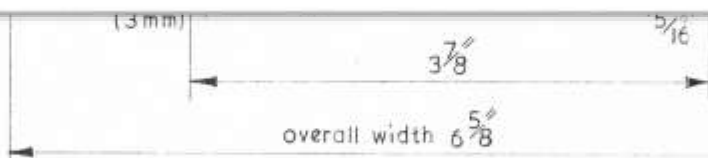


Wheels & Floats

August 2024



TAURANGA MODEL MARINE AND ENGINEERING CLUB INC.

The Secretary
PO Box 15589
Tauranga 3112

Miniature Railway Memorial Park
Open to Public, weather permitting
Sundays : 10am to 3pm approximately

Palmerville Station Phone (07) 578 7293

Website: www.tmmec.org.nz

Facebook: Memorial Park Railway Tauranga

MEETINGS

General Members Meeting every first Tuesday
7.00pm.

Committee Meeting every second Thursday at
7.00pm.

Maintenance Tuesday mornings from 9am.

Engineering discussions Tuesday evenings
7.00pm.

COMMITTEE

President: Bruce McKarres 022 0455154

Vice President:

Club Captain Joanne Knights 020 41909567

Secretary: Warren Karlsson 025 5422863

Treasurer: Jason Flannery 021 629038

Committee: Russell Prout, Bruce Bocock,
Warren Belk, Bruce Harvey,
Owen Bennett, Stewart Walker.

Club subs are now overdue.

Full member \$30.00

Country \$18.00

Junior \$6.00

Westpac 03-0435-0461711-00

Please ensure your name is in the reference line and the word subs(cription).

CONVENERS

Boiler Committee: Owen Bennett, Bruce
McKerras, Ash Thomas, Ross Campbell.

Safety Committee:

Warren Karlsson, Bruce Harvey,
Bruce McKerras, Russell Prout

Workshop: Owen Bennett, Brian Marriner

Drivers Licencing : Bruce McKerras

Track: Bruce Harvey, John Stent,
Russell Prout

Librarian: Chris Pattison

Rolling Stock: Bruce Harvey

Track Managers : Bruce Harvey, John Stent,
Russell Prout

Website: Chris Pattison, Peter Davies

MEANZ rep Russell Prout

Editor: Roy Robinson 07 5491182
royrobkk@gmail.com

Cover photo : Peter Lawn's 1936 MGNB Magnette

Presidents Report August 2024

Hello Team,

July was a bit of a nonstarter of a month for me.. I started off with a trip to Christchurch to meet up with daughter Grace and we headed off on a South Island road trip. When I got home I managed to catch Covid so was laid low for well over a week. So, a brief round-up of the club happenings over the past month.



Saturday 13th July – Jason, Warren B and John S started the prep work for the track mods. I wasn't feeling flash but spent an exciting day unloading coal from Jason's trailer.

Sunday 14th July – I was poorly today so didn't go to the track. Joanne provided me with some notes. Russell was D/O, it was a busy day with 1157 rides but there were lots of volunteers. All the locos were running for most of the day including Russell's loco pulling six ride cars. Jason got the last of the signatures needed to put the new Paywave EFTPOS terminal in place. Ash and Francine were back from their world travels and popped in to say Hello.

No notes for this week folks as I was laid low with Covid.

Sunday 21st July – Bruce B was D/O today and the weather was looking doubtful. We didn't have many volunteers today but just scraped the minimum numbers to run, lots of bugs around the members 😞. The rain stopped play at lunchtime.

Sunday 28th July – Bryan F was D/O today, the weather was a grey on the morning, but the afternoon saw the sun come through. Warren.B, Joanne and Ross ran Tamar today, Ross was very happy, and Tamar was popular with the public as usual. 866 rides for the day, a pretty good day with no dramas. First day with the new Paywave which was a hit with the public and went down really well.

Saturday 3rd August – Working Bee today, Jason off crook this time. We achieved so much more than I expected, new points fitted and the new track fitted to align up with the new siding. Great Work Team, I was really pleased with the work that everyone got done. THANK YOU. The new track and points will make it easier for the Sunday running, whole trains will be able to be sorted out in the sidings and then backed into the station.



