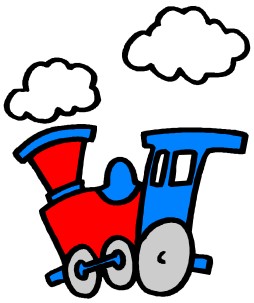
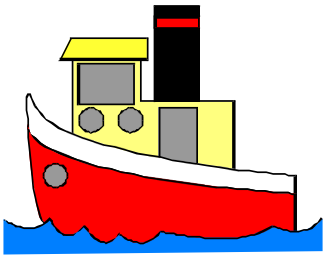


Wheels and Floats



Newsletter April 2017

TAURANGA MODEL MARINE AND ENGINEERING CLUB INC.

The Secretary
PO Box 15589
Tauranga 3112

Palmerville Station Phone 578 7293

Miniature Railway Memorial Park
Open to Public, weather permitting
Sundays in Summer: 10am to 4pm approximately
Winter. 10am to 3pm approximately
Website: www.tmmec.org.nz

MEETINGS
General Members Meeting every first Tuesday 7pm.
Committee Meeting every second Thursday at 7pm.
Maintenance Tuesday mornings from 9am.
Engineering discussions Tuesday evenings 7.30pm.

COMMITTEE

President:	Peter Jones	543 2528
Vice President:	Bruce Harvey	548 0804
Club Captain	Bruce McKerras	5770134
Secretary:	Murray de Lues	027 3020930
Treasurer:	Owen Bennett	544 9807
Committee:	Warren Belk, Shane Marshall, John Stent, Russell Prout, Clive Goodley.	
Boiler Committee:	Peter Jones, Bruce McKerras, John Heald, Paul Newton.	
Safety Committee:	Warren Karlsson, Bruce Harvey, Peter Jones, Malcolm George, Marty Rickard.	
EDITOR:	Roy Robinson 07 5491182 royrobkk@gmail.com NOTE new email address	

CONVENERS

Workshop:	John Nicol
Track :	Bruce Harvey, John Stent, Russell Prout
Marine:	Warren Belk
Librarian:	John Nicol
Rolling Stock:	Clive Goodley
Website:	Murray de Lues
Driver Training:	Clive Goodley
Club Captain:	Bruce McKerras

OPERATORS 2017

7May	W Karlsson
14 May	B McKerras
21 May	R Salisbury
28May	G Barnes
4 June	N Bush
11 June	MJ de Lues
18 June	M Duncan
25 June	B Fitzpatrick
2 July	B Harvey
9 July	P Jones
16 July	W Karlsson

President's Points

Greetings members.

First up, our club has been successful in having our ADR licence renewed for the next two years. Thank you to our auditor Mark Stack, our club safety committee, Lead Auditor David Giles and MEANZ Secretary Heather Wilson for their help in getting the process finalised, and good news we have the same number, so no sign change.

Last club night show and tell fielded a large number of 3.5" ROB ROY parts for our club project, the model is progressing well, parts completed are to a very high standard, again well done guys, it will be on the track before you know it.

Just a reminder that the National convention to be held in Nelson next year is getting closer,

accommodation will be a challenge so suggest if you are intending to attend better start looking.

Finally, David Kent who has carried out our financial reviews for about 20 years has advised hat he has retired and no longer available to carry out this work. David was made an honorary member in appreciation of he help he has given us over the years. A letter of appreciation will be sent to David on behalf of our club.

Best Wishes

Peter Jones.

Tauranga Model Marine and Engineering Club Inc

2017 Annual General meeting will be held at

Palmerville Station

Saturday the 20th of May at 2.00pm
following the Annual operators meeting at 11.30am

Palmerville Station

Top Dog?

A Butcher is about to close his door for the day when a dog trots into the butchery. The Butcher notices a note in its mouth. He takes it out and a message reads "10 lamb chops please" with a $10 note attached. Amazed he takes the $10 wraps up 10 sausages and put them in the dogs mouth. Quickly he closes the door and follows the dog. The dog comes to a crossing waits for the green light looks both ways , crosses the road to a bus stop. The dog checks the time table and sits on the bench. The bus arrives, the dogs goes around the front, checks the number and boards the bus. The bus travels thru the suburbs eventually the dog stands on the seat and paws the stop cord and jumps out. The Butcher quickly follows. The dog runs up to a house drops the parcel of sausages on the deck and trots back down the path. He turns and takes a run and slams into the front door. No Answer so he does it again and again. Still no response so he jumps a wall walks around a garden beats his head against a window then waits at the adjacent door. A big guy opens the door and starts cursing the dog. The Butcher runs up, screams at the big guy "What are you doing? This dog is a genius!" The big guy responds "Genius my ass, this is the second time this week he has forgotten his key!"

