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# The MICROMETER

AUCKLAND SOCIETY OF MODEL ENGINEERS INCORPORATED

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REGISTERED NEW ZEALAND PUBLICATION



**New Zealand's Own Ute**

# President's Report

## May 2021

Welcome to another edition of your newsletter, keeping you up to date with all that is happening with your club, due to the sterling work of the editor, David Black, who is doing a great job of continuing the excellent work done by our previous editor, John Lankow.

With Daylight Saving finished and the days getting shorter and cooler it might be expected that activities at the club would be winding down somewhat. But the crowds on Sundays are very good and the Autumn leaf fall is keeping our team busy on Saturdays- please come along if you can spare a bit of time to help out.

The workshop nights on the 2nd Tuesday of the month, run by Pete Woodford and Greg Burrows, are proving popular, so don't let the darkening evenings put you off, and don't forget to bring your achievements and failures along for the Bits and Pieces table on club nights. This month we had an interesting presentation by Karl Medley (<https://nz.linkedin.com/in/karl-medley-7b631428>) on the history and current state of Haas Machine Tools, including a bit on their huge interest in motorsport, and in particular, F1. We are always keen to have more members share their interests and knowledge, so if you think you feel you might be able to contribute something around 30mins please contact the committee as there are various tools available with which to assist you, and we would be pleased to help. We would like to get some items pencilled in for a few months ahead so that the membership can be advised with plenty of advanced notice via the newsletter.

In finishing I would like to send our best wishes on behalf of you all to Peter Tomkies and Andy Shirley and their families as they cope with serious medical issues affecting two of our stalwart members and we hope to see you back at the club soon.

Cheers,

Mike Moore.

*Mike's annual report for 2020 is available on the ASME website at <http://asme.org.nz/wp-content/uploads/2020/12/2020-Presidents-Report.pdf>.*

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### **MAY CALENDAR**

**Tuesday May 4th, 7.30 pm** - General Meeting

Speaker :

**Tuesday May 11th 7.30 pm** - Workshop Night, ASME clubrooms

**Tuesday May 18th, 7.30 pm** - Committee meeting, ASME clubrooms



# Train Roster

## ASME

## DUTY ROSTER

Date	Electric Driver	Electric Driver	Steam Driver	Train Controller	Station / Guard	Station / Guard
2-May-21	A Shirley	P Woodford	Voluntary	<u>S Meikle</u>	R Souter*	D Beecher
9-May-21	I Ashley	A Bailey	Voluntary	<u>T Robinson</u>	A Stratton*	R Copeland
16-May-21	G Beazley	M Granger	Voluntary	<u>G Anderson</u>	P Tomkies*	R Shearer
23-May-21	M Hollis	D Housley	Voluntary	<u>D Russell</u>	D Wilson*	A van Zon
30-May-21	J Lankow	M Moore	Voluntary	<u>G Wills</u>	M Vickers*	J Anderson
6-Jun-21	R Reichardt	I Ashley	Voluntary	<u>B Aickin</u>	R Crook*	D Beecher
13-Jun-21	P Woodford	M Plant	Voluntary	<u>P Dowdeswell</u>	R Shearer*	L Brown
20-Jun-21	A Bailey	G Beazley	Voluntary	<u>T Lawrence</u>	M Vickers*	R Copeland
27-Jun-21	M Granger	M Hollis	Voluntary	<u>S Meikle</u>	M Luxton*	B Matchett

NB Auckland is still at Covid Level 1 - So need to abide by those rules.

**Bold and Underlined** Name = **Train Controller**, i.e. the person in overall control of all operations for the day

**Bold with Asterisked\*** Name = **Stationmaster**, i.e. the person responsible for activities in the station area and for the day's takings.

### Please Note:

If for some reason you are unable to attend on your rostered date, you are respectfully reminded that it is **your** responsibility to find a replacement member to fill the gap – please don't let the rest of the team for the day be left short-handed. **Note: the Train Controllers for both affected days must be informed of the swap in advance. It is the responsibility of the person who initiated the swap to do this.** Also advise Bob Aickin who is keeping track of the number of duties each of us perform during the year.

The details of the swap should be noted in the Run Book.

Also, please ensure the member you arrange a swap with is one who is rostered to undertake the same role to ensure we always have members with the appropriate training and experience on the day.