PAGE MACRAE
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Sunday 4th August – I was D/O today, standing in for Jason. The new points were looking great, the new 3D printer was up and running. We did 789 rides today with Heather on tickets on the morning and Graeme holding the fort on the afternoon. Paywave working well.

Tuesday 6th August – Owen ran his Phantom today, sight glasses fixed, a few teething problems but getting there 😊.

We also had the club meeting on 6th August, and everyone seemed in good cheer. Our two new members Bernie Pollard and David Ingles came along. Ross C was there and had his traction engine cylinder on display.

Committee News

The committee meeting this month was very tame, with not a lot to report.

We have voted to make all evening meetings a 7pm start going forward which will make things easier to remember with one standard start time. It will also give us more time on 3D printing and CAD evenings.

And... Stewart W has joined the committee in place of Regan, who had to resign when he moved down Fielding. WELCOME STEWART.

And that is about it for this month.

Cheers,

Bruce.

Working Bee Track work



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Monday to Friday
8am-3pm

Captain's Report – August 2024

Hi everyone,

My apologies for a rather brief report this month, I am in the process of moving house... It is a bit stressful!

We had a Club 10 Pin Bowling Evening on 19th July as a thank you and send off for Regan and Sandra ahead of their move to Fielding. Happily, they are still both involved in the club, just from a bit further away now. The evening was a success and everyone who came along seemed to enjoy themselves (see the photo of Warren K for proof). Max S also showed some impressive skill at the bowling lane and was the overall top scorer of the evening. Very helpful he was too, helping those of us (including me) who were somewhat less talented..

We did not have a Playday for August as it was replaced with a Working Bee for track mods and we had quite a few members down with winter bugs. **Playday for September is Saturday 7th**, hopefully the weather will play nice for that...

As mentioned in Bruce's report, all evening meetings/gatherings will now be starting at 7:00pm, makes it easier when there is only one time to remember... Owen B has devised a new club calendar which is much easier to read, an A3 version will be on display in the club room and a copy will be attached to the newsletter as normal.

EVENT	WHEN	TIME
Club Night	First Tuesday of the month	7:00pm
CAD/3D Printing Workshop	2 nd and 4 th Tuesday of the month	7:00pm
Engineering Tuesday	3 rd Tuesday of the month	7:00pm
Committee Meeting	2 nd Thursday of the month	7:00pm

We have had Cambridge Club get in touch, they are holding two upcoming night runs, on Saturday 24th August 2024 and Saturday 28th September 2024. If anyone wants to head over it is a great night with loads of public, and importantly, food and coffee trucks. Cambridge is a small club and always appreciate any help with their night runs 😊.

Thanks,
Joanne



Web Development 
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Ten Pin Bowling



Some shots and some action shots!!!!!!

Various aspects of the Club outing, a night out Ten Pin Bowling enjoyed by all who attended.

