



THE JANUARY MEETING

The first Tuesday of the new year will provide the opportunity to hold our traditional Film/Video Show. A programme of new material has been assembled by Geoff, G7KLV for our entertainment (which by special request does not include any cartoons!) The films to be shown are:-

The P&O "ORIANA" - Behind the scenes.

COLONEL CROMPTON - Pioneer and Prophet.

ISLE OF MAN STEAM HORSE AND ELECTRIC RAILWAYS.

The meeting opens at 7.30pm and we hope the weather will improve for members to attend this event.



DATES FOR YOUR DIARY

7 Jan. CLUB MEETING - Annual Video/Film Show.

2 Feb. SOUTH ESSEX ARS RADIO RALLY - Canvey Island.

4 Feb. CLUB MEETING - Amateur Aerials, Tony, G4YTG

16 Feb. RSGB VHF CONVENTION - Sandown, Esher.

22 Feb. RAINHAM RADIO RALLY - Rainham Girls School.

DF NEWS - Dick, G3WHR

The Snowman event will take place on Sunday 2nd February. The area for hunting will be covered by OS map 155, Bury St. Edmunds and the start will be at Greenstreet Green, map reference TM039499. Please note the early start time at 12.50pm.

This event will incorporate a novice competition. At the end of the hunt, competitors have been invited to a bring-a bite tea at Pat and Mike Hawkins home in Gt. Cornard.

COMMITTEE MEETING

The next Committee meeting will be held at 7.30pm on Wednesday 15th January, in Telford Lodge, you are welcome to join us.

CLUB HISTORY

During the preparation of the club meeting "An Evening of Reminiscences" last July it became apparent that no one could remember when our meeting moved from the room above Smiths Radio Shop, 184 Moulsham Street to the new venue at the Marconi College?

Now, due to some research by Arthur, G3KPJ, the records have been improved. Arthur was browsing through some old R.S.G.B. Bulletins in the 1943 - 1952 era and was delighted to find in the Forthcoming Events columns, a number of entries for District 14 (Eastern) relating to Chelmsford meetings. The first mention of the Marconi College was in the February 1952 edition. Well done Arthur!

LETTER TO THE EDITOR

Dear Roy,

I write to you as suggested, in your capacity as the N/L Editor!

Thank-you for another excellent N/L this month. We were asked for our comments regarding the annual "Junk Sale". I believe that the performance of this evening has been steadily diluted over the last couple of years, mainly because of the monthly sale at club meetings. It could also be the effect of the Black Box syndrome as Geoff suggested. However, it is my firm belief that the two sales cannot survive together. One has to go, which one? I suggest the monthly table at the back of the room. Signed. Gwyn, G4FKH.

Apart from some discussion in committee, this is the only opinion we have received regarding the Annual Junk Sale. To continue the debate we would appreciate more comment from members. Ed.

LAST MONTHS MEETING

The Crompton Story

At last month's meeting we had a fascinating lecture from John Jay on the life of R E B Crompton, one of that small band of gifted 19th Century entrepreneurs who made Chelmsford a modern industrial town.

But Crompton was not just an industrialist: he was a soldier (who was present at the Crimean, Boer and First World Wars and lived to see the start of the Second World War), an inventor, innovator and an electrical engineer who had an important influence on establishing electrical standards.

R E B Crompton was born in Yorkshire in 1845 of "well to do" parents: his father was a landowner who could trace his lineage back to the Norman Conquest: he also commanded the Yorkshire Militia (something like our present day Territorials). When the Crimean War broke out the Militia was mobilised and dispatched to Gibraltar, to release the garrison troops for service in the Crimea, and the whole Crompton household went with them to Gibraltar. To make the journey the young Crompton, aged 10, had to be temporarily enlisted in the Navy. However he didn't stop in Gibraltar but went on to the Crimea to visit his elder brother on active service in the Army

Back in England after the war, he went to Harrow School and in the holidays built a steam engine road vehicle complete with drive through a differential gear: a remarkable feat for his age. On leaving Harrow he joined the Army and at the age of 19 was posted to India as a 2nd Lieutenant. However he soon had the steam road vehicle he had built shipped out to India and in the course of time managed to persuade the Indian Government to buy four for use as "road trains". So back to England he came to supervise their manufacture by Ransomes at Ipswich, followed by trials on the roads from Ipswich to Edinburgh. Before returning to India he also got married.

In 1875 he left the Army and started his industrial career. He first bought a share in GHP Dennis, an engineering firm in Chelmsford, but in 1878 he founded his own firm, Crompton Electrical Engineering with works in Anchor St. The main products were electric lighting, electric generators and motors but before long he was taking on contracts for complete systems. For example he provided the lighting for the first house to be entirely lit by electricity, won a gold medal at the Paris Exhibition, lit three royal houses and the Law Courts, built power stations in Vienna, London and Chelmsford as well as cranes and the Southend Pier Railway (which carried 400,000 people in its first weekend of operation!). Clearly he had developed a very important business and in 1896 he moved the business to the well remembered larger premises in Writtle Road.

With the outbreak of the Boer War in 1899 the Army again required his services: he formed an electrical engineering unit and in

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The Crompton Story - continued from page 1.

1900 went out to South Africa as Colonel Crompton.

But war service did not seem to affect his marketing abilities as he soon returned to the UK to build steam engines for use in the War. Crompton's also built locomotives for the London Underground.