# Club Notices

## **Help Wanted**

Greville has been busy converting A&G Price 5" gauge trolleys to run on our 7-1/4" gauge track and has now finished the second one. But there are still 2 more to do, and he would like some assistance with these.

is quite involved, but Greville has produced all the parts required in the form of a kit, along with a comprehensive set of instructions, to make the job as easy as possible. If any member can help with this work, please contact Greville.

## **Missing Magazines**

**Please do see if you can provide a copy – only then we can get the full volumes bound.**

Model Engineer – Vol 216 No 4529, 4530; Vol 218 4562; Vol 222 4609; Vol 224 No 4636.

Model Engineer Workshop – No 240 April 2016

## **Missing Patterns**

The committee has been trying to track down the patterns for the Beejax loco. Beejax were actually designed by ASME member Geth Creagh - originally owned by him but subsequently passed to the late Alan Emerson.

**They have been found in the ASME basement—contact Mike Banks!**

Ben has contacted the club. He has a David Auld model traction steam engine that was given to him by his Grandfather in the late 1980s, it needs what I believe to be a few minor repairs and a new paint job. Ben is hoping that a club member could possibly put him on the right track to getting this done. He has tried a few model stores but have had no luck. Ben stays locally in the Panmure area. Any thoughts, please contact Mike. As with all such enquiries we would welcome Ben along to a meeting to ask his question in person.

President Mike has had a call from Jeremy Booth regarding the loco his grandfather built as an ASME member some years ago when Jeremy was a child. He is keen to track down its whereabouts and to see it running, if that is possible. He now finds he has similar interests to his grandfather and would be interested in joining the club. Mike has invited him to attend the next meeting but is hoping to be able to give him some info before then.

Let me know how if you can help, cheers, Mike.

## Telecoms and Information Technology

Spark have advised ASME that copper telephone connections are no longer supported in our area. The clubrooms are connected to an old wire pair dating back to Post Office days. Chorus have been very helpful and agreed to provide an underground fibre connection at no charge. Arrangements are in hand to connect the clubrooms to the internet with a voice over internet telephone line. This means that the clubrooms will have wifi but may involve updating our alarm to work over the internet. This project is being managed by David Black, Timothy Robinson, Greville Wills and Bruce Lawson. Expect more news next month.

## The Micrometer

We are short of copy and photographs for the Micrometer, please consider writing and submitting any photographs to [editor@asme.org.nz](mailto:editor@asme.org.nz). This month, the editor who is a writer for the Waiuku newspaper "The Breeze", is reproducing a recent article

## Zoom Committee Meetings

Following a successful trial-by necessity during the lockdown the committee has now held 2 meetings using Zoom. This is a useful facility which will be used in the future although will not altogether replace face-to face meetings.

Manu Ariku Railway (MAR) is on the Manu Ariki Maori Reservation (marae), situated about 10kms north of Taumarunui on the old Ongarue back road. (a MEANZ member railway) is an approximately 3.5kms railway designed to replicate the Raurimu Spiral and is a great 7.25g miniature railway. Built at the request of the marae elder Mr Phillips in the 1990s, it has been largely inactive since his death (about 2012) as a result of arguments between the family and other beneficiaries (defined as "The beneficiaries of Manu Ariki are "all people of New Zealand, in particular the Māori people" and those people who have an affiliation with MANU ARIKI MARAE."). Naturally anyone with an interest in the railway is a beneficiary.

While the MAR is only a small part of the marae's activities, the MAR Club (of which Dave Giles is Chairman) is extremely keen to see the current inactive situation remedied and the Maori Court has finally decided that this can be best achieved by a change of Trustees (with the intention of those appointed getting the considerable assets up and working again for the benefit of all Beneficiaries).