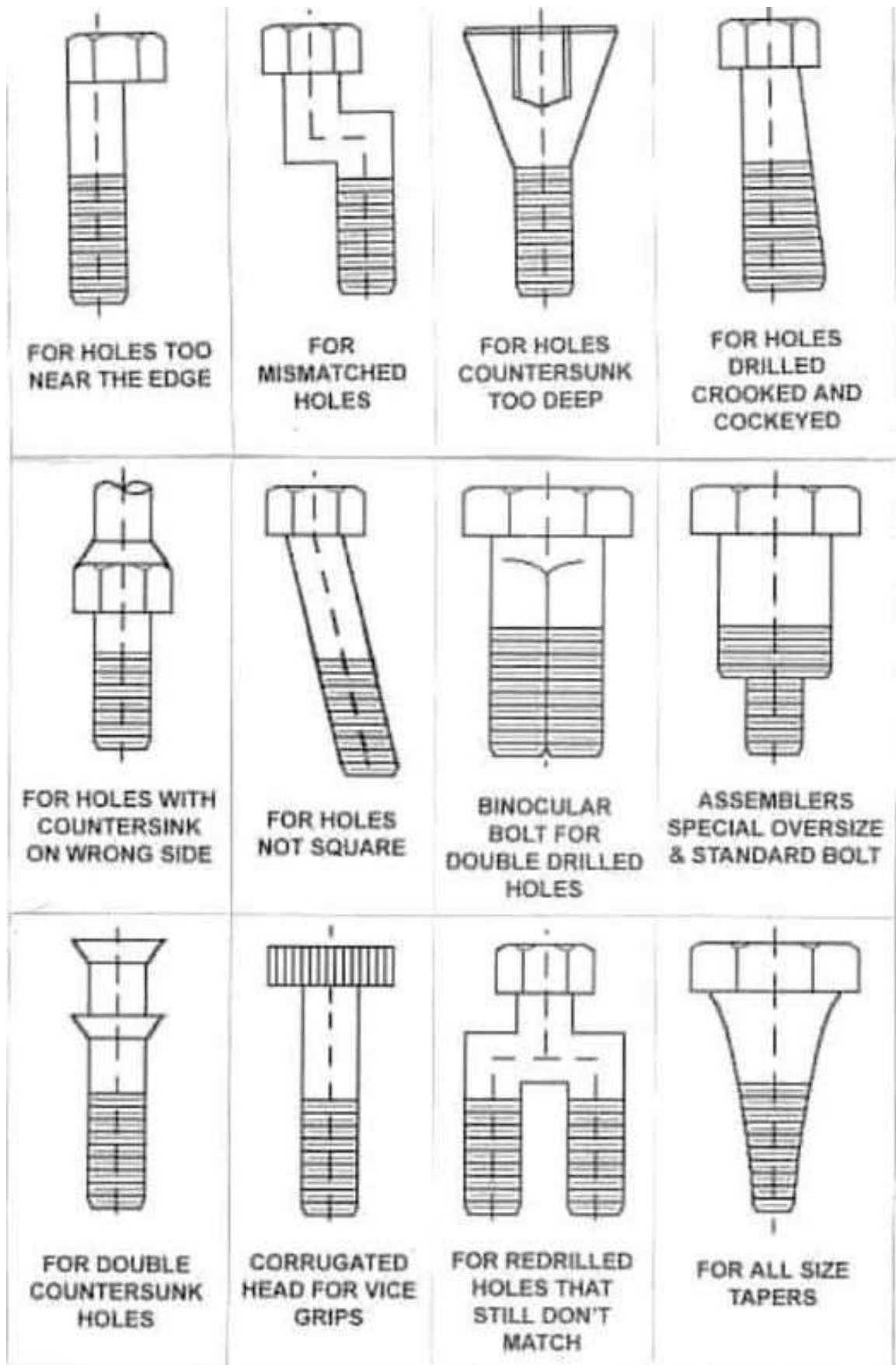


Club Working Bee 3rd August



The alterations to the mainline under the viaduct now allows for better flow and options for consists leaving the Station. This should prove a great asset when traffic flow is heavy around the Station. Other jobs were completed in conjunction with the Working Bee Day.

Humour :



A Locomotive Rescue.

By Gerardus Mol

Alec Dyer lived in the small south-western Queensland town of Barcaldine. He had a love of model engineering and had constructed a number of steam-powered model boats before he ventured into loco building.

Here, in the early 1930's, in his small workshop Alec built a live steam model of a Queensland Railway B18¼ 4-6-2 to a gauge of 5¼". He constructed his locomotive with some advice from William Olds of Olds Engineering in Maryborough, Queensland. William had built two other locos of the same class to the same gauge which seemed to be the gauge of choice back then. These two locomotives have since been converted to 5-inch gauge and are housed in the Olds Engineering Museum in the front of the still operating business.



With the help of friends, Alec soldered the boiler together and tested it to make sure it held water. On its first steaming, one of the rivets in the boiler blew out flying past a friend who was using a blow lamp to fire up the boiler. It took a cup of tea to calm him down and allow him to regain his composure.

After its completion, the loco always ran out of steam very quickly so it was retired into the back of Alec's shed. Here it sat for the next 30 years and after he passed away, it ended up in the Barcaldine Folk Museum with a doll sitting in the cab.

It sat here for another 30 years until Jim Bryan (who knew Alec) made a visit to his old town of Barcaldine and going through the old Folk Museum, discovered the old locomotive stuffed and mounted in a corner of the museum.

On Jim's return to Maryborough, where Jim now lived, he searched for and found Alec's daughter who was living in Gatton, about five hour's drive away. Jim made contact with her and explained that he found her father's locomotive in the museum and asked if he could buy the loco.