A CENTUARY OF MODEL ENGINEERING

PART 1

The earliest book on locomotive model engineering that most older model engineers of today know of is 'Model Steam Locomotives' by Henry Greenly from 1922. Henry is more commonly known through his activates with the construction of the Romney Hythe And Dymchurch railway (a story on its own), although the first publication of his book went into reprints up to 5 times up to 1937. This book gave a table for scale and standard track gauges 0ne and three quarter inches up to fifteen inch gauge and the popular seven and a quarter gauge of to day. There was no mention of five inch gauge. Model scales given were from 10mm upwards to 4" , bearing in mind this book probably set the scene for the UK domain. Also included in the table were tonnage coefficient, track curve radius, speed average and loading gauges.

Most hobbyists of this era had limited resources to low cost machinery and materials which probably set the scene for making the smaller gauge engines, together with forming clubs and building track work, leaving the commercial activities to produce the larger gauge engines such as Basset Lowke and other well known European identities. Henry's book covers most aspects of building small to larger scale engines, in unison with the then known Model Engineer magazine, still in print today.

As the hobby unfolded into more popularity during the thirties the name of L.B.S.C popped up in model engineering circles. His actual name was Lillian Laurence and he took the name L.B.S.C from the London and Brighton and South Coast Railway initials. He worked on this railway for some years. Why he took the female christen name of a female is unknown (it was William). He produced the book called 'The Live Steam Book', not sure on the first publication but was probably in the late thirties. He wrote many construction articles for magazines from 1923 up to 1967 and became editor of the 'Model Engineer' magazine from 1923 to 1959 and then from 1966 until his death on November 4th 1967. He designed and built over 50 engines from 'O' gauge through to 5" gauge, the latter gauge probably coming into vogue after the second world war. He did 50 designs in the smaller scales verses 7 in the larger. In the late thirties the design of locomotive boilers improved in the way they were built and welded, thus showing the way forward to larger models using silver solder instead of soft solder.

The second world war kind of stopped the hobby in its tracks and was in the doldrums thereafter, the 'Model Engineer' magazine nearly going under.

By John Heald Part 2 next month

Trust Power Community Awards

Hi Team

First thank you the Russell, John and Shane for supporting us during our presentation on Saturday. We were one of the 23 organisations that also ran, there was a runner up and another award that was a $1000 coaching voucher which I thought in some circumstances was probably the most to value. I believe our club was right up there at the top when you look at the categories and club performance we were judged on. The judging was just about an impossible task because really there was no way anyone could possibly compare fairly one competitor with another, every competitor had a different focus, but the winner Koha kai of Invercargill was the winner and that small group who were doing some real work to improve the well being of a certain group in the community giving a sense of value to those with physical and mental handicaps, which is somewhat familiar to our clubs philosophy , but was not the focus of our presentation. The $4000 first prize that group received was really needed by them and the result was a popular choice. The runner up was a group again very small who had made a real difference in a Native forest reserve way up North, The Far North District, getting rid of pests that were destroying the native trees. They were using school children to assist them to service 2000 traps monthly in a huge forest area, they had a great video of kids opening the traps and pulling out the maggot in festered remains of rats, possums, cats etc and resetting the traps. There were views of the forest before and after, and over the years they certainly have had an impacted in conserving the area of native bush and again they were in need of the second prize money. The third category was won by Buller District, it was about an Indian family who had immigrated to the West Coast and a young girl who missed Bollywood dancing, with a little bit of encouragement she got the school and community involved in learning the dance and ended up competing in Auckland against Indian communities and winning. What was special was the dancing group consisted of only one Indian, the rest were young Buller District kids, boys and girls. She choreographed the presentation and you just had to admire her talent, she is going to go a long way with the support she is being given. I would have loved to have seen Olie get that award, we have talked about it before and maybe we can in the future recognize potential and assist our young engineers in some sensible way in the future.

You will find a copy of the judging book on the table in Palmerville, have a look but leave it there for others to see. Trust Power looked after the 24 National finalists really well over the three days and to some degree they could have left it at that, every group there was a winner and there is no way you could fairly judge one group against another, but that's my own opinion.

