

of Rods pushed into Clips.]

7. From Philip Woodcock. "• On **METALCRAFT** (24/689), provided there is very little actual rusting of the steel underneath, the tarnish causing the 'dull patchy grey finish' can be easily removed with metal polish, especially using wadding-based polishes such as Duroglit or Silvo. With sufficient elbow-grease the results are really splendid and give an almost chrome-like appearance.

• On **CONSTRUMENTS** (see 5/79), a Set 200 recently acquired is described on the box lid (via a stuck-on overlabel) as 'Cinematograph and Optical set'. Its manual, which runs to 112 pages and 111 models, refers to British patents 289574 of 2/2/1927, 305780 of 3/1/1928, & 345013 of 23/1/1930.

• On the end date of **MANUFAX** (see OSN 7/155), my manual has the printer's reference 'D.G.H. 8/46' and the Manufax address is still Cressy Road, NW3. So even if the sets were old stock, the manuals were being printed post-war.

• My 3 sets of **LES JOUETS "AUTO-CYCLE"**, with one manual, build up into a realistic 1920s Sports Car; some very attractive Bicycles of all shapes & sizes; and lastly a very peculiar Aeroplane. They date I assume, from the 1920s, and are made from aluminium with brass N&B." [This system is in MCS as AUTOCYCLE and though a selection of parts are shown, there's nothing on the sets. Nor are dates given but David Hobson tells me that it was patented in France in 1919 – the UK patent is 156061 of 1920. Philip would like to exchange information with anyone who has knowledge of this system.]

8. From Don Redmond. • On the **ERECTOR Trunnions** (24/714), the S E type shown in 23/666 will be called Fig.5. The problem with this part was that a 34mm Ø P8 Small Wheel (Pulley, S E PN X7A), journalled in the top hole (½" above the row of 3 holes) would foul Bolt heads in the bottom centre & side holes. It seems from the '1920' Set in Greenberg (p62) that it was the first **ERECTOR** pattern (dated by Sternagle as 1923 – the '1920' Set has a 1922 patent date on its lid). Note it was the Fig.5 part without slots in this Set, not the Fig.3 part stated in OSN 24. [Correct, a mistake.] It is thought that by 1924 the design was changed to that of Fig.1, for the reason given above. Probably this design was short-lived because the No.4 on p74 of *Greenberg*, labelled 1924, has the Fig.2 design (with the slotted side holes), and these are commonly found. Then in 1935 the Fig.4 pattern, painted red, was introduced, with the lower position apex hole reinstated. As far as is known the Fig.3

type has never been found.

• On the **ERECTOR 24t Gear**, my 1920 No.6 Set includes a 2-hole one without boss (see 24/714), and one can just be seen in the top right corner of furthest right compartment of the right-hand tray of the 1915 No.8 on p56 of *Greenberg*.

• One or two more details on **KONSTRUKTOR [3]**, see 22/648. The M4 Bolts are roundheaded and 8mm u/h; the M3 Set Screws provided for the 29mm Pulleys & Collars are also 8mm u/h, far out of scale even for the sturdy 12mm bosses. The hex Nuts are 6mm A/F, but the Spanner has 7.5mm wide jaws.

9. Jeannot Buteux sent a copy of a magazine page, courtesy



M. Bertin, about the East German Tractor Set **UNSERE TAKTSTRASSE**, mentioned in 17/477. The box lid and one of the two models that could be made are shown above. The photo is from eBay and 40cm was mentioned, so quite large models if that is their length. The Set was produced by VEB Traktorenwerk Schönebeck, an agricultural machinery manufacturer, and was introduced in 1958. 'Kasten 1' can be seen on the lid, so there may have been more than one Set. On the manual cover, inset, the 2 models are called Geräteträger RS 09, & Hopfenschlepper RS 56. Both are red with yellow wheels, and black seat & tyres. They are fitted with a motor (I think) and have Ackermann steering.

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Les JOUETS AUTO-CYCLE In 25/747 Philip Woodcock asked about this unusual 1920s French system, and particularly its sets. Unfortunately not much detail is available about actual sets and this general account is based mainly on manuals, some made-up models, and a small selection of parts. Thanks are due to David Hobson, Jacques Pitrat, and Philip for supplying the information.

For ease of reference I'll give names to the 3 manuals to be described: Philip's 'Cycle', & 'Aero', and Jacques' 'No.2'. Judging from their contents the earliest is the *Cycle* and its models are mostly Cycles of all sorts. Next the *Aero* – it has the Motorcycle & Sidecar plus various Aeroplane models. Finally the *No.2* – it was with a No.2 set & is thought later than the *Aero* because a leaflet with it lists more sets than a similar one with the *Aero*, and adds Automobile to the list of models.

HISTORY The application date of the French patent (519761) was 1919; against 1920 for the UK (156061) & U.S. (1428496) versions. They were all in the name of Jean Léon Roquefort-Villeneuve, 77 Rue du Faubourg St. Jacques, Paris.

No other firm dates are available but 'known 1920 to the beginning of the 1930s' has been mentioned.

The original idea (from the U.S. patent to hand) was to make realistic models of various types of bicycle, or a motorcycle, with their frames made of rods, bolted together through their flattened ends, and with special parts to complete the picture. A special body part was also envisaged which could be used as a trailer or as a sidecar for the motorcycle. These ideas were broadly carried into production and extended to include other models, notably Aeroplanes and later a Car, with an ever increasing number of special parts. 3 C/W Motors were provided to power the main models, and 4 models, all thus powered, could be bought as ready-made items.

The name on the literature is AUTO-CYCLE or JOUETS AUTO-CYCLE, but it isn't clear if either was the company's name. Other toys were sold under these names and it's possible the brand dates from before the patent.

One other point of interest. Some of the parts in the manual models are shown marked AUTO-CYCLE PARIS, and Philip spotted that one Wheel in the *Cycle* manual has MECANAUTO PARIS instead, in the same format.

