

## Chairman's Thoughts

I would like to thank everyone who has helped with the two groups of children from Chernobyl who visited the track over the past month, this is a very worthwhile event we carry out each year.

The Committee has been re-elected for another year and I would like to welcome all the new members on to the Committee. Mike Mortimer has decided to retire as our Treasurer and I would like to thank him for all his help and hard work with keeping all our figures and accounts up to date in the past years.

Our two-day Funlec was well attended by competitors and members alike. Those who ran on the Friday were very fortunate with the weather, but on Saturday morning the weather turned dreadful with heavy rain for the first and second runs. By the time I was due to compete it had started to ease a little and I did, however, manage to get six laps in, but had trouble keeping a good head of steam during my run. After our lunch break the weather did clear up with a dry afternoon for the remaining competitors and I had the pleasure of presenting the winner, David Finn with his trophy at the end.

The Society is now the proud owner of a brand new lawn mower, complete with a Honda engine. Well, it's not so much a lawn mower as such, but a heavy duty grass cutter. This was paid for by a bequest from the late David Boote's estate that we received some time back. We have also purchased a mobile phone to be kept at the track for emergency outgoing calls only and for anyone wanting to contact the Society, especially other clubs or visitors who may be visiting the track. The new number will be published shortly.



Don't forget that this month's meeting, on 17th August, is not at the Muscliffe Centre but is a Fish & Chip Supper at the Littledown Miniature Railway. It will be fish & chips only, no variations, on a prepaid order basis, further details are enclosed with this *Newsletter*.

The next Committee Meeting will be held at The Littledown Centre at 7.30 pm on Wednesday 28<sup>th</sup> September 2011.

**David Martin**

## Editors Ramblings

**A**s I write this we are halfway through the first of our two-day Introduction to model Engineering courses for juniors. A full report will have to wait for next month's *Newsletter*, but it looks as if they are going to be successful.

The new mower looks to be a very potent beast, but I was a bit dissatisfied when I discovered that the engine wasn't painted red! Somehow I had it in my mind that Honda engines were always painted red!

I enjoyed my run at Funlec, even though I only managed three laps. That was, however, two and a half more than the pundits had predicted and, as it turned out, wasn't the least number of laps completed. One competitor didn't even complete one lap! The honour of burning the least amount of coal went to my *Marie-E*.

Fish & Chips at littledown. If you want to eat Fish & Chips at our August Meeting at The Littledown Miniature Railway then you must complete the form and return it, with your payment of £3.60 (Cheques payable to B&DSME, please), to me by Friday 12th August at the very latest. The Fish & Chips will be coming from Herbies at Strouden Park and David and Irene have sampled some and declared it to be good.

**Dick Ganderton**

## Junior Events

I would like members to know that Dick, John, Gordon, Mike and David have put a lot of work into the Junior Events and have done a super job. The five boys on the first of the two courses have, so far, had a lovely time and their wagons look really good. They loved driving the electric locos and are looking forward to the steamers on the second day.

Thanks as well to Irene and Margaret who helped me with the boys' lunches and administered a bit of TLC when needed.

**Peggy Ganderton**

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## Merlin's Musings

The ladies have really worked wonders on the garden inside the bottom loop of the 16mm Narrow Gauge Garden Railway, as well as the flower border by the station platform. Sheila has even gone to the extent of weeding underneath the fence alongside the footpath as she reckoned that it would be easier to maintain. John (*he's not a lady - Ed.*) spent some time trimming the hedge behind the Engine Shed. I offered to lift him up so that he could trim the top, but he declined.

**Question:** When tapping threads and the tap breaks, why does it always break off flush with the top of the hole being tapped? Answers for the next Newsletter, please.

I only had one answer to my question, posed last month, about clocks going tick-tock. John Hancock came up with this explanation:

'This can be explained by Einstein's Theory of Relativity or Hanky's Theory of Tokity-tik, which is most evident when an engine, blowing its whistle, passes, changing its perceived pitch from high to low. Mechanical clocks have an escapement wheel that sounds virtually the same every time it moves, but the pendulum or balance wheel moves in an opposite direction at each tick, causing the sound waves to be modified and take a different path. At a tick the sound is being accelerated towards you and for tocks delayed. Of course, I could be completely wrong - just because an explanation is plausible doesn't mean it's true, you decide.'