So if you would like to support getting the Railway up and running again, you are invited to contact Dave Giles at [ikon@xtra.co.nz](mailto:ikon@xtra.co.nz) in the next few days. Please consider helping, the railway is wonderful and Dave is a very good friend of ASME

A short (6min) video of MAR features can be seen on YouTube at:

<https://www.youtube.com/watch?v=z9O6BdG9tI8>

## April Bits and Pieces, with Dave Housley



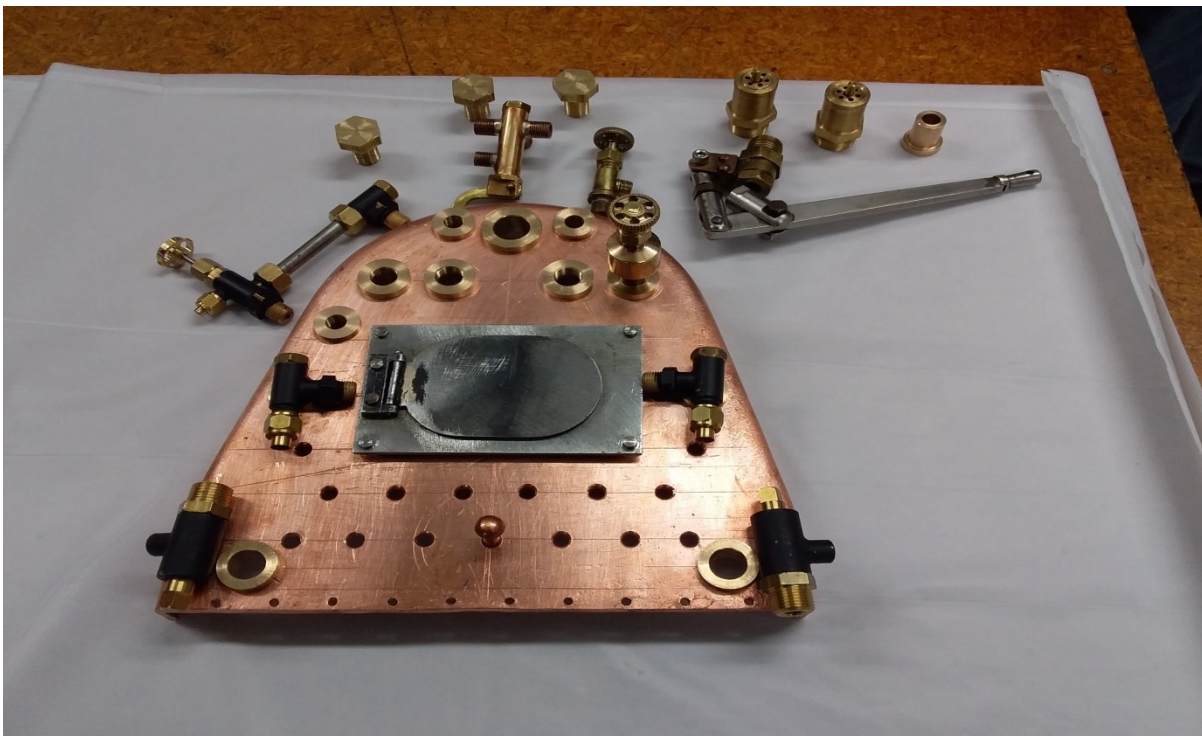
Oil cooler pipes with swaged centres brought about by putting the copper tubes in a split forming die then filled with rubber, pressurised thus forming the hexagon shape. The tubes used to be fitted to Tommahawk planes brought in by Mike Moore.