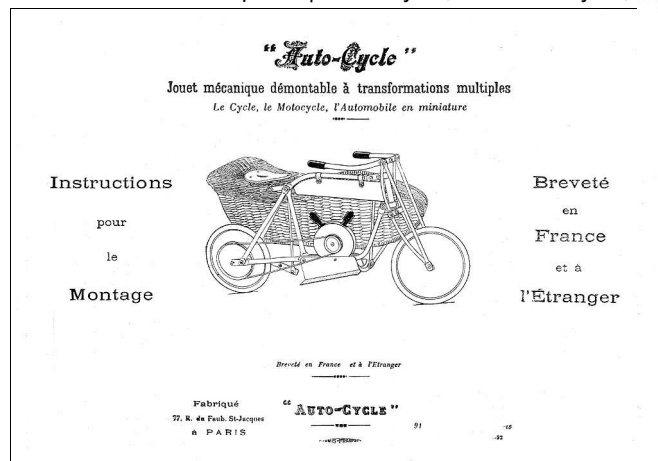
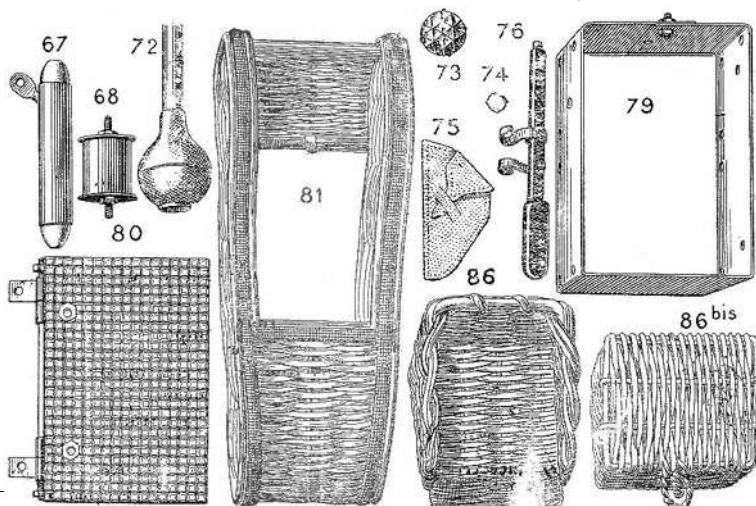
The CYCLE Manual It consists of 8 loose, folded sheets giving 32 (unnumbered) pages about 27*18cm. It is judged the earliest on several counts. The cover, below, looks older, and while the range of parts does not include the Auto or Aero parts, it does include a number of accessory parts not in the other manuals. Also the parts are described at the beginning as well as being illustrated, and the parts in the models are not identified in any way – in the other manuals the parts are illustrated but not described, and in the models they are identified by their PNs. One oddity about the cover is that the words under the name at the top – Jouet mécanique démontable à transformations multiples | Le Cycle, le Motocycle,

l'Automobile en miniature – include the Auto, which 'ought to' have come later, after the Aero models. However the reference may not be to the later Auto: in my file is a photocopy of an AUTO-CYCLE leaflet which also mentions 'Le Cycle, le Motocycle, l'Automobile en miniature', and it includes the very indistinct image left, clearly an Auto but also clearly not the later one.

Another anomaly on the cover is the Motorcycle – its crankcase is much larger than in other illustrations, and larger than the 18mm Ø of Philip's part. Also the tank is the flat panel (2-dimensional) type rather than the cylindrical one, #67, shown in the Illustrated Parts. The flat type, #37, is the only Tank listed in the other manuals.

Bottom left on the manual cover is 'Fabriqué 77, R. du Faub. St-Jacques à Paris', and bottom right is what is left of another address (it looks as though a label has been stuck over it and then torn off). It may have been 'Agent Commercial ?? Letessier, 91(?) Boulevard Sébastopol, Tel. Louvre 36 92, Paris'. That address is on the Leaflet mentioned above which also has on it, under "AUTO-CYCLE": 'Bureaux: 77, Rue du Faubourg St. Jacques Paris' and 'Usine [factory] 39, Rue Dareau, Paris XIV^e'. Finally on addresses, 'Imprimerie [printer] spéciale de l'AUTOCYCLE, 289, rue Saint-Jacques – Paris' is on the Manuals's back cover.

The next 6 pages have the Illustrated Parts with descriptions. The illustrations are as in MCS/NZ. There are 90 parts in all including 6 lengths of Screwed Rod, 22 Formed Rods, and 3 Pulleys with Tyres for them. Also 2 C/W Motors & their individual parts, most common to both. Then there are the special parts including Baskets for Bicycles (#86, 86bis), and Bodies for the Trailer (81) & Sidecar (82), all in wickerwork; also accessories like a Horn (72), Head & Tails Lights (73,74), a Pump (76), & a leather Tool Bag (75) to hang behind the (aluminium) Saddle. It's impossible to describe all the 90 parts here so I'll put the 6 pages on the OSN web site. However some of the parts which do not appear in the later MCS/FB Illustrated Parts, are shown below. #67 is the cylindrical Tank

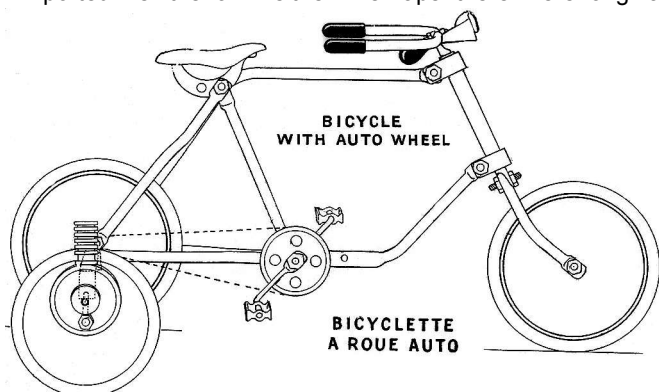


already mentioned and #68 is said to be a Tank for a (Motor) Scooter (which isn't in the Manual). #79 is the Triporteur (Delivery Tricycle) Body, later made up from separate parts. 2 parts are listed but not illustrated: #83, a Sidecar Body instead of the wicker one, and #84, the Load Platform of the Triporteur. Both are described as being 'richement décorée'.

There are 4 blank columns alongside the list of parts, headed I, II, III, IV, and under an overall heading MODELES. This last word seems to mean sets, but not sets with increasing numbers of parts (as will be the case in the other manuals), because in the Building Instructions on the page following the Parts List it says 'Les dessins de ce Manuel sont de même grandeur que les jouets Modèle I', and 'Les jouets modèles II, III, IV, ne diffèrent que par leur taille, se construisent sans aucune difficulté en suivant les données du

Manuel' (The drawings in this manual are the same size as the Set I models. The Set II, III, IV models, differing only in their size, can be build without any difficulty by following the contents of the manual.) So were there 4 sizes of parts? It sounds unlikely and all the parts seen have been the same size as the manual models. Perhaps I've misunderstood the French, or perhaps the different sized parts were never produced.