The daughter had wondered what had happened to the loco and was glad that Jim had located it and, yes, he could buy it. So, Jim, with receipt in hand, drove to Barcaldine to pick up the engine but the Museum Manager was not happy about losing the exhibit at all. In the end, Jim took possession of the engine and after an overnight stay, drove back to Maryborough with his prize.

Unfortunately, the steel tender body was no longer was capable of holding any water due to corrosion, so Jim constructed a new body to be fitted to the tender frame. Now the problem with the gauge and how to regauge it to the now standard 5 inches. This was undertaken by his Model Engineer friend, Bob Kimber. Bob removed the boiler and being a bit suspect about its condition, had the boiler condemned. Once removed, the boiler was cut in two and it was found that the firebox crown sheet had been set too high in the boiler so there was very little steam space, hence the poor steaming.

A new copper boiler was built by another model engineer, Neil Mackenzie, and on completion, the locomotive was tested on the Maryborough Club's track in the early 1990's.

Jim had by then moved to Cooroy and built his own private track on and into the side of a steep hill: the loco was run there until June 2020 when Jim found that, due to his age, the locomotive was just too big to handle.

I ended up buying the locomotive and transported it to Canberra where it now lives. Since then, the locomotive has had a lot of detailing done to it. The cab has been replaced with the correct type for the loco number. It came fitted with a sedan cab, which was correct only for later B18¼ locos, so I replaced it with a straight sided one which the prototype loco came out with which meant that I had to lengthen the rear frame to suit the new cab. I was not planning to fit the new cab until later but the locomotive did a rollover in the trailer during transport to a private track which crushed the cab.

Thus, the cab rebuild began earlier than scheduled and some changes were called for. The loco only had one injector with the steam valve next to the blower steam pipe which meant burnt fingers if one was not careful. It did have an axle pump and tender hand pump which were both removed and replaced with a second injector.

New QR sliding firehole doors were fitted along with a redesigned cab layout. A new steel floor was put in place along with a wooden floor. Cab seats were fitted for the driver and fireman and the reverser was moved back 40mm to the correct place. New builder's plates and loco numbers were made by John Taylor in Melbourne and mounted onto the loco. Opening windows were made as was a new timber roof for the cab. A new whistle was made due to the original one breaking off during the rollover.

Chris Arts shipped out a working Pyle National K2 steam turbo generator from NZ which has now been fitted to the locomotive along with a scale Pyle National headlight which I made. Electrical conduits and terminal boxes were made and added to the locomotive. The headlight is fitted with a 6 volt torch globe which I gutted and fitted an LED inside it to replace the old filament. It still looks like a normal globe but the light source inside is the LED.

Another job to be done is to make a new tender underframe so I can fit brakes to it, but that will be in the future.

So here is a locomotive almost 100 years old, rescued from a museum display and now steaming around the tracks as the builder intended.



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Alex Dyer and his loco as at the completion in the early 1930's.

Right : Loco in Jim Bryan's workshop

Below and Below Right : The stripped out cab and Jim ponders how he was going to convert it from 5.25" to 5".



Left : Alex's loco running on Jim Bryan's private track.





New cab.

New light

New cab floor

New maker plate.

The now restored Queensland Rail
B 18 1/4 4-6-2 at Ed Mol's work-
shop.



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Show and Tell



Above : Ross Campbell's cylinder block off his 3" Burrell (see article in previous mag) which as proved a challenging machining operation to get all the holes ports in the correct positions.

Top Right : The makers plate for the Burrell.

Right : Track lights designed and 3D printed by Russell Prout. The design includes consideration using generic parts and common tech eg threads.



Restoration of a 1936 MGNB Magnette

by Peter Lawn

I first laid eyes on the car in 2003. Rod Brayshaw and I went to a Turners Auction in Auckland on behalf of a client. A couple of weeks later I was told to take the truck to collect it. I took Lloyd Breckon with me to help.

Back to the workshop for a closer evaluation. Much of the wooden frame was missing or had been replaced with bits of ply and sheet alloy from old advertising signs. The alloy panels were well corroded and patched. The brakes had been converted to hydraulic. The diff was an early Holden with a Jap diff head glued in. The half shafts had been shortened and respined with an angle grinder, the original wire wheels hubs had been grafted on.