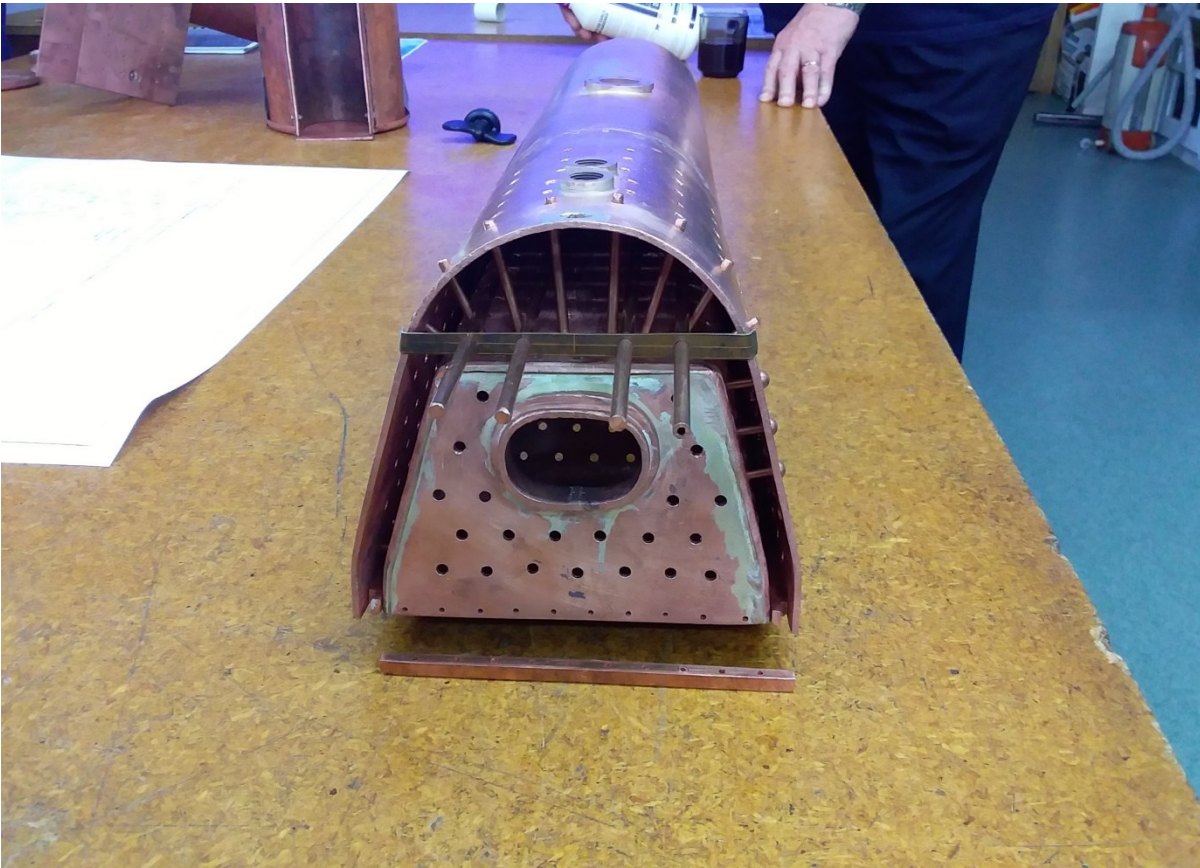


Various shapes of forming for different positions in the oil cooler

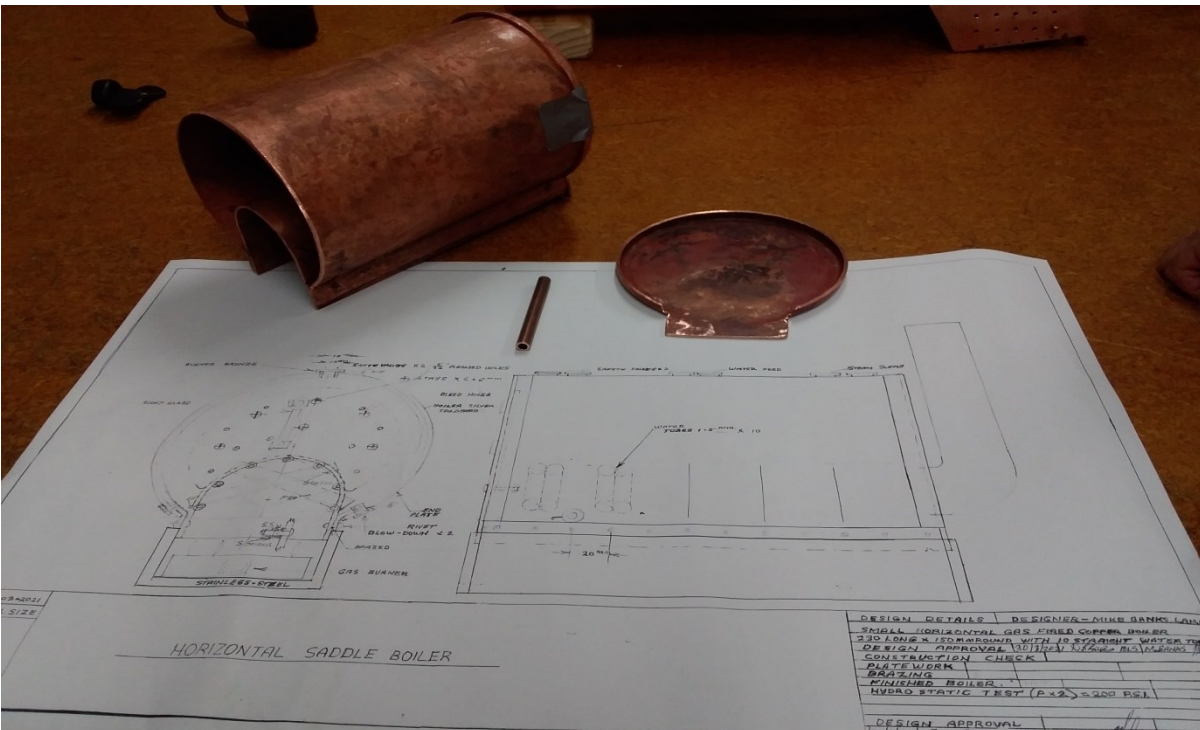


What are they bits brought in by Mike Banks . The top two are left part of a parker rifle sight ,right according to Michael Cryns is a lapping guide. Mid right a pair of filing guides for a watch makers lathe. Mid left and bottom centre anybodies guess. Bottom is a miniature pressure gauge





Bruce Cooper presented his boiler and backhead (for his loco previously known as "Green Maggot") to his usual fine standard



Mike Banks showed his own design of a saddle boiler he is going to use to raise steam for testing purposes





The Rosebud grate being built by Greville for his new Beejax



Dave Housley has taken over a project of a beejax and is just sorting out specs and regs

## New Zealand's own ute – The Trekka

David Black, (First published in "The Breeze" , Waiuku, April 2021)

It came as quite a surprise to many of us, when, last year our government announced that the replacement for our hitherto Australian built NZ Police cars, would come from the Czech manufacturer Skoda. However, there is a much earlier connection between the New Zealand automotive industry and Skoda. In the late 1940s there was a big demand in New Zealand for small utility vehicles and panel vans. The Turner brothers, notable for their car auctions, Arthur, Noel and Roy, had held the New Zealand agency for British manufacture Jowett. In 1945 Turners adapted their car auction house, in a rented Auckland City Council building in Greys Avenue, into a vertical assembly plant for the little Bradford vans and trucks that they were able to import in "semi-knocked-down" form from Jowett. The parts arrived in crates, they mated the chassis and the motors on the ground floor and then, using a goods lift carried them upstairs for the next stages of assembly until the upholstery was completed on the top floor.