The next 16 pages have line drawings of 18 models, all named in English & French. They go from HAND BARROW / CIVIÈRE to MAN'S BICYCLE / BICYCLETTE D'HOMME. The other models are mainly every sort of Bicycle imaginable, including Tandems & Trikes. Among the rest are a Sled, a Plough, & a Wheelbarrow. Despite the Motorcycle & Sidecar on the cover, the only model which uses the 'Motor' is the one below (38% f-s). The wheels are a little over 6cm o.d. The Triporteur isn't shown either. Perhaps there were originally



other sheets in the manual. The Crane in MCS/NZ looks as if it might be of this period, and its parts include a Winding Drum (possibly the Scooter Tank) and a rectangular Tip Bucket.

The next 5 pages have detailed instructions on how to assemble the 2 Motors. Then 2 blank pages and on the back cover a photo of 10 models, with various Cycles, Trikes, 2 Triporteurs, a Motorcycle, and another fitted with a Sidecar.

The AERO Manual It isn't clear from the photocopies of this manual whether it was made up of loose sheets, but 4 of the copies seem to be the front & back of 2 leaflets, the same size as the manual pages, and similar to ones found with the No.2 manual. The first is headed *Les JOUETS "AUTO-CYCLE"*, and lists 3 ready-made models, all C/W powered: Moto avec Side-Car (Motorcycle & Sidecar - just 'Side-car' henceforth, a usual French name for a combination and the name mostly used in the No.2 manual), Triporteur, and Avion (Aeroplane). Two versions of the Side-car & Avion were offered: Aluminium or Sicalite. Sicalite was (is?) a plastic and Philip's Avion has thin red plastic Wings & Tailplane (the Fin is missing), presumably of the said sicalite. Possibly it's the material the AÉRO MACREZ Wings & Fuselage Sides were made of (see 30/884).

Next the sets: I, for 12 models; II, 24 models including the Side-car; III, 30 models including the Side-car & Avion; IV, 36 models including the Side-car, Avion & Triporteur. Sets III & IV were available in aluminium or sicalite.

Then there were linking sets: Set A, which with the Side-car (the made-up model that would be) allowed all the Set II models to be made; B, with the Avion or the 'Boîte Aviation' (the only reference to this) allowed all the Set III models including the Side-car; and C, with the Side-car or Set II, allowed all the Set III models including the Avion (but with the sicalite Side-car an aluminium Body #63 was also needed - this metal Body was used in the Side-car & the Avion).

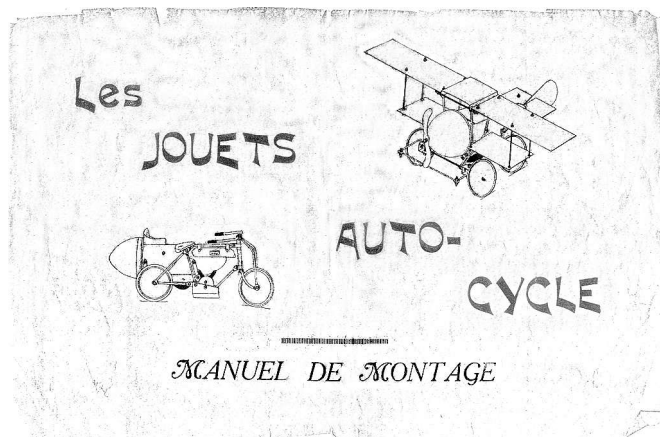
Next, the Tools necessary are listed: 2 Spanners, a Tubular Spanner, & good quality Pliers. The Spanners are in the Illustrated Parts but not the Pliers.

Finally on the front side, an ad for a new product: 3-wheel Auto-Cycle roller skates.

Overleaf is a list of the 36 models which can be made from the sets, with the names in French, English, Italian & Spanish. Most of the 12 models for Set I are in the *Cycle* manual but only a few of the extra 12 for Set II. A few *Cycle* models are not mentioned including the Sled & Rickshaw.

The other leaflet has detailed building instructions for 2 models. On the front side is the Side-car (both aluminium & sicalite sidecars are described), and on the reverse, the main Aero model.

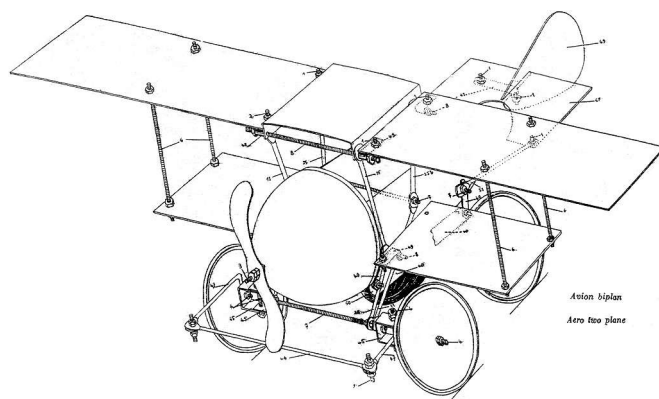
Now for the manual itself. The page size is about the same as before, and the cover, below, is like the one in MCS except for the typeface, and very slight differences in the drawing of



the 'Side-car'.

As mentioned already some of the *Cycle* parts are not included in the Illustrated Parts but the additions include all the Aero parts, with aluminium (#64-69) & sicalite (81-85) versions of the Flying Surfaces & Propeller; different parts to make up the Triporteur body, again in both materials (70-72 metal; 86-88 plastic); and sicalite parts to make the sidecar body (89-92). Most of the early PNs in the *Cycle* manual remain the same but many of the later ones have been changed. Many of the parts can be seen in the models shown here but I'll put the whole range including the Auto parts on the web page.