Engine bearings were blue as the oil system did not prime quickly. The crankshaft was cracked, and an odd flywheel had been fitted with Ford clutch. A Lucas tractor generator had been modified, fitted with a home made coupling. (The overhead camshaft is driven by bevel gears thru a vertical mounted generator) The radiator required recoring and other repairs.

The real work starts :

After checking the chassis I started making new wooden bearers and repairing or remaking the steel inner braces and brackets. A Cabinet Maker from Palmerston North finished making the rest of the wooden body frame,

Rod then made all new alloy body panels and repaired the steel scuttle top. We discovered that the car had been modified at the MG Factory from rear hinged doors to front hinged doors with long chromed hinges. When stripping the paint off the old doors we could see that the door handle holes had been welded up. On the pillars ply and alloy had been nailed over old hinge positions.

The engine required a new steel counter balanced crankshaft and new Phenix conrods. Big end bearings are now shelled Mini Cooper, the mains (cast) have been remetaled and line bored. New pistons and many other reproduction parts purchased including water pump, skew geared driver off the front of the crankshaft.

The 4 speed crash gearbox only needed a good cleanout and new gaskets. The correct flywheel and clutch was obtained with the correct new starter motor and generator.

A prewar Morris diff was found and made to fit.

A new wooden dash was sourced from the USA and fitted with either new or rebuilt instruments from the UK.

The now semi complete car was shipped to Palmerston North to have new hood and side screens made and fitted before painting.

Grouped oil nipples fed the suspension, brake cables, steering box to save much crawling under the car with an oil gun. I use an oil gun filled with EP 90 oil rather than grease.

Most of the Chrome work was repaired by a friend in Auckland with the grill requiring much work.

Disclaimer :

The views and opinions expressed in articles contained in this magazine are those of the author (s) and do not necessarily reflect the policy, position or opinion of the TMMEC or its officials.



Two new SU carb bodies were obtained (particular to MG) from Australia to replace the originals as the old bodies “grow” and disintegrate over time.

Before the front guards were fitted I started the engine and set the (constant) charge rate by moving the third brush on the generator.

Now all assembled the car had to be road run to bed in the brakes.

We had to go through full Compliance System as rego had lapsed in 1987. Also required was a Repair Certificate and Brake Certificate. A WoF was then issued and it was a matter of going thru a few more hoops to get the old number plates reinstated.

It is now up and running and with some fine tuning and the addition of an electric fan as MG had never fitted one, it trundles along the highway quite comfortably.

Rod and I purchased the car from the client in 2012 when it was at the paint stage.



Following page has more photos.

Note : Rear vision mirror is not original equipment!!!!





Above : Passenger controls, ignition but not start, lights and reports engine management systems to the pilot who sits in the right hand chair in the cockpit.

Below Left : Imagine seeing that view in your rear vision mirror!!!! No, that's the horn on the left hand side not a spot light.

Bottom Left : That's the view you get as Peter powers passed your supercharged Volvo!!!!!!!1



Below : Single overhead cam driven by the generator which is mounted vertically through bevel gears at the front of the engine. Is that oil behind the rear exhaust pipe???? Think you need to check that out Peter!!!!!!!



Look and See

Owen Bennett has been having a series of teething problems so on Tuesday when I was at the Club drinking coffee and getting in the road whilst offering unconstructive advise, Owen was having another “Test Run” on the inner track.

This time Owen’s Phantom all but whistled around, not once but several times with only minor solvable problems. This is a magnificent build by Owen and I know he will solve any niggling problems. Congrats Owen, and we will see a lot more of you in the future powering around the track.



Left : Look at the smile on Owen’s face.

Below : Owen receiving advice from helpful “mates”.

Bottom : How’s that for perfection!!!!!!!



