THE CLAIMS DEFINING THE INVENTION ARE AS FOLLOWS:

1. An architectural structure, comprising:

a frame having a rear end, a front end and a pair of side walls connecting the front end and the rear end; and

a plurality of louvres extending substantially between the side walls, at least one end of the louvres being mounted to a gearbox member for controlling angular orientation of the louvre, each said gearbox member is mounted upon a track extending substantially along a length of at least one side wall and at least one of the gearbox members is mounted to a belt driven by a drive pulley for facilitating longitudinal movement of said at least one gearbox member along said track and rotational movement of said at least one gearbox member about a longitudinal axis of the track, said track being substantially circular in cross-section and each said gearbox member is mounted to the track via at least two opposing V-wheels which engage the track;

wherein, each said gearbox member is attached to an adjacent gearbox member via a connector, whereby a length of the connector extending between the adjacent gearbox members is constant such that when the louvres are in an extended position, spacing between the louvres is maintained at a predetermined distance.

2. An architectural structure according to claim 1, wherein the connector is a belt and the pitch of the belt extending between the adjacent gearboxes is controlled to maintain the spacing between louvres when in the extended position at a predetermined distance.

3. An architectural structure according to claim 1, wherein said at least two opposing V-wheels comprise three V-wheels with two said V-wheels of said three V-wheels being laterally disposed to engage with an upper surface of the track and one said V-wheel of said three V-wheels engaging with a lower surface of the track.

4. An architectural structure according to claim 1, wherein each of the louvres are mounted at one end to the gearbox member that is controllable to vary the angular orientation of the louvre, and each of the louvres are mounted to an opposing end of an idler gearbox that supports the louvre and facilitates angular movement of the louvre under action of the gearbox member.