

# The Generator

Issue 496  
January 2023



**Palmerston Model Engineering Club**  
[www.pnmech.net.nz](http://www.pnmech.net.nz) - [pnmech@trains.net.nz](mailto:pnmech@trains.net.nz)

Managers of the Marriner Reserve Railway - Marriner Street - Palmerston North  
C/- 119 Ruapehu Drive - Palmerston North 4410

## The Palmerston North Model Engineering Club

### Upcoming Club Events

Club Nights typically start at 7.30pm and are usually held at the  
Hearing Association Hall, 435 Church Street, Palmerston North.

#### Sunday 22 January

Club Day At the Marriner Reserve Railway (See Notices)  
From 12.00 pm

#### Thursday 23 February

Club Night  
Project Progress  
Show us what you've been up to in your workshop or elsewhere over the  
summer break.

### Marriner Reserve Railway

#### Sunday 5 February & Sunday 19 February

Railway operations at the Marriner Reserve  
Trains in operation from 1pm to 4pm  
Weather permitting (Richard Lockett 06 323 0948)

#### Thursdays

Railway operations for club members  
Subject to ongoing track maintenance and weather  
Contact track manager (Richard Lockett 06 323 0948)

## Club Notices

### January Club Day

Our traditional January club gathering will be held on Sunday 22nd January at the Marriner Reserve Railway, Marriner Street, Palmerston North starting from 12 noon.

A Barbeque will be present for you to cook up your lunch etc.

Steam and Diesel outline locomotives will be available for you to drive around the clubs railway track.

Bring along your chair and your choice of food and beverages and some sunshine please.

It is not intended for the railway to be carrying the public on this occasion.



Photo  
R Lockett

Ian McLellan's 3.5 inch gauge Ab 697 on the steaming bay fired up and ready to roll

### Amusement Device Registration

PNMEC has received a new certificate of registration as a Hobby Club Miniature Railway from Worksafe NZ. ADR 1185 is our certificate number and is valid to November 2024. This certificate is located in the operations shed and as a condition of the operation of our railway there are responsibilities for those of you who have involvement in the operation of the Marriner Reserve Railway. So expect a chat from the track manager Richard Lockett to discuss these conditions over the next few track running occasions.

## End of Year Gathering

After gathering at the Feilding Railway Station we headed out to see Vern at Aotearoa Wooden Wheels located on the outskirts of Feilding. Vern didn't start out to make wheels when he retired from farming many years ago, it just sort of happened stemming from a need to get some new wooden spoked wheels for a veteran car which is where Vern's interest lay. Having had new wheels made for his car Vern also was given the option to purchase all of the equipment used to produce wooden spoked wheels which he accepted.

Automobile manufacturers stopped making wooden spoked wheels in the mid 1920's, pressed steel ones would be far cheaper to make once the tooling is made. Different diameters, spoke number and shape make for an ever increasing library of master spoke patterns to be kept on hand for the copy router. The wheels are held together by compression, no glue. A steel outer rim locates each spoke with the hub ends tapered so that each spoke is wedged together to form the hub. Sounds easy but there's a lot of precision machining involved to get to that stage!

The wood used is spruce sourced from North America and there's a lot of paper work and money involved getting unfinished wood product into NZ, bio security etc so when Vern's current supply is used up he may retire for the second time.



A finished wooden spoked wheel

Photo's editor

The copy router, master spoke and stylus left hand side





The selection of master spokes that Vern has built up over many years producing wooden spoked wheels. Photo's Editor

An assembled wheel mounted in a lathe for finishing machining of the bore and faces of the boss to accept the bearing caps.