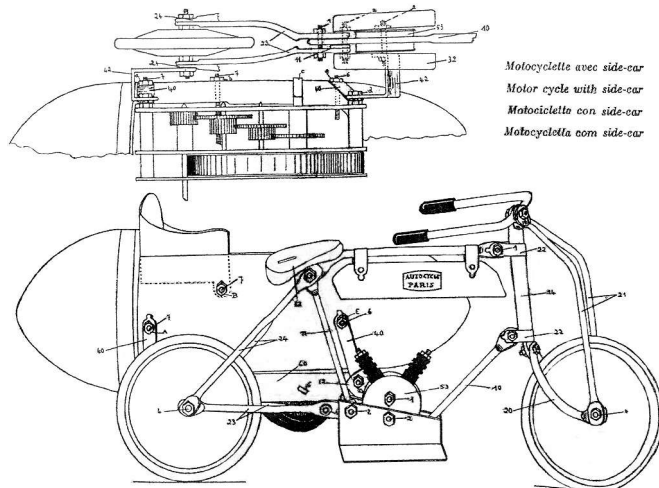
The model illustrations are line drawings as before but with the PN added for some of the parts. The main Aero model is



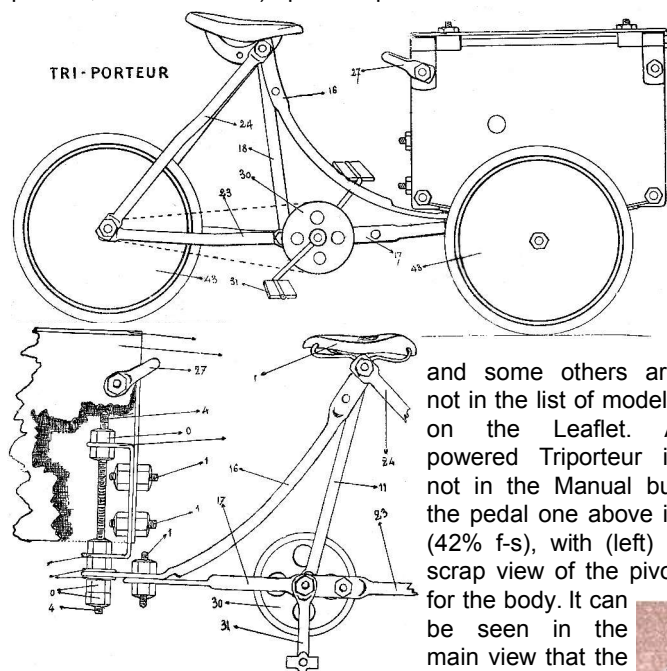
shown above, $\frac{1}{3}$ f-s – the Motor is inside the fuselage, and the spring can be seen sticking out of the bottom. The drive is to the rear Wheel on the port side - there is no matching Wheel to starboard. Very odd. Another unusual feature is the steering linkage for the front wheels which is not connected to any control. Other simpler models are also shown including a Glider, and an Aviette, which a Google search tells me is 'A heavier-than-air flying machine in which the motive power is furnished solely by the aviator' – a photo of a 1913 machine shows a simple monoplane with the pilot pedalling to drive the landing wheels & the propeller. The A-C version is a biplane, and it doesn't have a propeller, or a tailplane, but the Pedals of a cycle-like body do drive the rear wheel. It looks more like today's hang-glider. A Russian site shows another Aviette, in

this case a cartoon of a 'Small airplane with motor-cycle engine', and A-C has one of those too, a Moto Aviette – it's really the Aviette above but with the mock V-twin Engine instead of the Pedals. The final model type is a Seaplane with the cigar-shaped Floats (#64bis), about 75mm long.

The other main model is the Side-car below (48% f-s); the



sidecar body is the Avion fuselage back to front, and as can be seen, the Motor inside it drives the motorcycle's rear wheel. Many of the other models in the *Cycle* manual are included, and a few small, new ones, a Cycle Rack for instance, with triangular frames made of Links (my name for the rods with pierced, flattened ends) spaced apart on Screwed Rods. This



and some others are not in the list of models on the Leaflet. A powered Triporteur is not in the Manual but the pedal one above is (42% f-s), with (left) a scrap view of the pivot for the body. It can be seen in the main view that the front wheels are

sprung using the Leaf Springs, #36.

The No.2 Manual Like the *Cycle* manual, this is made up of 8 loose sheets (32 pages), and there were 2 leaflets with it, equivalent to those with the *Aero* manual.

The one listing the sets & models shows many changes. The Automobile, in aluminium only, is added to the ready-made models, some changes are made to the description of Sets II-IV, and 4 new sets are listed.

The changes to the description of Sets II-IV are: '(1 mécanisme)' has been added at the end of the lines describing Sets II & III (a Motor that is); Set IV is said to be in a wooden box, with 2 Motors, and the Triporteur can be made at the same time as either of the other 2 models. Some or all of these changes could of course just be additional information.

The new sets are as follows, all packed in wooden boxes. No.II Spéciale, with 2 Motors and parts to make 25 models

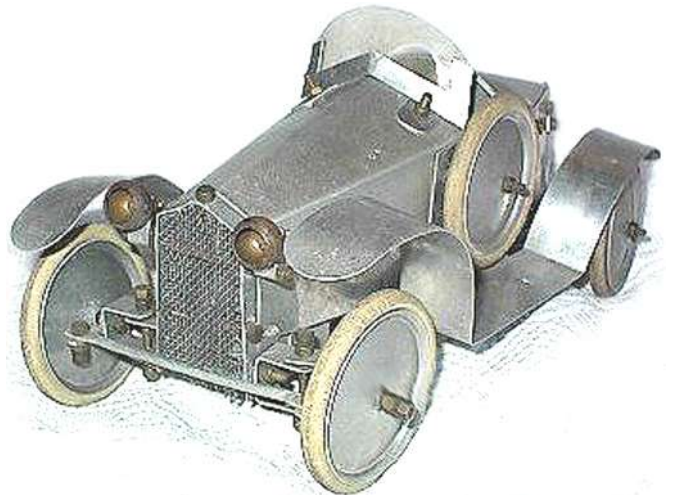
including the Side-car & Automobile together. No.III Luxe, 30 models, including the Side-car & Avion together, but only 1 Motor. No.V, 36 models, 3 Motors, and the Side-car, Avion & Triporteur could all be made at once. No.VI, 3 Motors, 37 models, and the Automobile, Triporteur, and either the Side-car or Avion could be made at the same time.

Linking Set A is no longer listed; sets B & C are as before except that the 'Boîte Aviation' isn't mentioned.

