



Newsletter of THE PALMERSTON NORTH MODEL ENGINEERING CLUB INC

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TRACK RUNNING

This is held on the FIRST and THIRD Sunday of each month, from 1 pm to 4 pm Summer and 1 pm to 3 pm during the Winter. All club members are welcome to attend and help out with loco coaling, watering and passenger marshalling - none of the tasks being at all onerous.

Visiting club members too, are always welcome at the track, at the monthly meeting, or if just visiting and wishing to make contact with members, please phone one of the above office bearers.

Sender:- PNMEC
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Palmerston North

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This Months Featured Model



March MEETING.

Because there was no March meeting there is of course no report. However I have a photo of one of our members doing something quite unrelated to model engineering. He was much younger when the photo was taken. Can you identify him?



The April Meeting will be held in the Hearing Association rooms in Church Street, Palmerston North, on the 28th April at 7.30pm .

This will be the **Annual General Meeting** and after the official part of the evening is over the members who went to Brisbane over Easter for the 49th Australian Model Engineering Convention will provide entertainment.

AGM 28 April 2005
All Invited

COMING EVENTS

OFF THE RAILS - TV DOCUMENTARY

This is a 12 part documentary on TV1 that started at 7pm on April 10th. It will be of interest to steam and diesel enthusiasts and part 6 will show model locos working on the Manu Ariki Marae railway near Taumaranui. Another part will feature the 750mm gauge train set designed and built by Ikon Engineering to transport service and inspection personnel along the 10 kilometre long Vector power supply tunnel, 60 metres below Auckland City.

Mid Week Run at Marriner Reserve Railway:

26th April between 10.00 am and 2 pm
24th May between 10.00 am and 2 pm.
Please contact Doug Chambers beforehand.

Track running at Marriner Reserve Railway:

1st May 1 - 4 pm
15th May 1 -- 4 pm

OPEN WEEKENDS

Rotorua

April 23 - 24 - 25

Thames Small Gauge Railway

May 21 - 22

Manakau Live Steamers

June 4 - 5 - 6

Hawkes Bay Model Engineers

July 2 - 3

The closing date for the next issue of The Generator is Friday 13 May

Rumely Oil Pull

By Doug Chambers

Rumely Oil Pulls were built from 1910 to 1931. The engines were different to those of the competition in that they had two cylinders and ran on kerosene.

They had a water atomizing carburettor which prevented the cylinder temperature from getting too high and causing pre-ignition.

They built three basic machines, the 12/20, 16/30 and the 30/60.

I have only been able to find some of the specifications for the 16/30 model.

Engine capacity; 654 cubic inches or 10.3 litres.

Transmission ; 2 speed.

Weight ; 9,506 lbs or 4321 kgs.

Engine speed ; 520 revs per minute.

The crankshaft throws were set at 180 degrees to smooth out the power delivery as much as possible.

An unusual feature was that the engine was not cooled by water. A large cooling tower was used to cool the oil that was used as a cooling agent.

Advance Rumely also made threshing machines and the Advance Rumely tractors were very popular for belt work.

A very interesting demonstration took place when Rumely hitched three of its biggest 30/60 Oil Pulls to a specially made 50 furrow plough. The three Oil Pulls then took less than five minutes to work an acre.

The Advance Rumely Company of La Porte, Indiana was taken over by Allis Chalmers.

STIRLING TRACTOR

Bruce Geange

I have always wanted to build a Hot Air Engine. A set of drawings turned up with a tractor driven by a hot air engine which is based on the Rumley Oil Pull Tractor.

The model is built from the drawings provided with many extras added.

Some of these are,

Toolbox with tools to repair the tractor,

Working oil can,

Bottle jack,

Swing drawbar,

Front wheels steering from the drivers Platform,

The flywheel is a cast iron child's wheelbarrow wheel.

The model was constructed over a nine month period with most of it constructed from aluminum. The engine is easy starting and runs well.

Length 400 mm,

Width 190 mm,

Height 210 mm.

My model graces the front page of this months "The Generator"



The Generator

We all knew of Jim Curtis's involvement in model engineering resulting in a 5" gauge 'Kuaka' and the superb NZR Dsa in 7 ¼" gauge. Not so many of us were aware of Jim's other passion, so read on and hear of how it was in his younger days.

Jim wrote this up for a Newspaper shortly before the 2004 Coast to Coast motorcycle run.

JIM CURTIS MOTOR CYCLE ENTHUSIAST

I was born in 1929 in Dannevirke and later attended South Primary School and Dannevirke High School. Then it all started. I dropped out of school in the August holidays 1945 and obtained a job at R.A. Dunbar Cycle and Motorcycle shop in Dannevirke. All for the modest sum of 23 shillings a week, 19 and 6 of which I gave mum, 5 shillings a week for board and washing my overalls. While it was hardly a kick-start to financial success at least I enjoyed the work, and quickly fitted into life as a 'Grease Monkey' to which my overalls gave ample proof.

