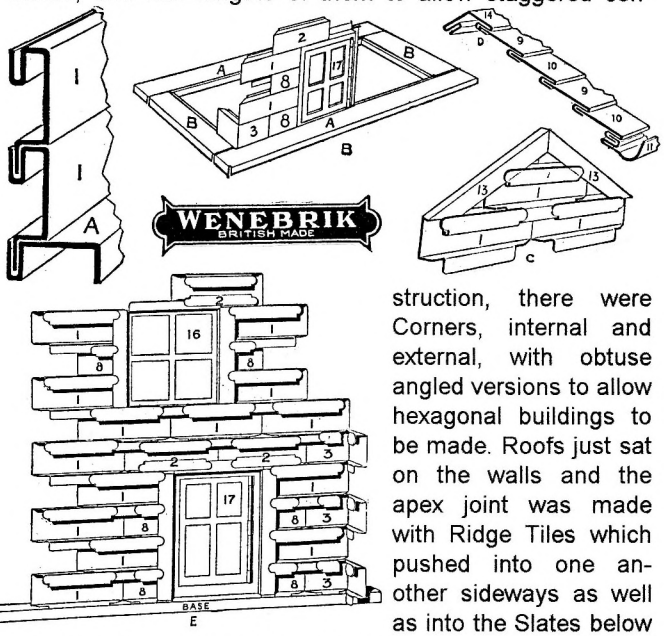
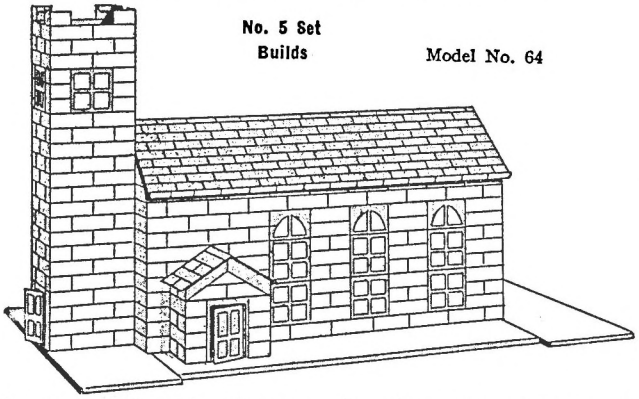
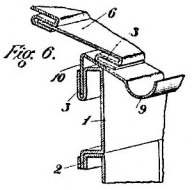
WENEBRIK In the manual it says to pronounce it as Weeny Brick. This quite well known, in the UK anyway, pre-war architectural system was made in Birmingham by William Bailey (Birmingham) Ltd., the firm that also made KLIPTIKO. By oversight I suppose, there's no MCS entry for it, but now courtesy of Geoff Wright and David Hobson, I have here copies of a manual, the 1915 patent (No.382), and a beautiful colour copy of the lid of a Set No.0, black with a large label in full colour, with 2 boys and a girl in old-fashioned clothes showing off the WENEBRIK buildings they've made, against a backdrop of red roses and a country village. Thanks also to Malcolm Hanson for additional information. 6 sets, 0 to 5, plus linking sets were sold, and the largest contained 1168 parts including 28 Windows and 4 Doors.

There were 27 parts in all including 8 different size Bases of up to 13¼" long. All the parts were made of thin pressed tinplate and basically a tongue on the bottom of each was a push fit into a channel formed at the top of the element below, as in the illustrations below. Apart from Bricks and Slates, and half lengths of them to allow staggered construction, there were Corners, internal and external, with obtuse angled versions to allow hexagonal buildings to be made. Roofs just sat on the walls and the apex joint was made with Ridge Tiles which pushed into one another sideways as well as into the Slates below - all the other parts had no horizontal connection. Gutters could be fitted to the bottom of the roofs. Gables were made from standard Bricks and the little triangles left at the edges were covered by a (so called) Cornice. The 2 types of Window were pierced (and it was suggested that small pieces of lace could be fixed behind them); Doors were hinged to a frame and had 4 panels pressed into them. The colour scheme was red Bricks, green Windows, Doors and Slates, and gold lacquered Bases. Greyish Slates are also known. The finish was applied to only one side of the parts and has a metallic look, particularly the gold and red.