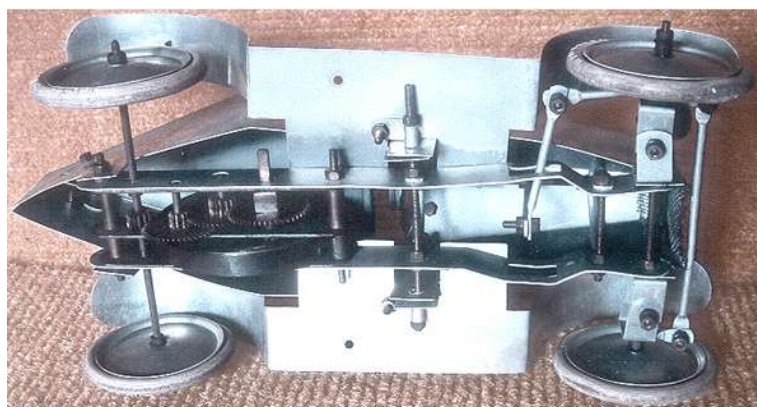
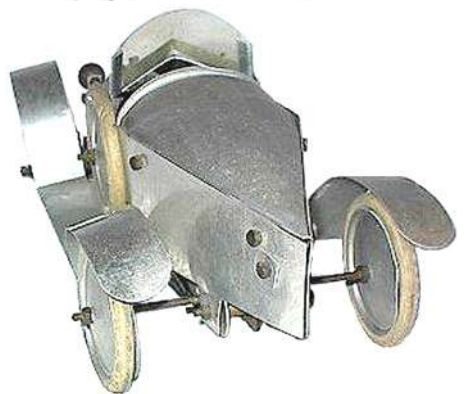
After the bit about the Tools as before, a new toy is advertised, a speedboat, 'Le Racer'.

Overleaf is the list of models, the previous 36 plus '37. Automobile'.

The manual cover is identical to the one in MCS (similar to the *Aero* one) and the 2 pages of Illustrated Parts are identical to the MCS/FB pages. That's to say they are like the corresponding *Aero* pages but with the 17 Auto parts added. They are #74-79 & 93-101, and most can be seen in the model below, probably complete except for the Toolbox #101.



It is 11" long and it has been suggested that it might be based on a Citroën 5 HP [1921-25 I believe]. The near horizontal steering column carries a 25mm Pulley at one end as the steering wheel, and a drop arm at the other which connects to the



steering arm via a link – as in the photo above (© Philip Woodcock).

The Manual has 30 models, 29 of which are listed in the Leaflet, plus the Bicycle Stand. Those seen, including the main ones, the C/W-driven Side-car & Avion, are as in the *Aero* manual. Neither the Automobile nor the powered

Triporteur is included.

The PARTS Below a few points of interest from the limited number of parts seen. Where 2 PNs are given they are from the *Cycle/No.2* manuals (as in MCS/NZ; /FB). Except where stated the parts are made of aluminium.

- The **thread** is 3x.6mm, the prewar French standard no doubt. The **Nut** is machined brass, 5.0mm A/F & 3.1mm deep. The **Screwed Rods** too are brass. No **Bolts** are mentioned in the literature but a few, hexagon-headed, were found in Jacques' set.

- **Holes** are 3.1mm Ø, with a few 3.2mm.

- Most **Links** are 3.0mm Ø; a few 4mm, and the cycle **Steering Rod**, #8/14, is 6mm.

- The **sheet metal parts** are usually .55mm thick but some are .85mm.

- **Pulleys:** The smallest #33 is machined brass. The others are 25, 41, & 54mm o.d., 4-4½mm wide at the rim, and are made from 2 discs held at the centre by a brass eyelet bush, 3-3½mm bore. The discs of the 41 & 54mm are spaced 8-8½mm apart at the centre; the 25mm discs are tight together, and their 4 face holes are 5.9mm Ø.

- 4 different **Tyres** have been seen, all for the 54mm Pulley. 3 are 4mm Ø rubber rings, one black, one white, & one grey with a slight tread of raised lines across the outside face. The fourth, on the Auto, is a 6mm white ring with AUTO-CYCLE moulded onto one side.

- The drive **Chain** #34 is brassed steel with 7 links/cm.

- The hemispherical nose of the aluminium **Body**, #/63, is a separate part which pushes on.

- A few the **parts** seen are **stamped** AUTO-CYCLE PARIS.

- The **Handlebar Grips** & the cylinders of the V-Twin Engine are black rubber

- No examples of the parts which have been described as wickerwork have been seen as yet. Could they really have been made of woven strands, and if so of what?

The SETS Only 2 sets have been seen. The lid of one, an Ebay item, is shown at the top of the next column and a '2' can be seen in the bottom right corner. The parts include two Motors and twice the number of various other parts that might be expected in a No.2, the Sidecar Body amongst them. So perhaps the contents may have come from more than one outfit. The presence of the Motors points to the set being from the *No.2* manual time or later. Among the parts were 41 and 54mm Pulleys, both fitted with thin cream Rubber Rings. A pair

of tapered Wings of about the right size for the Avion can also be seen, but they have no holes for interplane struts and no other reference to such parts is known.

Jacques set is also a No.2 with a lid that looks like the one above. The box is 35*24*8cm, red inside with a lengthways partition, and there may have been a false bottom in the smaller compartment. A good many of the parts are missing but those remaining include a Motor and other parts which match 'half' of the Ebay outfit.

Postscript Since these notes were written more has come to hand about the patents, thanks to Jeannot Buteux & David Hobson. The British & French patents are very similar to the American one described earlier, but all three contain an interesting point in relation to the size of the parts that I missed before. To quote, 'According to the dimensions given to the members of the construction, toys can be made varying in size from a few centimeters to sizes sufficient to allow a child to ride on them.'

There was also an earlier French patent from the same M. Roquefort-Villeneuve, with an application date of October, 1919 (against December, 1919 for the later one). It envisages a constructional set called MÉCANAUTO (a name it will be recalled, noticed on a part in one of *Cycle* manual models) which would allow a wide range of models to be made including Cycles, Motorcycles, Automobiles of all types, Boats, & 'L'aéronautique en entier'. It is said that the parts would be bolted or screwed together but otherwise no details of them are given. No drawings were provided either but Jeannot wrote that the applicant took along a number of MÉCANAUTO models to support his application.

One other item has come to light, a very blurry ad from a company called Fontaine, Rigot & Cie of the same 77 R. du Faub. St-Jacques address as the patentee, and as on the *Cycle* manual. It shows an open-top box, probably wooden, with a drop down side. This side has lots of parts heaped on it and inside the box is a made-up Aeroplane. Above & below the box, but not necessarily connected to it, are the Sidecar & Automobile models.



