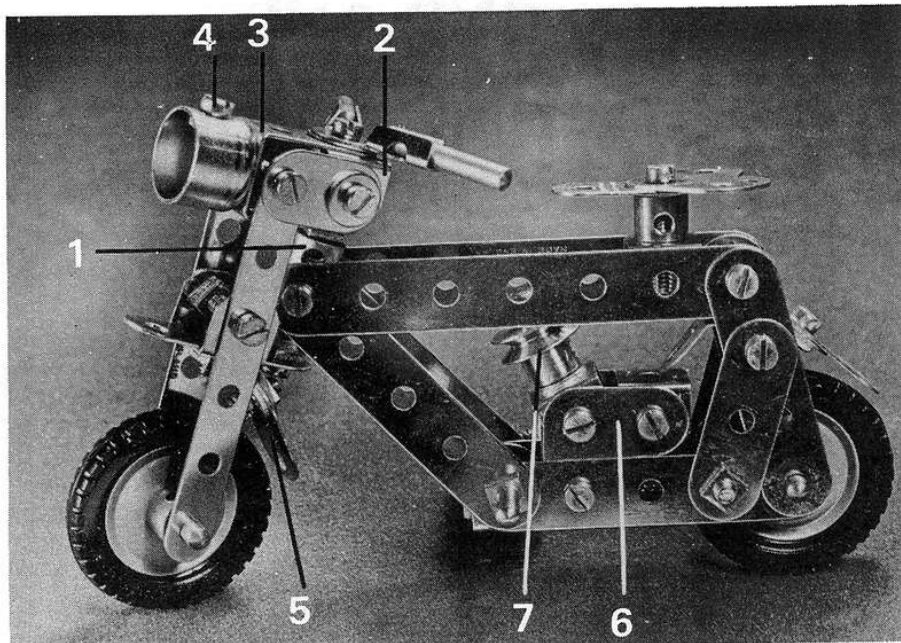


when the Contact Screw touches Contact Stud 10, the motor is switched off until the Screw breaks contact with the Stud, when the motor starts again, and so on. In wiring the model, the Miniature Plugs (Part No. 612) included in the Electronic Set should be used with the Relay. The wiring is arranged as follows using insulated wire throughout:

Socket 1 connected to Socket 3 and to first terminal of power source. Socket 2 earthed to metal of model. Socket 5 connected to one motor lead. Other motor lead connected to second terminal of power source.

Second terminal of power source also connected to Contact Stud 10.

(Since writing the above I have discovered that the original mechanism was also featured in the pre-war Standard Mechanism Manual).



This delightful "simplicity" model Motor Cycle was designed by Mr. Desmond White of East Bendigo, Victoria, Australia.

PARTS REQUIRED

2- 3	1- 25c	1- 62b	1- 542
2- 6a	1- 28	2- 103d	1- 543
2- 8b	49- 37a	1- 103h	1- 544
2- 9b	31- 37b	4- 111a	1- 606
3- 12	24- 38	3- 111c	6- 612
1- 15a	1- 45	1- 115	
2- 18a	2- 48a	2- 120b	Motor-
2- 20a	1- 48b	2- 133	with-
4- 25a	3- 59	1- 235b	Gearbox

AUSTRALIAN MINI BIKE

In no way a complex mechanism, but nonetheless perfectly delightful in its own way is the miniature motor cycle reproduced here. Copied from an original design by Mr. Desmond White of East Bendigo, Victoria, Australia, the model is remarkably realistic considering the small number of parts it uses and – quite frankly – it has captured my simplicity-model-loving heart!

Each side of the frame is built up from one 3½", one 2" and two 2½" Strips, bolted together as shown and at the same time fixing the two sides of the frame together with Double Brackets and a Coupling 1, the latter secured by Bolts fitted with Nuts and screwed into its centre transverse bores.

Two Rod and Strip Connectors and a Double Bracket 2 are now bolted to the upper lug of a 1" x ½" Double Bracket 3, the former to the top of the lug and the latter beneath it. The Rod and Strip Connectors are fitted with 1" Rods to serve as handlebars, while the headlamp is provided by a Chimney Adaptor fitted with a Bolt 4 and bolted to the centre of Double Bracket 2.

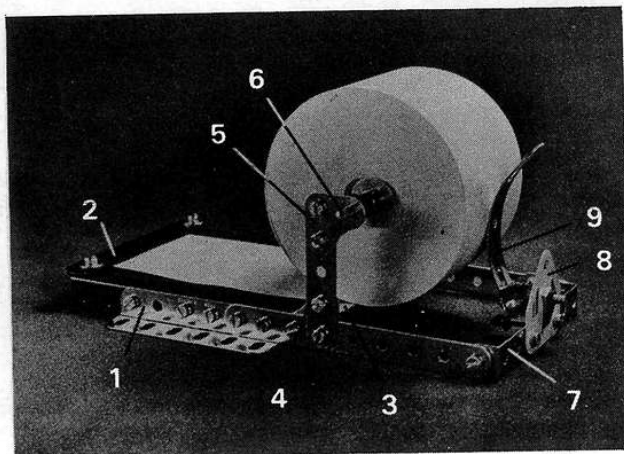
Fixed to the lugs of Double Bracket 2 are two Fishplates, to the free ends of which are bolted two 3"

Narrow Strips, representing the front forks and connected through their third holes by another Double Bracket. Bolted to the centre of this Bracket is the front mudguard, provided by a 1½" Strip, to which a Fishplate 5 is attached by an Obtuse Angle Bracket. The complete front fork arrangement is attached to the frame by a Bolt, shank upwards, held by a Nut in this Strip and by another Bolt, shank downwards, held by a Nut in the lower lug of Double Bracket 3. The Bolt shanks simply locate in the longitudinal bore of Coupling 1.

PARTS REQUIRED

2- 3	1- 11a	30- 37b	3- 133a
4- 5	3- 12c	2- 38	2- 142c
2- 6	4- 18b	1- 62b	1- 164
2- 6a	2- 22	1- 63	2- 212
5- 10	1- 23a	2- 111	2- 235a
7- 11	32- 37a	2- 115	

The rear mudguard consists of two Obtuse Angle Brackets, each extended by a Fishplate, the Obtuse Angle Brackets being bolted to a Double Bracket. The seat, provided by a 1" Corner Bracket and a Double Arm Crank, is bolted to another Double Bracket. As can be seen, the wheels are 1" Pulleys with Tyres on 1" Rods, and, finally, the crankcase and engine are provided by two further 1" Corner Brackets 6, bolted to the frame and connected by another Double Bracket to the centre of which a ½" Pulley with boss 7 is secured.



A useful notepad designed by Mr. Andrew Cathie of Wellington, New Zealand. Building instructions are given on the next page.