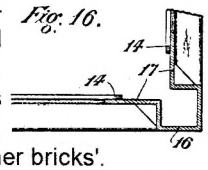




The manual described later was for all the sets and showed 70 models, 20 for Set 1 and 10 each for the others. Its cover is similar to the label on the box but another style is in black and white with a WENEBRIK village on it. A fair range of models is shown including what looks like (the models aren't named) a small pigsty. One limitation is that the parts don't allow roofs to join at right angles (for 'L' shaped houses for example), and flat or hip roofs aren't possible either. The standard Brick measures 1½x½" so a 2-storey house would stand some 6-7" high to the top of the gable. The models look quite well when built but are difficult to make if the parts are deformed at all.

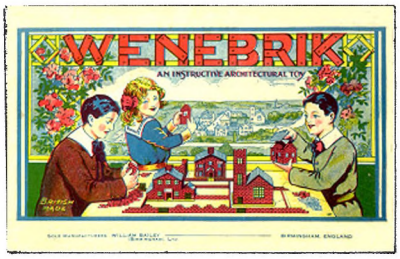


The parts in the Patent differ little from the actual ones. The main thing is that the Gutters are attached to the walls rather than to the roof (Fig.6). The Hexagonal Corners are not shown as such but it's said that 'the corner bricks ..... may be bent to any other angle to admit of forming octagonal, hexagonal, or other shaped buildings, or for making bay windows'. One part that as far as is known was never produced is a Corner Pillar (Fig.16), which 'may be employed in lieu of the corner bricks'.

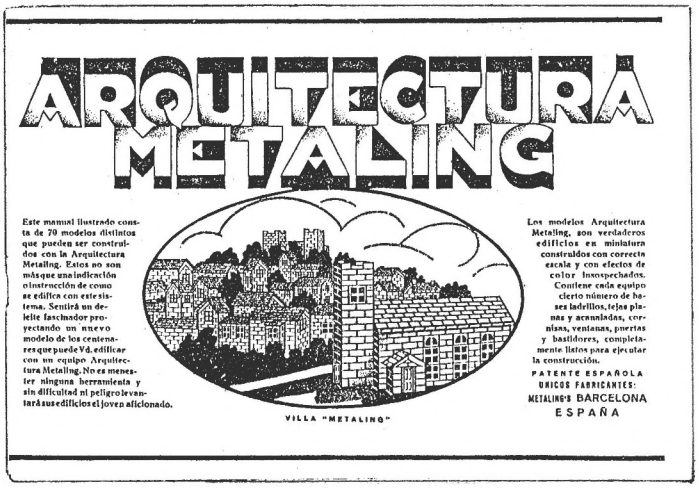


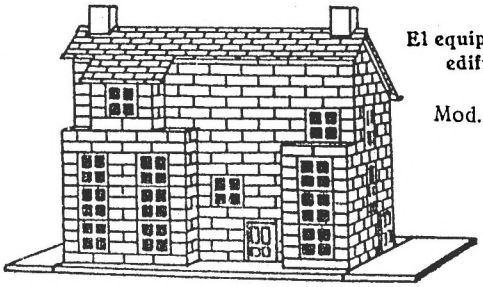
There's nothing in the Manual to indicate its date. WENEBRIK is said to have been first marketed in 1915 and Sets 0-5 were still listed in a 1931/32 Army & Navy catalogue. Baileys stopped making toys in 1935. As far as is known no changes were made to the parts, or the models in the manual, during its lifespan.

SUMMARY OF MANUAL. •Name: WENEBRIK •Details of maker: William Bailey (Birmingham) Ltd., Birmingham. England. •No dates/ref nos: •Page size: 206x130mm deep. •No. of pages: 40 inc covers. •Language: English. •Printing: Colour cover, with line drgs inside. •Page Nos. of Parts List & highest PN: 3-4,19 + A to H. •Page No. of Set Contents & highest PN: 39,19 + A to H. •Sets covered: 0-5. •No. of models for each set: 10,20,10, 10,10,10. •Model No., Page No. of first & last model of each set (no names): 0: 1,7; 10,10. 1: 11,10; 30,16. 2: 31,17; 40,20. 3: 41,21; 50,24. 4: 51,25; 60,28. 5: 61,29; 70,38.