Operators Roster 2024

Date	Operator
28th July 2024	Bryan Fitzpatrick
4th August 2024	Jason Flannery
11th August 2024	Bruce Harvey
18th August 2024	Warren Karlsson
25th August 2024	Joanne Knights
1st September 2024	Bruce McKerras
8th September 2024	Russell Prout
15th September	Stewart Walker
22nd September	Bruce Bocock
29th September	Bryan Fitzpatrick
6th October 2024	Jason Flannery
13th October 2024	Bruce Harvey
20th October 2024	Warren Karlsson
26th October 2024	
27th October 2024	Joanne Knights
3rd November 2024	Bruce McKerras
9th November 2024	Russell Prout
10th Novem-	Stewart Walker
17th November 2024	Bruce Bocock
24th November 2024	Bryan Fitzpatrick
1st December 2024	Jason Flannery
8th December 2024	Warren Karlsson
15th December 2024	Joanne Knights
22nd Decem-	Bruce McKerras
29th December 2024	not open

Halloween Night Run - Saturday 26th October 2024

Annual Open Weekend 9-10th November 2024

From the Cave at Katikati.

Many thanks to the many of you who have sent me pics, stories and information.

Please, please DO NOT send files to me as a PDF. I then had to re format your file into some file I can then insert into the Publisher program I use.

Thanks again and regards

Roy



TMMEC CLUB CALENDAR 2024

v1

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
Mon	1			1			1						Mon
Tue	2			2			2			1			Tue
Wed	3			3	1		3			2			Wed
Thur	4	1		4	2		4	1		3			Thur
Fri	5	2	1	5	3		5	2		4	1		Fri
Sat	6	3	2	6	4	1	6	3		5	2		Sat
SUN	7	4	3	7	5	2	7	4	1	6	3	1	SUN
Mon	8	5	4	8	6	3	8	5	2	7	4	2	Mon
Tue	9	6	5	9	7	4	9	6	3	8	5	3	Tue
Wed	10	7	6	10	8	5	10	7	4	9	6	4	Wed
Thur	11	8	7	11	9	6	11	8	5	10	7	5	Thur
Fri	12	9	8	12	10	7	12	9	6	11	8	6	Fri
Sat	13	10	9	13	11	8	13	10	7	12	9	7	Sat
SUN	14	11	10	14	12	9	14	11	8	13	10	8	SUN
Mon	15	12	11	15	13	10	15	12	9	14	11	9	Mon
Tue	16	13	12	16	14	11	16	13	10	15	12	10	Tue
Wed	17	14	13	17	15	12	17	14	11	16	13	11	Wed
Thur	18	15	14	18	16	13	18	15	12	17	14	12	Thur
Fri	19	16	15	19	17	14	19	16	13	18	15	13	Fri
Sat	20	17	16	20	18	15	20	17	14	19	16	14	Sat
SUN	21	18	17	21	19	16	21	18	15	20	17	15	SUN
Mon	22	19	18	22	20	17	22	19	16	21	18	16	Mon
Tue	23	20	19	23	21	18	23	20	17	22	19	17	Tue
Wed	24	21	20	24	22	19	24	21	18	23	20	18	Wed
Thur	25	22	21	25	23	20	25	22	19	24	21	19	Thur
Fri	26	23	22	26	24	21	26	23	20	25	22	20	Fri
Sat	27	24	23	27	25	22	27	24	21	26	23	21	Sat
SUN	28	25	24	28	26	23	28	25	22	27	24	22	SUN
Mon	29	26	25	29	27	24	29	26	23	28	25	23	Mon
Tue	30	27	26	30	28	25	30	27	24	29	26	24	Tue
Wed	31	28	27		29	26	31	28	25	30	27	25	Wed
Thur		29	28		30	27		29	26	31	28	26	Thur
Fri			29		31	28		30	27		29	27	Fri
Sat			30			29		31	28		30	28	Sat
SUN			31			30			29			29	SUN
Mon									30			30	Mon
Tue												31	Tue

- Sunday Running 10 - 3pm
- Club Play Day, Training
- General Meeting 7pm
- Engineering Discussion 7pm
- Committee Meeting 7pm
- Annual General Meeting
- Open Weekend

- CAD, 3D Printing, 7pm
- Matariki Night Run
- Christmas Party
- Halloween Night Run
- Closed / Cancelled

- Hamilton Open 16 March
- Manakau Open 1 June
- Keirunga Park Open 25 Oct
- EBOP (Whk) TBC
- Mana Ariki TBC
- Cambridge Night Run TBC