OSN 32/957

AUTO-CYCLE: S4

Snippet: Spanish TRIX An Ebay item shows a No.4 set (see 20/570), apparently unused, and said to be from the early 1960s. The box is dark red and the label on the lid (below), and the manual cover, are as in OSN 20. The inside of the box

2x 1A on the other two. One 2x No.1A card is shown below –



is green and the parts are on 4 layers of light yellow cards. As expected the contents comprise 4 each of the No.1 & 1A Units, with the main parts for 2x No.1 on each of two cards &



there are no packets (for the N&B presumably) on the other cards, or room for them, and the centre of the other 1A card is arranged differently to use the whole space neatly. All the Strips are red, quite light in the photo; the DAS, D/B, Hook, & Spanner are dark blue; and the Wheel Disc, & A/B are dark green. As can be seen the Spanner has the normal perforations.

OSN 32/957

TRIX [5]: S1

More AUTO-CYCLE Aeroplanes At the time of the article in 32/954 the only illustrations of the Aero models were those in a manual, & the model which included the C/W Motor was rather strange in that the drive was to a single, offset rear Wheel. Now photos of a model from Philip Woodcock are available plus Ebay photos from 4 lots. In all they show some changes to the parts & models, and a hitherto unknown outfit.

Before going to the 'new' models a recap of the features of the **Manual model in OSN 32** (p955). The Upper & Lower Wings are of different lengths and the Upper Wings are joined by a raised Centre Section. Both the Wings and the Tailplane have square ends. Compared to the Sidecar model on p956 the Motor is turned back-to-front so that the output shaft, with the offset Wheel, is at the rear. The steerable front Wheels would allow the model to run around in circles on the floor provided the linkages were tight enough to maintain their setting.

The **first Ebay model** is identical to the Manual model above. **Philip's model** is the same except that its Fin is missing and its Wings & Tailplane (but not the Centre Section) are red plastic, Sicalite presumably.

The **second Ebay model** is all metal and generally similar but doesn't have a Motor, and the rear Wheel is central - it looks to be in about the same position as the one in Fig 3 but its mounting can't be seen. There was a 36-page manual in this lot, with a cover identical to the one on p955.

The **third Ebay model** is shown in Figs 1-3. The Upper & Lower Wings are the same length and the Centre Section is just a short length of Wing, no longer raised. The Wings & Tailplane now have impressed ribs and shaped tips, and the Wings look as if they may have a little camber. The Motor is mounted as in the Sidecar but has the output shaft extended so that both front Wheels are driven. (The ends of the output shaft are threaded and Nuts are used to lock the Wheels to it.) As can be seen the rear Wheel is mounted in a Fork Piece, probably a Cycle part, and other photos show it free to turn on its mounting Bolt, presumably to provide steering now that the front Wheels can only point straight ahead. In passing, the pitch of the gear teeth in the Fig 3 Motor is much finer, by a factor of two perhaps, than in a Motor in an Ebay Sidecar lot.

Finally the **AUTO-CYCLE Junior outfit**. Figs 4 & 5 show the box lid & Monoplane model, a little the worse for wear, along with a Key & Spanner sitting on a model leaflet in Fig 4. The fuselage & tail look like those in Figs.1-3 but the Wings are tapered and have rounded tips. The span was given as 32cm & the length as 23cm, compared with 29 & 26cm given for the Figs.1-3 model. For the length it does appear that the Tailplane in Fig.5 is a little forward compared to Figs 2 & 3. In a photo of the underside not shown here, the fuselage, Motor, and the rear Wheel & its mounting, all look identical to Fig 3.

The name **Fontaine, Rigot & Cie**, the likely AUTO-CYCLE company, is mentioned in two Ebay items, with the address

given in OSN 32. The only other point of interest is that in one Ebay item, a Sidecar model, an unspecified 6-page document was said to be in French & German.

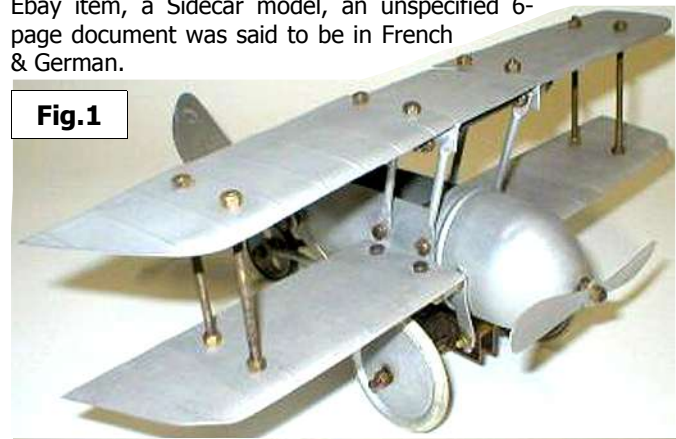


Fig.1



Fig.2

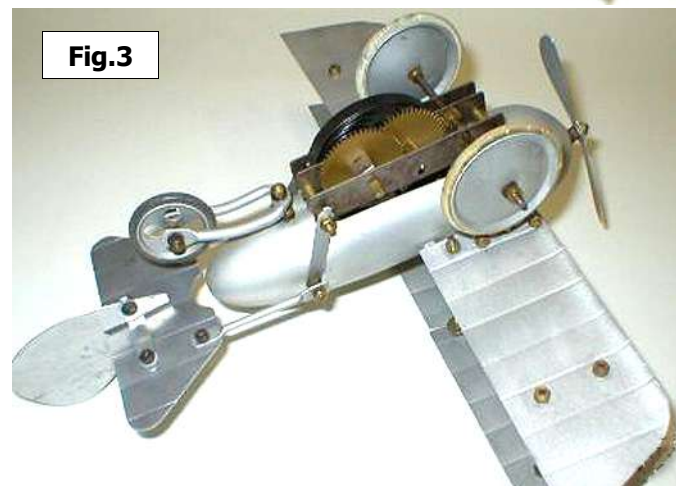


Fig.3



Fig.5



Fig.4

Snippet. 'New' System: STRUCTAL-AUTO As will appear STRUCTAL-AUTO was very similar, perhaps identical in many respects, to AUTO-CYCLE (see 32/954), but how it relates to it in terms of date isn't clear. The Ebay photos show a normal AUTO-CYCLE Motorcycle & Sidecar model, as in 32/956, and a fold-up STRUCTAL-AUTO model leaflet. The latter features the Motorcycle & Sidecar, an Auto, and a Monoplane. The last two models both use the Sidecar Body and both differ from those in known AUTO-CYCLE manuals, particularly the Auto. And in all three the Sidecar Body has more pointed ends than in the Model. The Petrol Tank panel in the photos of the Motorcycle model can be seen to be stamped 'AUTO-CYCLE PARIS' in the normal way, and assuming the model was made from a STRUCTAL-AUTO set, it largely proves an AUTO-CYCLE connection.