Every organisation that attended was a regional winner giving as much as they could with what ever resources they have which included the number of people they have available, their own financial resources, their ability to gather external labour and financial assistance through grants etc. or providing services. The important thing was that our club was given the honour of being chosen as the best Community Volunteer Organisations in one of New Zealand's largest cities in 2016

I Thank Oliver and Mark and Beverley for their support of our club, and of course Tauranga City Mayor Greg Brownless and partner Li-Jong Liao. Mayor Greg made a fine Railway Conductor.

Thanks also to Trust Power who have given National recognition to the vast numbers of New Zealanders who through kindness have given their skill and passion to others to make our country a better place, and the greatest thanks to you and the rest of our members who have helped make this happen by giving life's greatest asset, **YOUR TIME.**

Peter Jones.

From your Editor

Hi All

Well we didn't win the TrustPower Community Awards but we did make the finals which is still a commendable effort.

My "what is it" in last months mag turned up only one reply. I can only assume that the rest of you had no idea what the machine was either!!!!!!!!

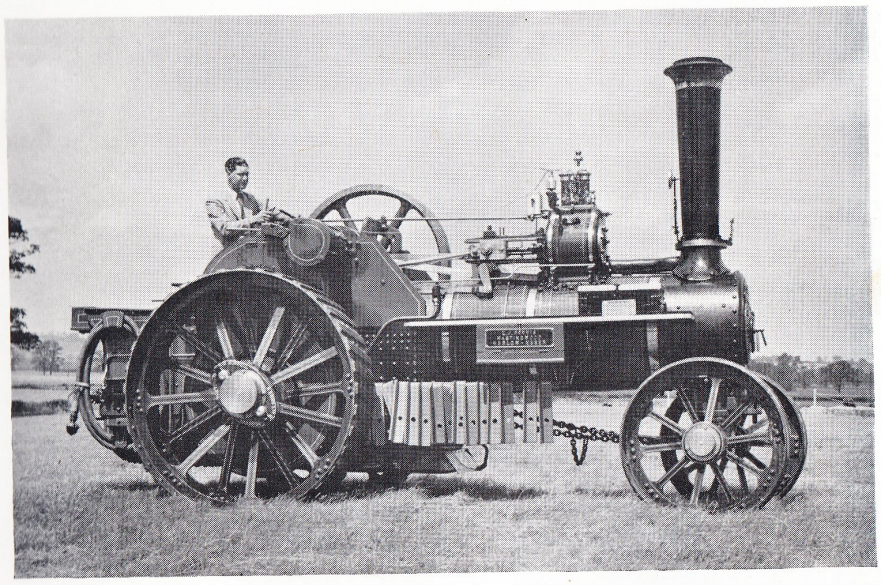
Tony Cornelisson advises me that the machine was / is for rolling particularly gold into thin sheet. The upper handwheels apply pressure to the upper roller which when rotated by the handwheel and "spread" the material. The material would have been annealed several times during the process whilst it was being reduced to the required gauge. I suggest rather than the military using it for gold (they haven't got any money let alone gold) it may have been for making shim to the required thickness. Many thanks Tony.

The Workshop Team at Palmerville Station need ice cream containers please. If you have some stored away in the back of the cupboard here's your chance to gain some brownie points and room in the cupboard, they will be appreciated, thanks.

Apologies to Owen Bennett who provided the article on the buggy, there wasn't room to insert Owen's name so here it is!!!

Roy

P.s. More articles please



MR. LAURENCE PARRIS WITH HIS 1932 BURRELL, THE LAST TO BE MADE.
The engine is in immaculate condition. At a rally at Hastingwood, Essex, in 1957

Didja know????????

The last Burrell was completed in 1932 but it was not made by Burrell. The Burrell factory wound down in 1928 and closed 1930. The balance of parts were transferred to Richard Garrett & Co who completed the last Burrell in 1932.

Cockpits

Peter sends these pics of cockpits from the following aircraft. There are several more give me a buzz if you wish to see them.

1 : Lockheed SR –71 Blackbird

2 : EH 70 Blackhawk Helicopter

3 : Concorde


PILOT CONTROL UNIT

Obituary

Printed In The London Times Thursday, 7April 2016, 1:33PM

Today we mourn the passing of a beloved old friend, Common Sense, who has been with us for many years.

No one knows for sure how old he was, since his birth records were long ago lost in bureaucratic red tape.

He will be remembered as having cultivated such valuable lessons as knowing when to come in out of the rain, why the early bird gets the worm, life isn't always fair and maybe it was my fault.

Common Sense lived by simple, sound financial policies (don't spend more than you can earn) and reliable strategies (adults, not children, are in charge).

His health began to deteriorate rapidly when well-intentioned but overbearing regulations were set in place.