And ARQUITECTURA METALING Jeannot Buteux kindly sent details of this Spanish system from the Constructorama archive. It seems to be identical to WENEBRIK - there are the same Set Nos.,





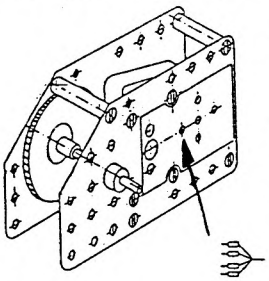
the parts look the same, with the same PNs, there are the same number of models in the Manual, and the 2 models that Jeannot sent are both in the WENEBRIK Manual, although the Model No. of the one shown above isn't the same. The illustrations of the models are identical except that the window panes are black instead of white. The colours of the parts are noted as red, blue, gold and green with a metallic look to them; again the colouring is only on one side, with the other shiny metal.

ARQUITECTURA is thought to have been produced in the 1930s and on the cover of the manual it says that it is patented in Spain, and that Metaling of Barcelona are the sole manufacturer. 7 foreign patents are claimed on the WENEBRIK box lid but not a Spanish one, though it's said that others have been applied for. Metaling of course used to make MECCANO under licence (and later marketed their own clone) - no doubt Baileys also licensed Metaling, the 1915 patent would have run out in 1931 but not the copyright on the manual.

STOKYS UPDATE The following is based on material kindly sent by Werner Sticht and Josep Bernal, and follows on from the notes in 11/291.

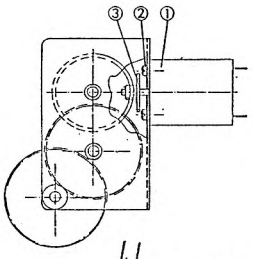
The range of sets for 1994 continues as before but with the addition of a new special set, SM 05, to make a Tractor. It isn't illustrated but is the same price as the Tipping Lorry.

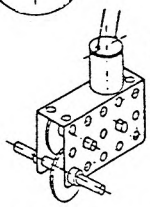
Elektromotor



EM 10

The only 20v motor shown is the EM10 (below) which is the same power as those replaced but has different sideplates. The basic 3-6v battery motor is now listed as BM 01, and as BM 10 with Battery Holder and Cable. Its speed is given as 3000-6000rpm and the output power as 1,4 W. It is also available fitted with a gearbox (opposite), in two versions, GM 01 with 2 stage reduction, and GM 10 (men- tioned in OSN 11) with three. The first stage is the motor pinion driving a (plastic?) contrate. Standard gears are used in the later reductions. The quoted rpm are 250 and 50 respectively. It is said that the output shaft can be used as the back axle of the Auto Set models and that this gives a speed of 10-30 cm/sec, say up to 1mph. There is also listed a remote control unit for vehicles; no details are given but the price of Fr.189 would indicate something more sophisticated than a switch or rheostat on the end of a cable.





GM 01
GM 10

Stokys also have a first (I think) in having for sale, at Fr.29.80, a Hard Hat like the boys in their ads wear.

The Illustrated Parts List shows a few changes. The 'Z' section Girders G41-46 are replaced by 'L' Girders G51-56 (2*1 holes), although illustrations of both types are shown. R51, which was a Cone Pulley, is now a single 35mm Pulley. Two new Double Gears are introduced, Z15 with 11/66 teeth, and Z16 of 11/40 - they aren't illustrated but if they are the same style as the ones in the Geared Motor, the Grub Screw is between the gear and the pinion. Finally the 'F' Plugs and Sockets are no longer listed, nor are one or two of the obsolete $^{5}/_{32}$" BSW threaded parts.

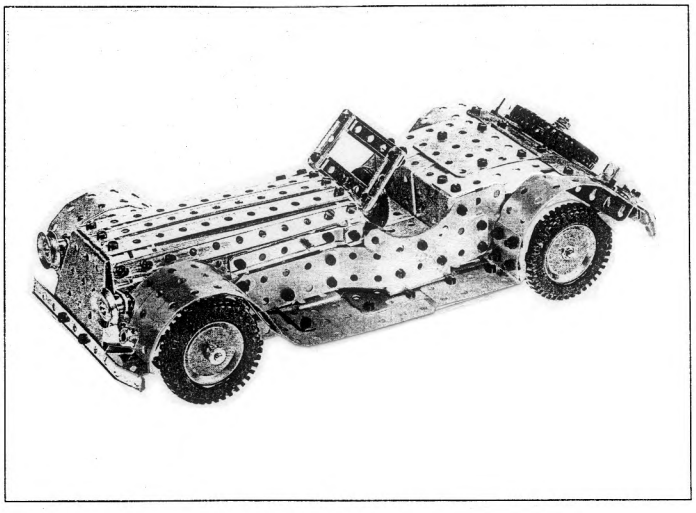
Werner included some copies of models from the Auto Sets manual and it's clear from the Parts Lists for them that the notes on the wheels in these Sets given in 8/174 were wrong. Set 1 contains the Wheels with the wide, thin Tyres, R62 (47mm o/d), and Set 2 has as well 35mm Pulleys R06 and 54mm dia Tyres R08. In passing I wonder what the difference is between R06 and the new 35mm Pulley R51. A Sports Car from Set 2 is shown opposite, it has proper steering but no other mechanical functions.