Col. Crompton had no formal engineering education. But his brilliance and abilities were clearly recognised as he was twice appointed President of The Institution of Electrical Engineers. He also saw the importance of establishing international standards and in 1904 he was one of a small high-powered UK delegation to a conference in St Louis which led to the formation of today's International Electrotechnical Commission (IEC).

Col. Crompton left Crompton & Co. in 1912. But that was not the end of his career for, with the start of the First World War in 1914, he was called back to work on the development of tanks for the Army and in 1915 he went to the "Front" at the age of 70. It was also not the end of his association with Crompton & Co because when Frank Parkinson took over the Company in 1927, he brought back Col. Crompton as a director. He died in 1941 aged 96.

John Jay (himself a former Crompton Parkinson man) has made a major study of Crompton and the Company which he founded. His lecture which was illustrated with a large number of contemporary slides was superb and brought to life a brilliant man who not only had a significant influence on the development of Chelmsford but on electrical engineering as a whole. Thank you John!

Geoff Cockerill G2AMQ (also a Yorkshireman!)

NEW LIBRARY BOOK

Our member in Rietenau, Peter DK7SP has donated a very useful book to our library. The limited edition, written by Gerd Janzen DF6SJ and published by DARC is entitled "RF Measurements with an Active Standing Wave Ratio Meter".

Although not actually saying so, this book relates directly to the MFJHF/VHF SWR Analyzer which is available for the use of CARS members. The book is very easy reading and describes in great detail the many applications to which the MFJ-259 can be connected.

On behalf of all members, thank you Peter.

CHRISTMAS SOCIAL - Ela, G6HKM

Luck was on our side with the weather, a nice dry clear evening so there were no problems for the drivers. We had our largest gathering for many years, 45 tickets were sold and I am pleased to say that everybody was able to attend.

There was a bumper raffle with 11 prizes, our thanks to members who kindly donated 4 of the prizes, two of whom were not able to attend the event.

Lastly our thanks to the Staff at Telford Lodge who looked after us so well.

HEARD ON THE AIR - Brian, G3CVI

After the usual exchange of callsigns two well known ladies had this QSO:-

"Hullo Meg, how ya doin'?"

"Oh alright Bonny, a bit cheesed off with Frank"

"Why is that Meg?"

"He won't fit up my new feeder, Bonny. The only feeder in the garden is made of stiff wire to support my tits"

Answer from Meg: "Gulp"

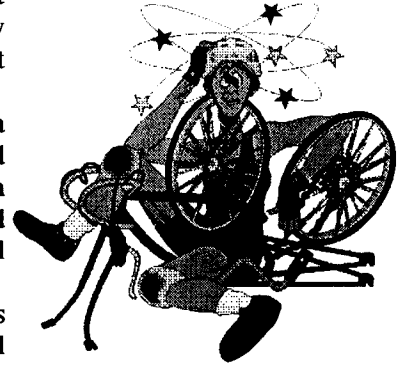
MEMBERS NEWS

I am sure that you will be sorry to learn that Eric, G8ADX became involved in an argument between his bicycle and an icy road, while out exercising last Sunday.

The accident resulted in a broken hip joint and subsequently Eric had an operation which combined surgery and some stainless steel self tapping screws.

A "get well soon" card has been sent to Eric on behalf of all CARS members.

P.S. Roy and Ela visited Eric in Broomfield Hospital on Tuesday and found him to be cheerful. All being well he should be home by the weekend.



EQUIPMENT FUND IDEAS

With many items left over from the Annual Junk Sale. Jan G7UVP and Chris G0IPU have volunteered to run a C.A.R.S. table of items for sale at the forthcoming Canvey Island Rally.

A SERIAL COINCIDENCE - Andrew, G4KQE

An old Pye Westminster is a useful source of bits for your junk box. They contain pots, switches, knobs, transistors, coils, and so on, all useful RF and AF components.

There are many different variations of Westminster, FM, AM, High-band, Low-band, etc, and they all look the same externally, the only way to tell what they are is to examine the Type number on the side.

The more useful models, like a high-band FM radio tend to attract prices around £15 - £20, but AM variants can be found at Rallies for only a pound or so. It was one of these latter types that I bought at the Luton rally last year for £1.00. It was unusual in that it was mid-band transmit and high-band receive. It was complete and in good condition, also I had in mind to use the audio strip for a future project, as well as use other bits as and when.

The Harlow rally came round again this year, and as I have not been able to go for several years (it usually clashes with the DF National Final), I decided to go and have a look, although there was nothing I particularly wanted. What I did see however, were a few Westminsters, in various stages of disassembly, but one looked complete, and having spent a couple of pounds in petrol to get there, £1.50 to get in, the price tag of £1.00 did not seem too onerous, no matter what type the rig was, it would always be useful for spares.

On getting it home, I examined it and found that it was AM with a mid-band transmitter and high-band receiver. I thought that it sounded vaguely familiar, and rooted round the shack to find the Westminster that I bought at Luton last year. I found it, and yes they were similar, identical in fact, and incredibly the serial numbers were consecutive!

I wonder what the chance is of buying two rigs at random in two different years and two different Rallies and get two identical sets with consecutive serial numbers, but I seem to have done it with these Westminsters.

73 from Roy & Ela Martyr,

G3PMX & G6HKM

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Happy New Year

Viel Glück im Neuen Jahr