I'll need to give it some more thought!

**Merlin Biddelcombe**

### Direction of Running

Sunday	7 <sup>th</sup> August	Clockwise *	Wednesday	10 <sup>th</sup> August	Anticlockwise
Sunday	14 <sup>th</sup> August	Anticlockwise	Wednesday	17 <sup>th</sup> August	Clockwise
Sunday	21 <sup>st</sup> August	Clockwise *	Wednesday	24 <sup>th</sup> August	Anticlockwise
Sunday	28 <sup>th</sup> August	Anticlockwise	Wednesday	31 <sup>st</sup> August	Clockwise
Sunday	4 <sup>th</sup> September	Clockwise *	Wednesday	7 <sup>th</sup> September	Anticlockwise
Sunday	11 <sup>th</sup> September	Anticlockwise	Wednesday	14 <sup>th</sup> September	Clockwise
Sunday	18 <sup>th</sup> September	Clockwise	Wednesday	21 <sup>st</sup> September	Anticlockwise
Sunday	25 <sup>th</sup> September	Anticlockwise	Wednesday	28 <sup>th</sup> September	Clockwise

\* denotes 16mm Garden Railway open - weather permitting.

### B&DSME Diary Dates

4 <sup>th</sup> August 2011	Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm. <i>Gordon Miles. Please let Gordon know if you are attending.</i>
17 <sup>th</sup> August 2011	Monthly Meeting; 7.30 pm. Littledown Miniature Railway. <i>Fish &amp; Chip Supper. <b>Please complete the form and return it, with your cheque, to Dick before Friday 12th August. No money, no fish &amp; chips!</b></i>
7 <sup>th</sup> September 2011	Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm. <i>Venue to be decided.</i>
20 <sup>th</sup> July 2011	Monthly Meeting; 7.30 pm. Muscliffe Community Centre. <i>Details to follow.</i>

### Luscombe Valley Happenings

[www.luscombevalleysteam.com](http://www.luscombevalleysteam.com)

Autumn Run	September 10 <sup>th</sup> & 11 <sup>th</sup>
Humbug Day	December 24 <sup>th</sup>

### Newsletter By E-mail

If you want to receive your copy of the Society's monthly Newsletter as a .pdf file, in full colour, you **must** let Dick know, by e-mail, sent from the computer you want to receive it on.

Typeset by Dick Ganderton in Gill Sans using Adobe InDesign CS2 v4 on an Apple Macintosh Dual 2.5GHz PowerPC G5 running Mac OS X v10.5.8 Leopard.

## More Chernobyl Children Visit Littledown

**A** second group of Chernobyl Children visited the Littledown Miniature Railway and had an enjoyable visit riding on the trains and consuming ice cream and jelly! **A big thank you to Ankers & Rawlings Developments Ltd. of Longham for sponsoring the Chernobyl Children at the Littledown Miniature Railway.**



Photographs by Mick Baker



### For Sale

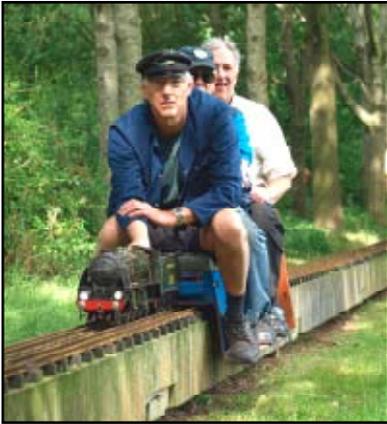
**Clark CTS10C 10inch Table Saw, 1500W 230V motor, 10inch TCT blade, 75 mm depth of cut.  
Little used. £35**

**Gordon Miles**

## FUNLEC 2011

**F**UNLEC, a friendly efficiency competition for steam locomotives first run at Kings Park in the 1980s was revived this year on Friday and Saturday 15<sup>th</sup> and 16<sup>th</sup> August. There were twelve entries, only a dozen were prepared for the ignominy of failure, so six ran each day, three before lunch and three after.