Werner also sent some notes on the history of Stokys and on the parts. For the former I'll mention those points which weren't covered by the notes in 7/167. During the war the use of brass was prohibited and when some was used despite the ban, the authorities found out, even though nickel plating was supposed to hide the evidence, and Gebr. Stockmann were in hot water. The change of name from Stokys Eiko AG to Stokys AG took place in April 1987 and the company moved to Grossmatte 7, 6014 Littau. It shares a building with Fema AG who make electrical motors and brakes, and both firms probably have the same owner. The head of Stokys is now Ernst Bösch and the board includes Jolanda and Angela Bösch (who are I believe his daughters). Stokys phone number will change on 4 November 1995 to 041 2504159, Fax 041 2504158. Pierre Gauthier AG, mention in OSN 11 is a toy merchant and not otherwise connected with Stokys.

On the parts Werner notes that a big advantage of most of them being of alloy, is that crane jibs and the like are relatively light. To minimise friction and to avoid excessive wear, Nylon Strips (K42/43) are provided as bearings. Axles are 4mm and have a polished look with properly finished ends. Gears are accurately made and don't fit MECCANO Axles. In about 1980 the Gears Z05 and Z07 were changed from 64 and 50 teeth to 66 and 52, thus giving integer ratios with their 11 and 26 tooth Pinions. The current Z07 no longer has the 8 peripheral holes of the original. Gears have usually been made of brass but at different times some, such as the Helicals and Worm, were of aluminium alloy. Following the change to the M4 thread, the bosses had a silvery finish to distinguish them from the $^{5}/_{32}$ BSW brass ones (see 7/166), but now some bosses are brass, tapped M4. The new Double Gear Z15 has a 2cm long boss fitted to the Z05 disc, with the 11t pinion formed in its end, and the double tapping for the Grub Screw is between the gear and the pinion.

OLD-TIMER

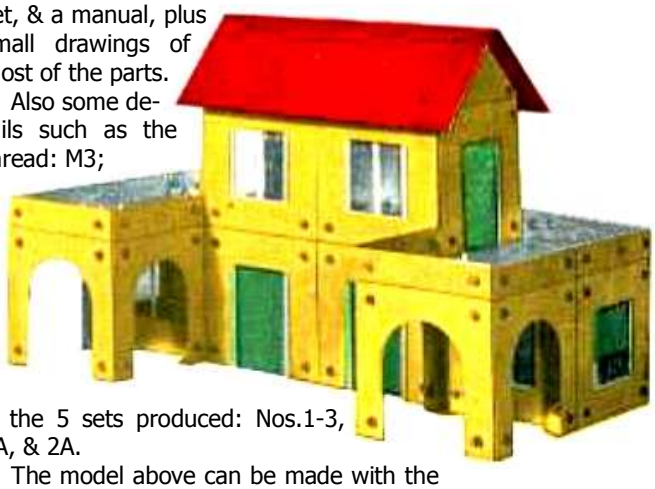
Modell 1009



Gebaut aus Auto 2

3. **A 'New' Italian System: BOMISA**. This 34 part, 1950s architectural system won't be new to those who have Jean-Pierre Guibert's ***Encyclopédie.*** The entry there has photos of a set, & a manual, plus small drawings of most of the parts.

Also some details such as the thread: M3;



& the 5 sets produced: Nos.1-3, 1A, & 2A.

The model above can be made with the largest outfit. The hole pitch varies as needed & the Panels are bolted together using aluminium fittings.