After a couple of hours learning about wooden wheel production we headed back into town for lunch and then onto The Rush Collection also housed on the outskirts of Feilding. Unfortunately our timing of this visit was not ideal with the convenor and the star exhibit both about 3 km's away at the MG Classic car meeting at Manfeild. The convenor being Terry Rush and the star exhibit being terry's genuine McLaren M10A Formula 5000 which was being raced by Terry's son Tim. We were looked after by Joy Rush who inform us that the collection now includes a photographic archive of NZ motorsport photographers which numbers in the thousands the negatives of cars that have raced at NZ motorsport venues. We are fortunate to have this collection residing in our district and being accessible for a small fee, Terry along with other motorsport enthusiasts share a vision of a national motorsport museum but the people who need to be onboard to make it happen aren't currently ready to give up on their own personal ambitions for the greater goal of a national collection any time soon! Thanks to Jon Mason and Chris Morton for arranging these visits and to Vern Jensen and Terry Rush our hosts..

## 2023 Les Moore Challenge

Held in conjunction with the 2023 Canmod Model Engineering Convention ( Report in February Generator) as a blind event in that until 12.30 pm on Saturday the 7th of January we didn't know what the challenge would be, just that tools and materials would be supplied! Chris Morton was tasked to represent PNMEC in the challenge and duly set off to the scout hall for the 12.30 pm start only to return 30mins later not looking very happy. Chris said that the Nelson club had four people working on their entry being a boat. We were to build a sailing boat out of supplied materials and to race them across the boating pond at 3pm. Chris thought that 4 against 1 wasn't fair! I said to Chris that 4 persons was a committee and that they would spend an hour electing a chairman and end up designing a camel, so you go and design and build a race horse. Chris remained unconvinced and requested my support in this endeavour to which I agreed. We ran with Chris's initial design concept with input from myself as to mounting the mast and sail (shopping bag) and at this stage the other vessels were being test sailed but were coming back for modifications with mumblings about the strength of the wind. We finished our vessel with time to spare and duly set of to test it and telling our competitors that we would not be back, confident in our design which performed well under test sailing.

3pm and four boats lined up, 3 sail and a bungee powered paddle boat which was never going to get across the pond in my view. Best of three races.



The PNMEC 2023 Les Moore Challenge Sail Boat awaiting the 3pm race start. Bamboo sticks, plastic drink bottles, cable ties, string and hot glue. Photo Editor

**Race 1:** The camels were faster than our race horse, third place and not looking good.

**Race 2:** The Christchurch boat gets blown over and the Nelson boat gets tangled up in ours but the wind turns the tangled boats on reaching the shore giving victory to the Nelson camel.

**Race 3:** The Nelson and Christchurch boats tangled and got tipped over in the wind, an easy victory for our horse.

This made PNMEC and Nelson equal on points so a deciding race was to be held

**Race 4:** The Nelson camel gets blown over, easy victory to PNMEC.

It would appear that Chris had designed a drought horse rather than a race horse but on the day this was the right horse for the conditions and was super stable and ran a consistent speed in all 4 races. Nice one Chris! Thanks go to Canmod 2023 for a great Challenge.



Above. Our boat in full flight.

Left. Chris Morton receives the prestigious Les Moore Challenge from the Christchurch Model and Experimental Engineers President Alex Cowdell



Photo's Editor

| Date and Time          |              |  | Activity                                 |
|------------------------|--------------|--|--|
| Sunday 22rd January    | From 12.00pm |  | Club day at the Marriner Reserve Railway |
| Thursday 2nd February  | 7.30 pm      |  | Committee Meeting                        |
| Sunday 5th February    | 1pm to 4pm   |  | Marriner Reserve Railway                 |
| Sunday 19th February   | 1pm to 4pm   |  | Marriner Reserve Railway                 |
| Thursday 23rd February | 7.30pm       |  | Club Night Project Progress              |
| Thursday 2nd March     | 7.30pm       |  | Committee Meeting                        |
| Sunday 5th March       | 1pm to 4pm   |  | Marriner Reserve Railway                 |
| Sunday 19th March      | 1pm to 4pm   |  | Marriner Reserve Railway                 |
| Thursday 23rd March    | 7.30 pm      |  | Club Night To be advised                 |

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