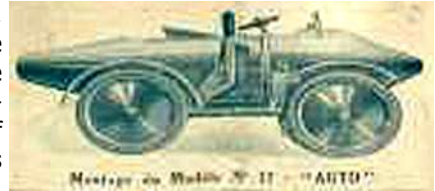


The Leaflet has 5 panels on each side, and above its front. The words underlined on it mean: Constructional Sets; Built-up Models; Separate Parts. The address of the factory & offices is given towards the bottom as 16 rue d'Aguesseau, Boulogne sur Seine, printed on what might be a stuck-on label. The H.W.PORRET name at the bottom could possibly be the wholesaler. The back of the folded Leaflet is blank except for JOUETS STRUCTAL-AUTO and some small print at the bottom.

One of the other 8 panels one is covered in text, possibly an introduction and general building instructions. Each model occupies 2 panels with a general view of it, what looks like a list of the parts with their prices, and some auxiliary views with PNs which would allow the model to be built. The presentation of the models is quite unlike that in the AUTO-CYCLE manuals.

The final panel probably shows & lists the parts in the Motor.

In the Auto, right, the Motor drives the front Wheels and the steering wheel is ornamental. It's not clear if the side lever controls the Motor.



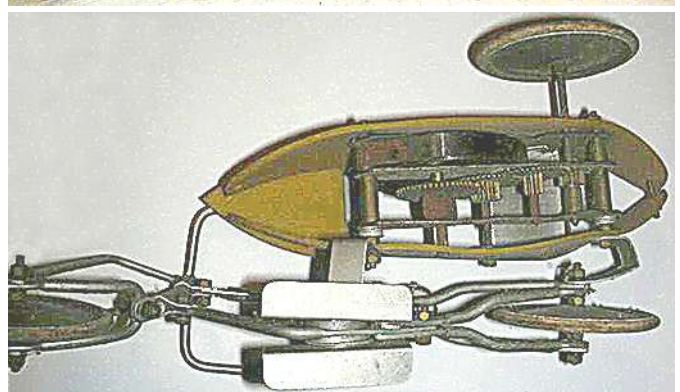
The photos, right, of the Monoplane and its tail subassembly are poor but it can be seen that the tailwheel sits behind the end of the fuselage (at the top in both photos), a position not seen in the AUTO-CYCLE models. It is supported by structure seemingly attached to the Tailplane, and the Tailplane itself with its tapered planform, has a deeper U-cutout than the version in 35/1045.



The pointed Sidecar Body can be seen clearly in the Auto and the shape of the ends is so pronounced that if it is actually the AUTO-CYCLE part, a considerable degree of artistic licence has been used.

History Boulogne sur Seine was the name of a Paris suburb until 1924 when it was joined with Billancourt as Boulogne-Billancourt. So unless the old name was still being used, the Leaflet is from 1924 or earlier (though the Ebay ad gave a date of c1925-27). A pointer to earlier might be the possible stuck-on address label mentioned earlier, unless of course it was simply to cover a mistake.

Snippet. An AUTO-CYCLE Sicalite Sidecar Below a sidecar made of the Sicalite plastic parts which were mentioned in 32/955. The Side Panels are attached to the Motor by Nuts on the ends of the Screwed Rods which hold the Motor Sideplates together, and then the Top Panels & (aluminium)



Seat are added (though as can be seen in the lower photo, the Rear Top Panel is missing). It's not clear from the photos how the Top Panels are attached. The ends of the Side Panels are pulled together by shorter Screwed Rods but the front one is missing. No under panels were supplied. The poor appearance of the nose would be much less noticeable if the Side Panels were pulled together and the Top persuaded to fit better. Cheap and nasty though compared to the aluminium version.

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EDITORIAL Nothing particular comes to mind so I will simply take this opportunity to thank all who contribute to OSN. Not all the material received can be used immediately but in the long run virtually everything if of use, and most items prove invaluable.

Shorter NOTES, with thanks to all contributors.

1. **'New' Dutch System, METEOR** Jan Ringnalda wrote that he has a manual for Set A of this early post-WW2 system and that the parts look similar to TRIX. It was made by 'Hedi' Metaalwarenindustrie, Postbox No. 6019, Rotterdam W. There are 15 different parts in Set A but the highest PN, of the Hook, is 43. The sets were: A, B, C, A1, A2 (= 2x A1), A3 (= 3x A1), and B1, B2, & B3 were promised. The Manual has 58 pages, including 10 unnumbered, with 49 models, many the same as TRIX. Jan hopes to send more details later. I found the photo



of the manual cover below on Marktplaats.

METEOR: S1

[43/1292]

2. **KIKO & KITOU.** Following the article in 42/1285, Jean-Pierre Guibert sent a copy of remarks on the names and date from Jeannot Buteux et al, Constructorama-France. One Étienne Vial from the Lyon area registered the name KIKONSTRUITOU on 27 June 1947. Obviously it could yield both names and would be pronounced 'Qui construit tout' (= Who built all). However Jeannot continued that sets were often sold well before the name was registered, and also that it was not uncommon for all the elements of a system (parts, manuals, packaging) to have been designed pre-WW2 but because of the war, not to appear on the market until 1946-1948, or even 1948 or 1949.

Jean-Pierre also wrote that he has a KIKO set identical to the one in Fig.2 of OSN 42, and that the pitch of the holes is 12.7mm. In response Jacques Pitrat explained that this is the case for his set too, and that the 12.6mm figure in OSN 42 was a mean value. The pitch for the various parts is 12.5mm for the '5h' long Slotted Strips, 12.65mm for the 7 & 11h Slotted Strips, and 12.7mm for the Strips without slots.