STUDIO: S2 [53/1613]

4. **An ARQUITECTURA Set**. Notes on this Spanish version of WENEBRIK, produced by Metaling in Spain in the 1930s, were given in 13/334. The No.1 set above, in a box 19*27½cm, was offered by www.todocoleccion.net/. The colour scheme of most of the parts was similar to WENEBRIK with gold Bases, red Bricks, & darkish green Windows & Doors, but the Roof Tiles, and probably the Ridge Tiles, were dark blue instead of green.

ARQUITECTURA METALING: S1 [53/1613]

'New' System: DE INGENIEUR

Thanks to Jan Ringnalda for alerting me to this prewar Dutch system; to Hongs (http://hongs.nl/) for some details & permission to use their photos, and to Ton Werkhoven, Jack Huls, & R. Gremli who supplied said photos to Hongs. A translation of the note about DE INGENIEUR in Hongs is as follows.

'Known from a HEMA advertisement in Twentsch Dagblad Tubantia on November 25, 1932. This may be a Dutch version of the Technofix construction system produced by Kosmos in Germany from 1926 (see photo 6 and the strong similarities between the drawing on both boxes). On the front of the DE INGENIEUR lid is D.R.P., or Deutsches Reichs Patent, and at the bottom of the right-hand column supporting the bridge you will find 'Germany' in very small letters.'

Fig.1


Fig.2

The 'photo 6' mentioned above shows a TECHNOFIX lid identical to the one in 39/1173, and Fig.1 above right, the DE INGENIER equivalent, with a very similar Crane.

The few parts that can be seen in the box (Fig.2) match TECHNOFIX except that the latter's Pulley in OSN 39 has 4 cutouts in its face as well as the 4 holes.

Hongs also had, from a different source to the Set, a photo of part of the front of a Model Sheet. Most of it is shown right. Its heading means Standard (or perhaps Basic) Constructional Set. At top left: 'With 1 set, Models 1-17' & 'With 2 sets, Models 1-33'; so not a reference to there being Sets 1 & 2. At top right: versatile, strong, easy building without screws or tools. Some of the models are similar to ones seen in the TECHNOFIX manual.

There is no indication of a set number for the present set, nor of how many other DE INGENIEUR sets there were (TECHNOFIX had at least 5). Or whether at one time there was only one set, as perhaps implied by the Model Sheet listing models for 1 & 2 Standard Sets. Certainly if, as seems likely, the character of the Fig.3 models is typical of the remainder on the Sheet it is very unlikely that the Standard set would have been the Hongs one – the latter's parts, even if the Set were to have had only one Pulley, would have allowed more elaborate models.

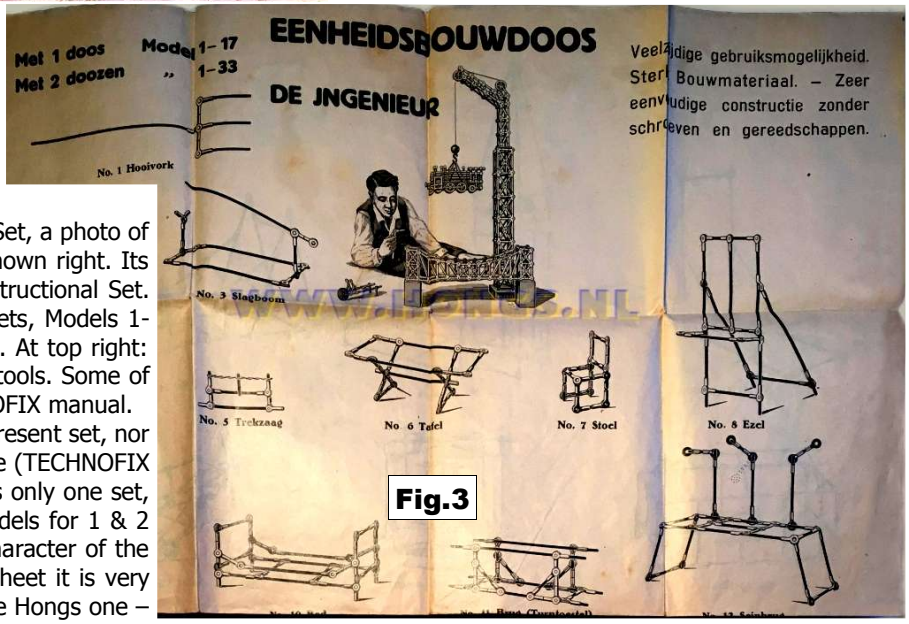


Fig.3

OSN 53/1613 **DE INGENIEUR: S1**