

MAIDSTONE MODEL ENGINEERING SOCIETY

Summer 2025



www.maidstonemes.co.uk

President - Martin Parham

Maidstone Model Engineering Society

Summer 2025 Newsletter

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Your Committee

The committee exists to serve the club, to look out for the clubs interests and to make decisions on behalf of the club and its members.

Each committee member has volunteered and been elected by the membership at the AGM.

We are your committee, if you would like a point raised, either write/email to Tom, or talk to one of us and we can raise an issue on your behalf.

Chairman - Sue Parham
Vice Chairman - John Hawkins
Secretary - Lisa Chilver
Treasurer - Edgar Playfoot
Press Officer - Luke Bridges
Social Secretary - Amy Bridges
Chris Hawkins
Jack Ruler
Greg Emmerson
Mike Chilver
Martin Parham - President

Cover photo: Daniel's going the wrong way! - A reverse run with their Polly V

Luke's Spot

As I write this I'm about to embark on Kent's International Jamboree held just up the road at Detling showground with 7000 participants, which is why this issue is a bit delayed. It's sure to be an amazing event giving Scouts and Explorers fun, experiences and opportunities not available in many other places, all together, all of similar mindset and there to have fun for a whole week in (hopefully) the sun!

On an IMLEC front, I finished 12th out of 28 entries with our Polly 6, which I consider a great result. Many retired or didn't finish at all! On my second lap a grub screw went missing forcing the engine to fall into as far forward gear as possible and removing the use of the reverser from me. Good job I didn't stall and need to set back, I'd have had to retire.....

Trojan is being fettled ready to get tested again, and Polly's axle pump continues to find leaks and issues, fix one, find another - that kind of chasing.

It is reassuring that after Polly is now just as capable as Trojan, and that the extra weight and work done has proved worthwhile and comparable. Trojan taking the advantage in smaller wheels and adhesive weight. A fuller write up in due course once she's settled in.

So what is next....

Who knows, maybe Dave's Maid of Kent, maybe Invicta, maybe 45mm Mamod, maybe a stationary engine or Jack's BI or Northumbrian at last, who knows - too many to choose.

And finally - a plea from me - we are in the process of rebuilding the club trolley bogies with new axles, wheels and bearing, renewing springs and checking the brake pad clearances. On top of that we will look into repainting chassis, cleaning and redoing legs and foot boards and couplings. Plenty to do, please see a myself, Amy or Jack about if you can help anywhere - it's been a while since any of them had any real time and care spent on them, and we use them probably more than any other trollies or locos, and they have long earned their keep and continue to do so.



Join our members page at facebook.com/groups/Maidstonemes
And like our public page at facebook.com/maidstonemes

At the park

General Works - Maurice Knott & Mike Chilver

The water leak has been fixed by Southern Water!! And we are now back to 6bar pressure. New welding equipment has been sourced and in the workshop. The files have been put on the wall and tool cabinet.

Public Running - Greg Emmerson & Lisa Chilver

As usual, we have difficulties filling the duties list.

Safety - John Hawkins

A few minor issues during the scout visit, eyewash and a couple of minor burns, bee sting and banged head on an open window - but nothing serious - was a successful day.

Permanent Way - Greg Emmerson & Mike Chilver

Work has been identified to resecure or replace some sleepers, new rail replacing and general works around the track. These will be noted and carried out over winter.

Signal repairs are still ongoing.

Fuel & Club Locos - Chris Hawkins & John Hawkins

Enterprise - Available for use - Tom has addressed a few issues that arose.

Dorris - Available for use

Frenchie - Available for use

Gertie - Clutch needs replacing, may look into an electric rebuild.

Coal has been delivered to Tom and will be brought down as needed.

Rolling Stock - Amy & Luke Bridges

The first bogie has been rebuilt and is present under trolley 4 for running in and assessment, before moving onto others.

Household and Catering - Sue Parham & Pat Riddles

All going well, costs continue to be covered.

A big thankyou to Rita for preparing the RMMES visit buffet lunch and helping with club nights.

Loco Running List

PLEASE REMEMBER - It is every loco driver/ owners duty to ensure they are on the running list, which is either on the cupboard door behind the main club house doors, or on the window sill (inside or out) to the steaming bays.

This is for ALL running, not just Sundays and not just for public running.

ALL locos on the track at anytime should be on a list.

If no list is available, or not todays date, ask a committee member who can show you where new lists are.