Reports of a 6-year-old boy charged with sexual harassment for kissing a classmate, teens suspended from school for using mouthwash after lunch and a teacher fired for reprimanding an unruly student only worsened his condition.

Common Sense lost ground when parents attacked teachers for doing the job that they themselves had failed to do in disciplining their unruly children.

It declined even further when schools were required to get parental consent to administer sun lotion or an aspirin to a student, but could not inform parents when a student became pregnant and wanted to have an abortion.

Common Sense suffered further as the churches became businesses and criminals received better treatment than their victims.

Common Sense took a beating when you couldn't defend yourself from a burglar in your own home and the burglar could sue you for assault.

Common Sense finally gave up the will to live after a woman failed to realise that a steaming cup of coffee was hot. She spilled a little in her lap, and was promptly awarded a huge settlement.

Common Sense was preceded in death by his parents, Truth and Trust, by his wife, Discretion, by his daughter, Responsibility, and by his son, Reason.

He is survived by his 5 stepbrothers; I Know My Rights, I Want It Now, Someone Else Is To Blame, I'm A Victim, and Pay Me For Doing Nothing.

Not many attended his funeral because so few realized he was gone.

If you still remember him, pass this on. If not, join the majority and do nothing.

Geoff Hallam

OLD 1900 STYLE BUGGY,TILLER STEERING, BUILT ON A VERY TIGHT BUDGET, COST APPROX $1400.

The original idea was to build a steam buggy, a 2-cylinder steam engine coupled to a gas fired mono tube steam generator. To get the project off the ground I acquired an old mobility scooter and fitted the electric motor unit and controller with transaxle to the chassis.

The first project was to turn 2 front wheel hubs and 2 rear wheel hubs. The front hubs were fitted to the 15mm axles running on 2 sealed bearings per hub, and the rear hubs were bored out to 20mm and keyed to independent rear axles running on 2 sealed bearings and coupled by chains to each end of the transaxle. A local bike shop laced the hubs to 20-inch bmx wheels and fitted the tyres. Disc brake rotors and calipers have been fitted to the rear hubs. Now need to have cables fitted to an equalizer and brake pedal or lever.

The chassis was fabricated with 25mm square steel tube with 2mm wall thickness. The front axles and steering from the Scooter were adapted to attach to fabricated blocks centred on the leaf springs, and the tiller steering is coupled by tie rod to the front axle, all done in the recommended Ackerman style. The seat-of-the-pants gearing from the original seems to have worked out ok with 18-tooth cogs at the transaxle and 28-tooth cogs at the rear wheels, providing a top speed on the flat of about 11km per hour. Front and rear axles have independent leaf spring suspension manufactured by a local spring maker.

The body panels are 15mm ply, and the floor and mudguards 12mm ply. The curved bonnet and boot panels were made by Murray de Lues from laminations of bendy ply vacuum bagged to curved formers.

The seat and tiller were fabricated from 7/8 inch steel tube, the seat bottom and back then vinyl upholstered and buttoned by a local upholsterer.

The body panels were primed with several coats of a single pack thinners based primer, and as expected dried for sanding very quickly. Not so fortunate with the red top coat, recommended by a local supplier, which was described as a Valspar single pack thinners based enamel. No mention of “synthetic paint”. Having had previous experience of enamel paint I expected that imperfections over plywood would be able to be cut and polished to achieve a reasonable finish. This “synthetic enamel” wouldn’t dry, and could still be thumb printed after several weeks, and after now 3 months still feels clammy, dry but not hard. A complaint to the paint provider had a response of “we probably forgot the driers” but would not accept any responsibility for their oversight. Even a light application of cream polish softens the paint which transfers the paint to the rag. Very disappointing.

I would have liked to obtain some antique front head lamps, but all available specimens were only suitable for full sized vehicles, and making something suitable for this buggy would be outside my skills range.

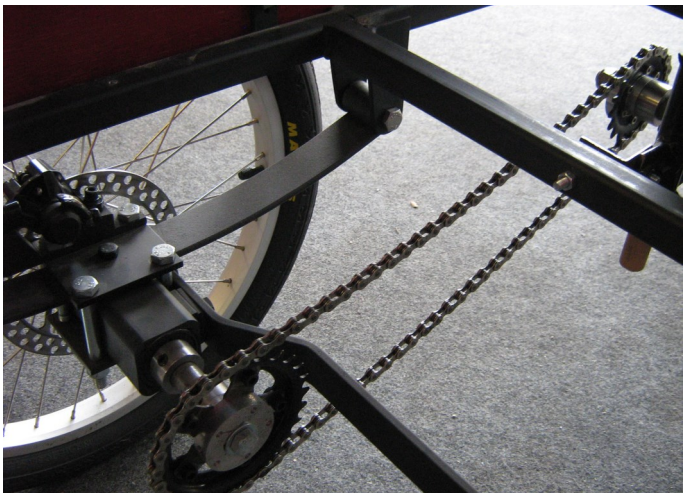
The electrical system is all from the original mobility scooter, with a control box located on the dashboard. The loom goes underfloor back to the motor and controller, and forward to rise from under the tiller up to the control box and is powered by two 12v 33ah deep cycle batteries

