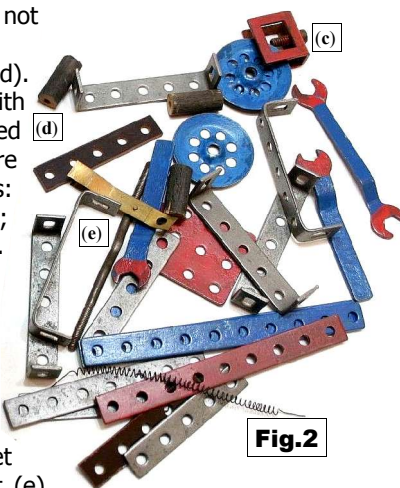
[53/1612]

2. **More STUDIO Parts.** A set seen on Ebay has the same box as Fig.2 of 44/1326 except that the lid is the batten type. Figs.1 & 2 below show some of the parts more clearly, and



those listed below were not seen before.

- 9h Strip (confirmed).
- Flanged Plate 5*5h with 3*3h cutout.
- 3*3h red Perf. Plate.
- Nut, square (not shown here).
- Bolts: short and cheeseheaded; long and roundheaded.
- Spanner, with one straight, & one cranked, angled end.
- Silvery, bossed Pulley, at (b).
- 3h Insulating Strip, at (a).
- The red part at (c), a Mounting Bracket perhaps.
- Crankshaft, at (e).
- Brass Contact Strip at (e).
- Insulating Spacer, perhaps, at (d).



STUDIO: S2

[53/1612]

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