At that stage there were no new motorcycles so we were maintaining the well-worn pre-war bikes that had not been requisitioned by the armed forces. There were very few spare parts available and many parts had to be made, and to overhaul so many bits that would normally have been discarded and replaced, but with what?

Well we survived with typical Kiwi ingenuity and eventually new bikes and spare parts started to arrive as the World and Britain in particular got back into post-war mode. What a thrill it was to help in unpacking the first 'Brand new' motorcycles from Britain, a BSA and a Triumph indented through the National distributors W. White and Skeats and White in Auckland. I used to sit and drool over these magnificent machines with their chrome and beautiful paint jobs and wonder if I would ever-own one. Well, the next best thing was to try and emulate their glitter in overhauling and reconditioning the second-hand machines as they came in for sale.

It wasn't long before I overcame some reluctance on my parent's part and bought my first motor bike, a 1913 Douglas, 350cc, horizontally opposed twin, two speed, no clutch, belt drive for which I paid from my carefully assembled savings, the sum of 8 pounds. What a thrill, my own bike, and with petrol still rationed and at two shillings a gallon I could not even entertain the thought of taking up smoking like so many of my friends did and several to their ultimate regret. I have remained a non-smoker ever since, I got

more fun out of my motorcycle than they did by smoking, is their a lesson to be learnt here?

As the years passed I got involved in all facets of the business including being an active and participating member of our Ruahine Motor Cycle Club, who held regular Club Events which included Hill Climbs, Quarter Mile Grass Track, Road Trials, Miniature TT, Acceleration Tests and Flying Quarter Miles. (Coast to Coast events hadn't been thought of then or we would have been into that too). We had a good liaison with the Manawatu Orion Motorcycle Club and the Napier and Hastings one. We would regularly patronise each other's events, and names such as Ernie Pink, Doug Collison, Tink West, Reg McKinnie, Bob Barnes, Brian Nash, Maurie Dunn, Nelson Boag, Bill and Merv Double, Johnnie Raupi and Eric Pinker are but a few that spring to mind. We had just so much to do as teenagers preparing our bikes and attending events and 'after functions' that we didn't have time to get into bother.

Here is a typical Saturday in our busy schedule. After repairing our regular 'road bike' after the previous weeks activities, would call around and pick up the 'Girl Friend' and off to say Palmerston North where a 'Quarter Mile Grasstrack Event' was being held on some kind farmer's property. The course was marked out with sticks driven into the ground and others indicating 'The Pits' and also the 'Spectator Area'. A hive of activity in 'The Pits' as budding 'Aces' turned the 'Road Machines' into 'Racers', no special machines trailered in for the event in those days. The removal of headlights, mufflers and any other surplus bits that weren't strictly necessary, or maybe prone to damage, because don't forget that we had to ride this same machine home again after the event.

After a thrilling days racing and inevitably the odd spill, nothing too serious, at least they walked away from them, the prize giving of Certificates and Cups, maybe the odd 'Five Bob' prize money, and its all on to reassemble the bikes and off down town to 'Spiros' or 'Melody Lane' for a sit down 'Fish Chips and Eggs' or the cheaper 'Lambs Fry, Bacon and Chips' at two shillings and threepence.

Its getting on for seven o'clock and time to go to the 'Speedway' with all its noise, speed, thrills and Oh! The smell of Castrol 'R', beats 'eau-de-cologne' any day!!!! Speedway over and being growing lads and gals the worms are biting again, so down to the Square to 'The Pie Cart' for a 'Pea -Pie and Pud' before heading home in the darkness, and sometimes rain, on well used machines with none too reliable lighting equipment. Through the Manawatu Gorge,

moonlight nights were most welcome, but those pitch black nights made for some interesting trips. We were young and a little thing like failing lights didn't faze us too much.

Over the years I had many different motor bikes, some in need of restoration, others just a tidy up. Eventually in 1948 I purchased a new Triumph 500cc 'Speed Twin' followed by another in 1949 this being the 'Nacelle and Sprung Hub' model. As seems to happen in this life of ours, the right 'Little Lady' appeared on the scene, Wedding Bells, then the patter of little feet, and something has to go. Job opportunities lead to better things and ultimately a managerial position meant my time was at such a premium that bikes were well and truly on the 'Back Burner' for a number of years.