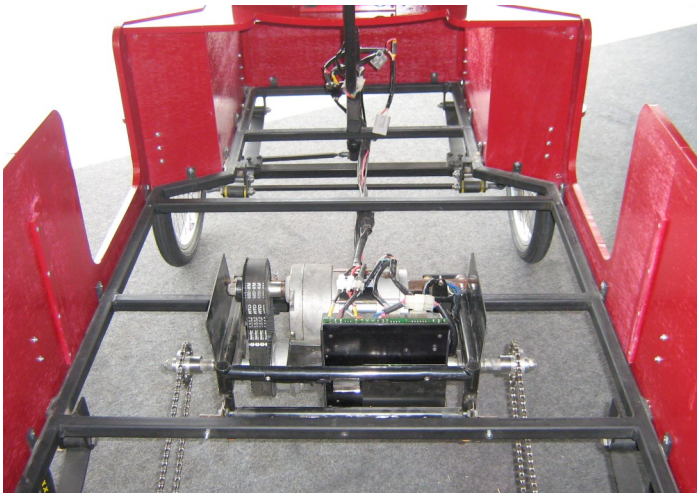
The control box contains an Ignition switch, battery charge indicator, horn, lights, charging port, forward and reverse potentiometer, and an overall speed potentiometer. Changing a 5k pot to a 1k pot with 4k resistance on one side allowed for a more controllable speed range, using 135 degrees of pot rotation each side of neutral.

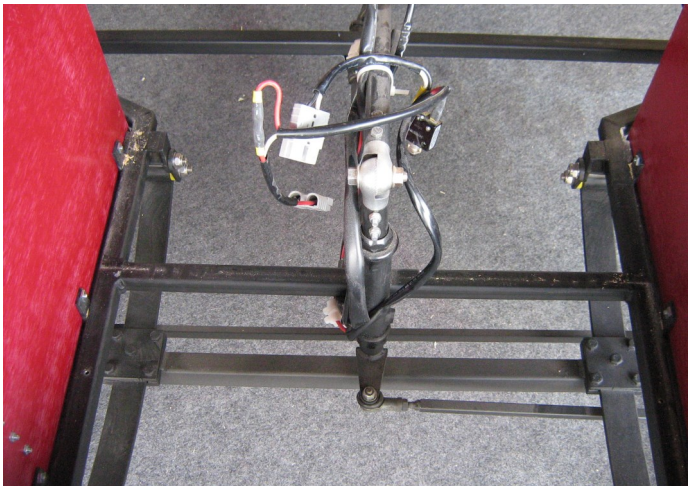
Although the end result so far is not up to expectations, I have enjoyed the build immensely. The change to steam driven power is still a dream for the future, but the clock is ticking . . .

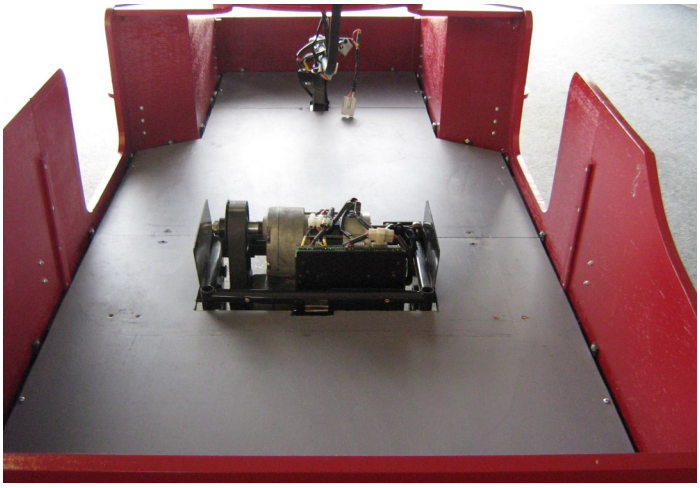

MAXXIS


SHIMANO










FAST
E
F
L
R
OFF
ON