Jowett of England failed in 1953, and the Turner's search for a new source of vehicles included Volkswagen Beetles assembled initially in an old bus depot in Otahuhu. What followed was a long and sometimes unhappy story without any good replacements for the little Bradford. Rolling forward to 1961, Noel Turner's Motor Industries Ltd was assembling Skoda vehicles for the then local agents, Motor Lines. Eventually a merger resulted in the formation of Motor Holdings Ltd with a plan to build a substantially New Zealand vehicle to fill the persisting need for a light pickup and utility vehicle. The platform which was chosen, for reasons of politics as much as anything, was the Czechoslovakian Skoda Octavia. A New Zealand made steel body, manufactured by Mt Roskill lawnmower maker HJ Ryan Ltd was fitted. The use of the original Skoda wheels caused a problem as New Zealand had never made 15-inch mud grip tyres, local manufacture being a politically essential part of the operation. Reidrubber of Penrose came to the rescue and made the first ever New Zealand made tyre die and mould. A limited slip differential was designed in Auckland and manufactured by Mayo Engineering in Papatoetoe - at the time, an innovative move which greatly improved off road performance. The Trekka was marketed, and production commenced in earnest in 1967 with a retail price of 899 Pounds. As a commercial vehicle, personal overseas funds were not required to buy the Trekka – the vehicles were readily available and they were sold to a wide variety of users including the New Zealand Forest service, and the military who took several to Vietnam. When production ceased in 1973, some 2,500 had been built. The last Trekka to be registered was in 1974.

The Trekka had something of a short revival of fame when a restored example was displayed as New Zealand's contribution to the Venice biennial art exposition-the biggest art event in the world - in 2003.

*References: The Trekka Dynasty by Todd Niall (Thoroughly recommended)*

<http://www.trekka.co.nz/>