Bill Bennett and his Race Cars

Brian Harris

Quite early on as a new member I became acquainted with Bill. I had just pumped up the water to fill the water tank, and turned to Jack Payne to ask what else was needed to be done, when a very large saloon car drew up. “you could go and help Bill unload”. So off I went and had an introduction to model race cars. Bill Bennett it transpired had joined the RFC/RAF near the end of WWI and then, after, became a test pilot for Fairey Aviation. After bending (His word) a few aircraft, and himself a number of times he joined ICI in an engineering capacity, eventually becoming a Director in the company. In a later visit to his home he showed me his workshop and the prototype Weedol weed killer “dribble bar” he had thought up and made.

Anyway, I helped unload his car. Two plastic carbouys of different coloured liquid along with a number of other smaller containers of various liquids and an hydrometer without a float. I helped with a folding table upon which was attached one of those hand wound grinding wheels. However instead of a grinding wheel, it had a rubber wheel attached. Two 4 wheeled race cars (as I later came to know them) were then placed on the table. He was currently focusing on 10CC spark ignition, but the other car was a 5CC compression ignition (detonation engine). A pole was placed in the centre hole of the ring of concrete enclosed by a double Chain link fence; the inner one about 2foot six and the outer 3feet tall. I had been told off by the park keeper for riding my bike round it several years before!

The fuel tank of the larger car was filled using the hydrometer and I was asked to turn the handle of the “grinder” as fast as possible. After pumping the water my arm started to ache but I kept going, and

then he pressed the rear wheel of the car to the rubber. A couple of pops and bangs later the car engine started and then was turned off (after which I was lip reading). A wire (aircraft flying wire; 60 tons load) was attached to the car and the rotating arm at the base of the centre pole. Bill then proceeded to push the car using a stick with a U shaped end located over the rear axle.

About a quarter of the way round the second lap the engine fired and Bill adroitly stepped over the inner fence to the space between, picked a stop watch from his pocket, and started it as the car passed in line with the pole. 4 laps later he lent over the fence and with a heavy cloth hit the fuel stop wire lever. The Car stopped about a lap and an half later. He un hooked it and brought it back to the bench, saying 152mph; but it is a bit cool today.

The construction. A cast aluminium chassis containing a fuel tank, a 10cc spark ignition two stroke with a magneto, connected to a gearbox driving the rear axle. He explained the aluminium castings for the car and engine were made at Rolls Royce through a friend from his Fairey Aviation days. The engine would run at about 20,000 RPM and produce 1.5 HP, and was a development of pre war speed boat engines. He used 4mm spark plugs with a set of adjustable points and a magneto, with an 80%/20% nitromethane and castor oil fuel. The tyres were home made in moulds using the kitchen oven to vulcanise them.

The last time I visited his Hatheral road home he was experimenting with top L shaped rings but was trying to get two more head bolts in as the cylinder head had blown off on test at high speed. Also was expecting a quantity of a new American oil that any excess, unlike castor oil, would burn and add to power. I dread to think what would have happened if a tuned exhaust were tried!

Emergency Notification Test

7th September 3pm

As this is a Sunday running day, please be aware that this may startle and affect running.

This will affect smartphones that are turned on, regardless of network.

SMOKING

A request was made to prohibit smoking within the club site, in addition to, the normal ban inside buildings.

This was felt to be unfeasible in a public area like the park, especially since engines emit their own smoke.

HOWEVER

anyone wishing to smoke or vape, should consider those around them, the environment they are in and the presence of liquid or gaseous fuel.

Club Nights and Members Run Reports

Rita Williams

ROMNEY MARSH VISIT - June 2025

Order of 23 Fish & Chips – ordered by Lisa and collected by Chris & Rita

Excellent turn out with members enjoying the lovely weather and running of their engines.

11 Engines from RMMES:

- 5" Simplex – Rob Friend
- 5" Atlantic – Stewart Christensen
- 3 ½ Maisie – Brian Judd
- 5" Baltic – Andy Jones
- 5" Penny E2B – Ray Pantry
- 5" Class 2 -Andy Nash
- 5" Sweet Pea – Paul Sutton
- 5" Class 2 – Richard Linkins
- 5" 0-6-2 ST – Adrian Parker
- 5" Ajax – Adrian Parker
- 5" Springbok – Paul Norrington

Engine from MMES;

- 3 ½" Princess Marina – Harry Godding

Everyone thoroughly enjoyed the day with tea, coffee and cake with Fish & Chips in the evening.

Third Friday Afternoon & Evening Run - July 2025

Chilli evening, a big thank you to Sue Parham & Pat Riddles for purchasing and cooking jacket potatoes with chilli and cheese.