First off on Friday morning was Dave Finn with his 3½" Southern S15 loco. He chose a load of himself and two passengers on one car, a reasonable weight for a small engine and he completed seven laps non-stop in just over 28 minutes. He declined a push start and ran steadily throughout with no steam escaping from the safety valves. With an efficiency figure of 3539 this would prove an insurmountable target.



The next run was that of Bill Nelmes with his 3½" *Jubilee*. He again chose driver plus two, but the driver and passengers were somewhat more slender. This was another very smooth run of eight laps with the safety valves lifting frequently returning a score of 2608.

Richard Knott came next with his 5" Southern *Schools 4-4-0* tender loco. and he again selected a load of driver plus two, slightly lighter than the first run and, it would seem, very light for such a powerful engine. The train lapped fairly consistently, the loco was slipping as it passed the station at the end of the tenth lap. Eleven laps were completed in thirty minutes with an efficiency of 1287. A very competent run.

First on after the lunch break was Mike Clay with his *Sweet Pea*, again with three people on. His first lap was fairly swift but he stopped on both the second and third laps through lack of steam. In all six laps were completed with an efficiency of 1170. A good run.

Next was Dick Ganderton with his Don Young design *Marie E* in 5" gauge. Dick broke with precedent and decided that he alone, plus one saddlebag, would be a sufficient load. He completed three laps, the first two at a reasonable speed, the third noticeably slower and he came to a stand in the station, low on water. After a long stop he started again and then gave up after a few yards. His efficiency figure was 755.

To round off the first day Bob Devereux brought his 7¼" 0-4-2 tank *Dart*. With a load of six adults on two cars he completed eleven laps at a constant speed in fine style, returning a figure of 3267. The load was less than twice that pulled by Dave Finn's loco yet Bob burned more than three times as much coal, would a heavier load have improved *Dart's* final figure?

So ended the first day of the competition, a day of bright, warm sunshine, what surprises would Saturday have in store?

Saturday dawned grey, overcast and very wet but the trains must run to time and, at 10am sharp, Barry Linger set off with the Society's *Maid of Kent* hauling three trolleys loaded with saddlebags filled with bricks, it being deemed too wet for passengers. Eight laps were completed at a reasonable pace, the seventh being noticeably slower than the rest, to return a figure of 1673.

Next came your reporter with his 0-6-0 saddle tank *Achilles*, again with three trolleys with saddle bags. After two acceptable laps the steam pressure fell away and long stops meant that only five laps were achieved to return an abysmal figure of 846.

David Martin chose to pull two loaded trolleys with his *Polly* 0-4-0. He completed six laps in the pouring rain with a figure of 1005.

The lunch break saw a change in the weather and George Wheatley started the afternoon with his *Sweet Pea* and again two loaded trolleys. He made a clean start but retired on the first lap, the loco was not making steam.

The *Maid of Kent* had a second run with Martin Cuff at the controls. With a load of three passengers plus the driver on two cars he ran fairly quickly for seven laps but halted for a short time on the eighth. Ten laps were completed to give a figure of 2466.

Last on was Nick Feast with his 3½" gauge Southern Q1 0-6-0 with driver and two passengers on one car. He made a good speed for the first five laps but stopped on the far curve on lap six and retired.

So ended a good couple of days and the Chairman presented the Funlec Cup to Dave Finn, a worthy winner, Dick Ganderton got a wooden spoon and George Wheatley a tool kit to mend his engine.

With so many variables it is impossible to make any analysis of the results but one thing was striking, the very light loads hauled by the larger engines, most drivers were probably inhibited by the rule that disqualified competitors who found their chosen load too heavy and who would have liked to drop some passengers. Perhaps if the competition is run in the future this could be overcome by allowing the load to be lightened at any time and the finishing weight rather than the starting weight be used as the multiplier.

**Mick Baker**

**More Funlec pictures in next month's Newsletter.**