All too soon we find ourselves in the 'Twilight years', the family's grown up and gone, the 'Little Lady' is still with me and we have passed the 'Golden Anniversary' mark and I am allowed to 'Reinvent The Wheel'. I purchased a very tidy Honda 125cc, my first 'Jappo' after 21 British bikes, and 'Boy' did it feel good to get back in the saddle, not very fast but a good place to re-start. Well you don't have to be a 'Rocket Scientist' to figure what happened next. While waiting for a WOF, that fatal browse through the showroom ended up with me owning a Honda 400cc GB TT. Ah !! that's a bit better, a bit more grunt and at last a bike on which I could participate in the 'Woodville Lions Club Annual Coast to Coast' from Himitangi to Herbertville, joining the Christmas Parade at Woodville in December 1997. Well if 500 throbbing motors doesn't give you an adrenalin rush, nothing will. What a sight, what a sound and what a great lot of Guys, (and Gals), and we're off and (for me) the

ride of a lifetime. I thought I might have a bit of trouble keeping up, but no everyone was most considerate of an 'oldie' on a 'littlie' Loved it. Back for more in 1998 and 99 on the Honda 400cc. That blasted Showroom !! (well I suppose that is what they are for) On display was a brand new demonstrator Kawasaki W650cc vertical twin that looked just like the Triumphs of old. I didn't really need a test run to convince me but I took one anyway. I ordered one in 'Blue and Silver' for delivery in the New Year. At last the 'Big Day' arrived in February 2000 and I took delivery of bike No 25, third brand new bike and third 'Jappo'. So from then on I have participated in the 'Coast to Coast' with something with a bit more grunt, not the fastest thing on wheels but easy to handle and enough power to keep out of trouble.

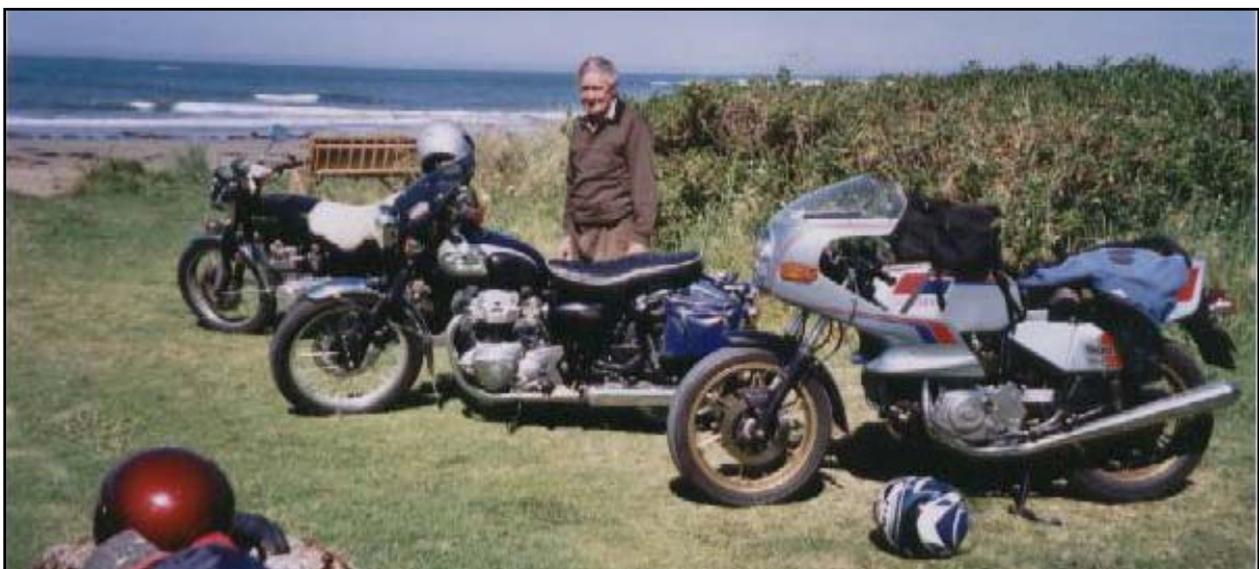
The first Kawasaki was traded in on a new one of the same model. Number 26.

Sadly Jim passed away on the 27 March 2005 .

As well as being a true gentleman, Jim was through his years as a motor mechanic able to turn out work to a very high standard. He was not afraid to be innovative, as could be seen in the development of the NZR Dsa that started as a very basic project gradually evolving into a very detailed miniature. The development of the hydraulic drive unit proved the value of this type of drive and the mechanical layout under the bonnet was just as carefully finished and painted as the exterior.

The club has lost a fine member and I, a great personal friend.

Our thoughts and sympathy go to Jean, their children, grandchildren and great- grandchildren.



The Generator

EASTER 2005

The PNMEC was well represented at the 49th AALS convention at Pine Valley Railway, Warner, Brisbane, Queensland, Australia.



We were welcomed every morning by a resident Koala camped in a different tree each day.

The club caters for 4 gauges, 7.25" and 5" on the ground level track and 2.5", 3.5" and 5" on a raised oval in the centre of the park.

There are a number of bridges, viaducts, tunnels and trackside buildings. Including two stations.



The track meanders through the trees and loops around the park twice.

The newly completed eight road Round House was a sight to see. Inside the tracks were at a comfortable working height.



Scale freight trains seemed to be the order of the day, with a limited number of locos setup for hauling passengers.

Thanks to the organisers, we had a good time. It was great to get together with model engineers from other clubs.



Further photos of the convention can be seen at http://blod.dyndns.org/home/AALS/page_01.htm