11 MMES members engines:

Terrier – Richard Fauvel-Howard



5" Alice – Graham Ashby

J94 Austerity – Graham Ashby

15xx Speedy – Graham Ashby

Class 20 – Steven Baxter



Class 37 – Steven Baxter

Class 25 – Chris Williams

Princess Marina -Harry Godding

GWR 28xx 2.8.0 – Martin Parham

Maisie 4-4-2 - Tyler Palmer

Simplex 0-6-0 – Graeme Monk



Another great get together, with members we hadn't seen for some time which was great to catch up. Run from 3.00pm to Midnight, with members enjoying running in the dark. It was a great evening with everyone running their engine and the chilli was excellent.

Many more members joined for the late run, Graham & Leia, Tyler & girlfriend, Harry Godding, Chris Williams, Chris Aird, Richard & wife with daughter Charlie & friend.

Friday Afternoon & Evening Members Run - August 2025

An excellent running afternoon and evening, with pizza and salad bought and prepared by Sue Parham and Pat Riddles. Thank you so much from everyone, a great evening getting together had by all.

So many members turned up Charlie & Jean Darley, Richard, Uncle with daughter Charlie, Chris & Rita Williams, Graham Ashby, Les Whitehead & grandson Archie, Paul & Diane Sutton, Lisa & Mike Chilver, Andy Nash, David Follows, Sue & Martin Parham, Pat Riddles, Richard, Jules & Percy Howard, Alan & Linda Howard, Andrew Hulse, Tyler Palmer, Maurice Knott, David & Daniel Follows, Harry Godding, Greg & Marie. Apologies if I have forgotten anyone.

8 Engines from MMES

0-6-0 15x

Chris Williams



Narrow Gauge Diesel Lisa Chilver

060 1501
Class 20
A3 462

Graham Ashby
Mike Chilver
Les Whitehead



Sweetpea

Paul Sutton



Spitfire

Andy Nash



Polly

David Follows



Paul Francis Baxter

4th January 1945 to 10th July 2025

Rita Williams



Born on the 4th January 1945 in London just after WWII, times were hard as food was rationed. He was an only child and attended a Boarding School. He was deaf impaired from the time he was born but soon managed to read lips. Both him and his partner adored and loved their children. He would take his sons to the pictures regularly although he could not hear.

He had three hobbies, joined a radio-controlled model aircraft flying club and would take his sons along when they were older and had motorbikes to collect the planes if they crashed. Joined the Cygnets in Mote Park with his radio-controlled boats. Finally, he joined MMES running his electric engine.

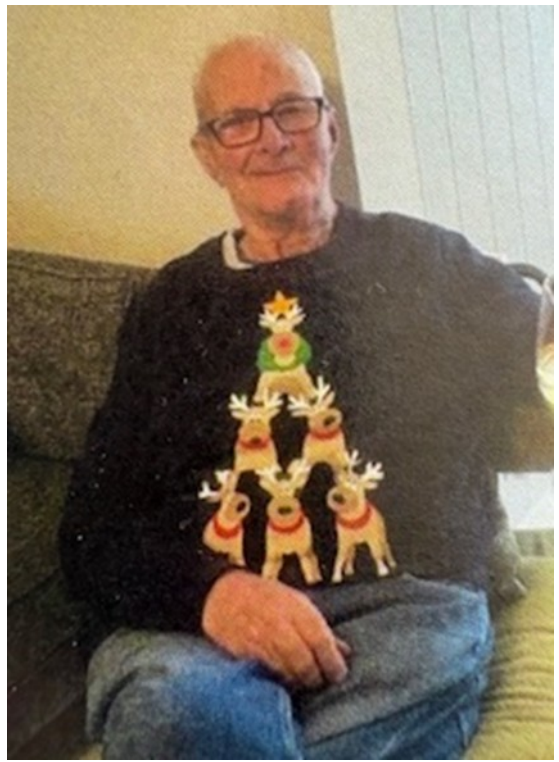
He built a railway track around his garden which went through his workshop, giving rides to the children and the rest of his family.

He was employed as a motor mechanic at Hazelden all his working

life, he also repaired cars for family and friends in the evenings.

He met his partner Pat, joining their families. Pat was a seamstress and working for the Royal Family, once making a sling for the then Prince Charles when he injured his arm. He and Pat adored their grandchildren from when they were born, creating a special room for them to play in, even making a cardboard engine they could shunt around.

He loved his football and followed the Chelsea team.



After losing his beloved Pat, he deteriorated and become ill. After he passed away, his devoted dog Rex also died.

The funeral service was as he would have wished, conducted by Sue Cox. The Motor Racing Music theme played whilst we watched a video of his life. This included him having rides at Mote Park, on MMES engines, driven by Andrew and Edgar. The poem The Little Black Hen written by A.A. Milne was read, which had a great sentimental meaning to the Baxter family. The song 'Love Is All Around' by Wet Wet Wet was then played, chosen by Paul himself before he passed. The last music was 'Blue Day' by Suggs in collaboration with the Chelsea Football Team.