KIKO/KITOU: S3

[43/1292]

3. **Guibert's Encyclopédie.** Readers may recall that a review of the Encyclopédie des Jeux de Construction métalliques by Jean-Pierre Guibert appeared in 37/1108. It was the nearest thing to the now defunct MCS, without as much detail but with the advantage of being in colour and including systems not recorded in MCS. Since then J-P has added many more systems and he recently kindly sent a copy of his latest DVD. The 'cover page' now speaks of over 600 systems against the 300 back in 2007. The main content is divided alphabetically into 16 files and in addition there is an 'Index' rather similar to my Database, and rather easier to sort (by hole pitch, etc), but without the Comments. All in all then J-P is to be congratulated on keeping up the good work. One thing to note though for anyone without WORD, the 16 files are in doc format and though they will open in Open Office the images are displaced to such an extent as to make them unusable – the answer is to download Microsoft's free Word Viewer. The 'Index' is an .xls file and an Excel Viewer is also available but it seems to open satisfactorily using OpenOffice. For more information email jeanpierre1g@aol.com.

Encyclopédie des Jeux de Construction

43/1292

4. **Snippets. More AUTO-CYCLE Junior Sets** 3 Junior sets have been seen on Ebay since the one shown in 35/1045. One has an identical box and the built-up model with it also looks the same, with rounded tips on its slightly tapered wings.

The second set has a label which again looks identical but instead of covering nearly all of the lid, it occupies less than a quarter of its area. Again there was a built-up model with it but it looked like a monoplane version of the 'standard' Biplane in OSN 35, with the tail further back than the other Junior models, and parallel Wings with swept tips (as on all the lid labels). However the Wings differed from the label in not having the chordwise 'ribbing' (always assuming that they were the originals). Going back to the the box: comparing its size with the models it seems that it is comparable to the others and that the label is much smaller.

The third set, with the lid below, is totally different to the others. There were no parts with the box but it is probably safe to assume that they would have been only those needed for the model on the lid. The motorcycle element of it looks rather simpler than known models from the standard sets, with less complicated front forks, and no panel under the top of the frame. The red wheels are new too. The sidecar looks very different to all known varieties: the metal & 'wickerwork' ones in MCS, & the plastic panelled one in 38/1156. Apart from its colour it is much boxier in shape. The box was said to measure 13*25cm and if so it doesn't seem to be the same size as the (very roughly) 20*30cm of the Junior 'Aero' boxes.



AUTO-CYCLE: S7

[43/1292]

Snippet. 'New' Dutch System: METABO A set was offered on Marktplaats recently and a check with HONGS, the Dutch toy website (www.hongs.nl), produced more information from the two sets shown there. This included a newspaper ad for the system from September 1944, so perhaps METABO dates from the pre-WW2.

Fig.1 shows the lid of the Hongs set thought to be the earlier of the two, and Fig.3 its base. The lid of the second set (Fig.2) is about the same size as the first, roughly 32cm long. Its base is plain

Fig.3



Fig.1



Fig.2



Fig.4

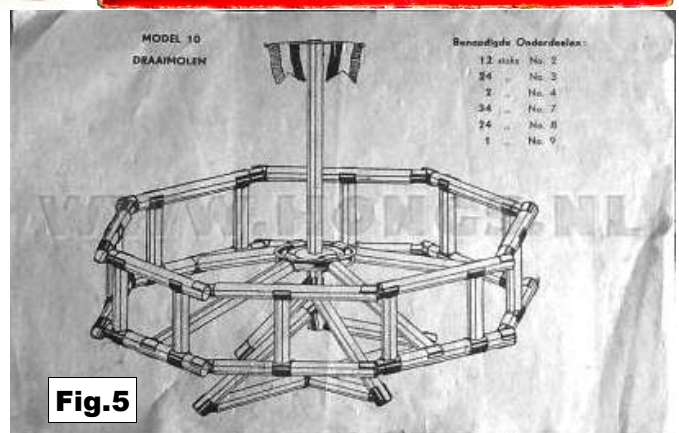


Fig.5

cardboard, not white, and has different partitioning with 5 compartments in 2 rows. The Marktplaats set is similar to the second Hongs with the same label, but the lid & base are yellow. Its partitioning may have the similar though most of it is now missing. No differences can be seen between the parts in the different outfits and there is no indication of any different sized sets.

The 9 parts in the system are shown in Fig.4: 5 lengths of rolled Tube (2,5,10,17,25cm long), 3 Connectors (In-line, Straight, Angled) and a Pulley. The main parts can be seen in Fig.3 and unlike the Pulley in Fig.4 the actual part has a tubular boss protruding on at least one side. By scaling, the Tubes are 10mm Ø & the Wheel a little over 5cm. The Connectors push into the Tubes. There is no obvious axle stop, and to

use a suitable Connector would be clumsy.

Angled Connectors are used in the Swing on the Fig.1 lid but their use is clearer in the Roundabout above. This model also shows how Connectors can clip over the edge of a Pulley.

METABO obviously owes much to KLIPTIKO (see 44/1339) but provided the Connectors are held tightly in the Tubes, its Angled Connector provides greater versatility, and the In-line Connector offers a somewhat easier way of joining Tubes end-to-end.

All the photos here are courtesy of HONGS, also of V. Janitschek who sent all but Fig.2 to HONGS.

METABO: S1

OSN 51/1566

The AUTO-CYCLE Wicker Sidecar.

The rare version of the Sidecar with panelling of Sicalite (similar to Celluloid) was shown in 38/1156, and earlier this year the even rarer wicker one right was offered on American Ebay. It was said to be 6¾" long and 3" wide.



FIG.1

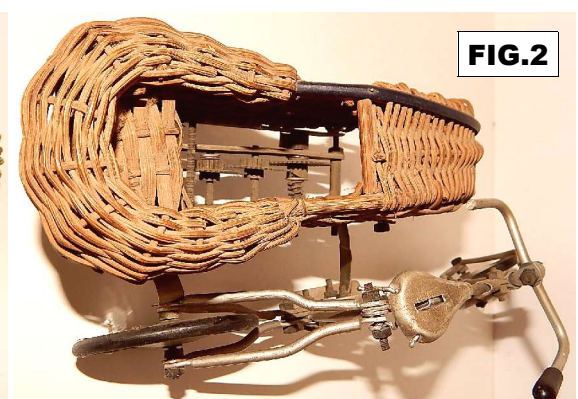


FIG.2

AUTO-CYCLE: S8

OSN 51/1566