HOW DO YOU SUPPORT THE CLUB?

We all joined MMES for different reasons, to play trains, to learn engineering, to learn model engineering, for social reasons, for friends, for fun and a chat and a laugh.

*Whatever the reason, the club is there for it all.
How can you be there for the club?*

We all have something different we can give back to the club.

And not just by public running on a Sunday afternoon.

*Without all variety of support, painting, cleaning, tea making, money taking, traffic controller, maintenance, trolley work, committee or even this newsletter, the club fb pages and website, we **COULD NOT** be the great and successful club that we are.*

WE NEED YOU. THE CLUB NEEDS YOU. YOU NEED YOU.

How do you support MMES?

BOILER TESTING

Boiler testers

Martin Parham – 07802 366777

Tom Parham – 07754 281280

Edgar Playfoot – 07598 783540

Bernie White – 01634 841899

Witnesses

Luke Bridges – 07445 030434 - luke.bridges@gmail.com

Christopher Hawkins – 07463 504013

John Hawkins – 07578 969229

Chris Williams – 07710 716381

NOTE - Boiler testers and witnesses take this on voluntarily and for the benefit of the club and its members. Please arrange beforehand and DO NOT rely on just turning up and hoping they are available.

REMEMBER - Either two testers, or a tester and witness from the above lists are required.



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BURSTING WITH PERSONALITY

MMES Club Clothing now available to order online!



Check out the whole
collection at:

www.titchdesigns.co.uk

Need to know more? Ask us your questions at:

info@titchdesigns.co.uk

TITCH DESIGNS

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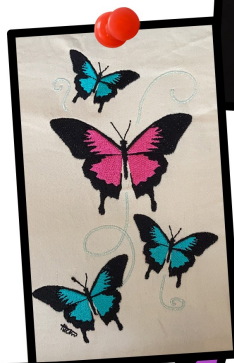
EMAIL: info@titchdesigns.co.uk

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WHAT WE OFFER:

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- o Bespoke Clothing & Embroidery
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- o Alterations and Repairs
- o A whole range of Clothing, Homeware, Accessories, Birth Announcement Gifts & Teddies!



We can supply it all.
Bring us your own clothing
to be embroidered or pick from
a wide range of items we provide.

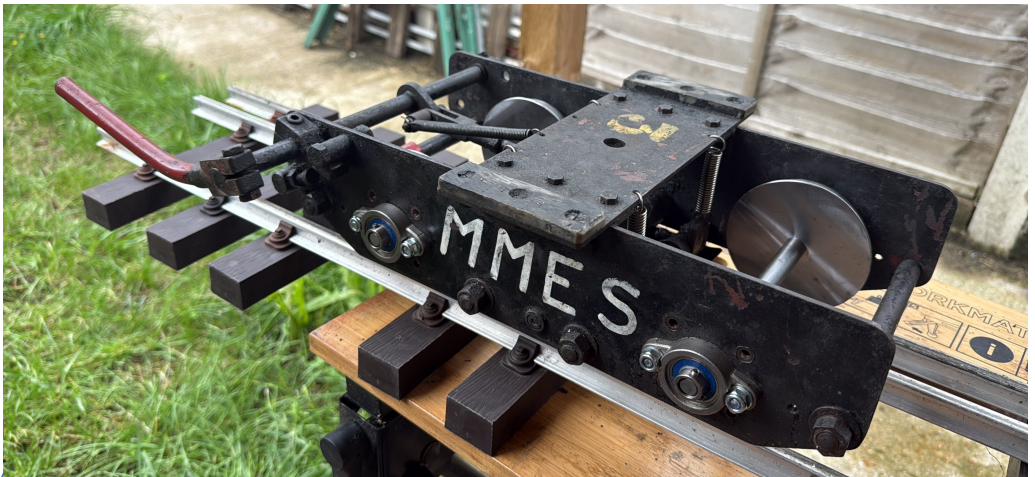
MMES DIARY DATES 2025

Rail 200 day at Sheppey	30th August
Federation Rally at Rugby	6th September
Trains Return to Ramsgate Harbour	7th September
Romney Marsh MES Invitation Day	13th September
LittleLEC at Tiverton	13th - 14th September
Llanelli Model Engineers Autumn Rally	28th - 29th September
Midlands Model Engineering Exhibition	16th - 19th October
Last public running day of the year	26th October
Boxing Day Run	26th December

2026

Midlands Garden Rail Show	28th February - 1st March
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Don't forget there is almost always someone at the club on Wednesday's and Sunday's even out of the running season, testing, having a play or doing maintenance work around the track and club site - or even just there for a cup of tea and a chat!



The first of the rebuild club trolley bogies complete and ready to test