

IMLEC 2008

THE 40th INTERNATIONAL MODEL LOCOMOTIVE EFFICIENCY COMPETITION



Saturday 5th and
Sunday 6th July 2008

at

Southport Model Engineering Club,
Rotten Row, Southport, Merseyside

£5/day

£8/weekend

**The 40th International Model Locomotive
Efficiency Competition**

for the

MARTIN EVANS CHALLENGE TROPHY

Presentation of prizes

Mr Steve Christian
Sefton Council's Tourism Marketing Manager

Sunday 6th July 2008

at

4.30pm

**Prizes will be awarded for 1st, 2nd and 3rd places
plus an award for the best 3.5" gauge locomotive
and the best previous winner.**

Southport Model Engineering Club

The club was formed in 1978 and has currently over 90 members who range from raw novices to professional engineers. Over the past few years the members have constructed two interlinked 3.5" and 5" gauge elevated railway tracks, the original being 500 feet long and the second, or new track 1,733 feet. It is this track that will be used for the competition runs. The track and club house are situated at the southern end of Victoria Park with access from Rotten Row.



Southport, is a delightful Victorian seaside resort, known as 'The Classic Resort'. Southport is renowned for its gardens, sandy beaches and many golf courses, including Royal Birkdale, where the 2008 Open Golf Championship will be held on 17th to 20th July. Its elegant town centre provides a vast array of shops and a wide selection of restaurants. Lord Street is the main street with many pavement cafes situated under a glass and cast iron Victorian canopy.

The wood used for the station area and the track crossings was supplied by:

R. Ingham Pallets
Unit 33 Victoria Works
Accrington Road
Burnley
Lancashire
BB11 5EF

Telephone - 01282 459662

Fax - 01282 459662

E-mail - sales@r-inghampallets.co.uk

Thanks from all the members at Southport MEC

Welcome from the Chairman of Southport MEC

I would like to extend a hearty welcome to all our visitors and friends for this 2008 IMLEC. Some of you have visited us before and it is good to meet you again. Those who don't know us will find out that we are a friendly bunch and all enjoy our model engineering. We would like you to enjoy your visit as much as we do in having you visit us.

To the competitors I would wish you all the luck you need and we will give you all the help you require to have a successful run. We will apply the rules as fairly as we can and we have an independent judge to arbitrate in the event of dispute. I think our judge will have a very easy time of it so it is a good thing that our catering gang will have plenty of food & drink (I mean of course tea, coffee and soft drinks)

This is our first time in hosting IMLEC and it has been a rapid learning curve from the time we agreed to offer our services, when a club unfortunately had to withdraw. Although it has been rather short notice we have introduced some improvements to the equipment to speed up the operation and hope all will go smoothly.

For the benefit of the competitors we would urge all visitors to cross the track at the crossing points taking great care in doing so and to keep behind the few barriers we have had to erect to protect the run for the competitors.

When we applied for the extension to the track, the Southport Boat Club was looking for a new home, so we modified our proposals to include space for the boat pond as you see it today and were very pleased when Tony Corfield, the Head of Tourism in Southport, took the whole project under his wing and helped us to get started.

Although Tony is unable, to attend due to other commitments, I am pleased to say that his Marketing Manager, Steve Christian has agreed to present the prizes on Sunday so he can see first hand the culmination of all the work and effort put in by their team and the Sefton Special Projects Team. This effort combined with the work done by the members of the club has resulted in making the site as attractive as it is, and to be able to host IMLEC so soon. I would also like to thank the Gauge 1 Society for putting on a show on our new gauge 1/ garden gauge track. Thanks also to the Southport Council who have allowed us to use their area and provided the added atmosphere of a regatta.

Please enjoy the weekend and the Southport area and all we need now is the weather that Southport was famous for in the Victorian era which made it a premiere holiday resort.

Thanks for your support.

Bob Pettifer

Bob Pettifer

Chairman Southport MEC

A NOTE FROM OUR CHIEF JUDGE Alan Crossfield

Born, raised and educated in Bolton, I was one of many school leavers in the early 1960s introduced into an engineering apprenticeship and trained for an industry that would be decimated within ten years. The company responsible for my training was a large and respected supplier of textile machinery who's fortunes declined during the late 60s and early 70s. Other employment followed of course but engineering within the Bolton area was in a depressed state at the time and after two further spells with local employers, I decided on a change of direction. The next ten years were possibly the most enjoyable of my working career they were spent working as a van salesman for a well-known local bakery. The remaining twenty-four years of my working career were spent with British Telecom. This was engineering of a different kind and far removed from that for which I had originally been trained. In fact, had it not been for Model Engineering, my original apprenticeship would have been completely wasted.

I acquired my interest in locomotive building from my father. He was one of those people who could produce respectable models using minimal equipment and with tools that would be considered junk by the standards of today. In the mid-seventies dad's interest in model engineering had declined, whilst my interest was in a state of transition from 4 mm fine-scale loco modelling to that of live steam. My ambition at the time was to build a live steam passenger hauling locomotive. I resurrected dad's interest in the hobby and together we built "Nigel Gresley", a 5" gauge 2-8-0 to the design of Martin Evans. The locomotive was completed in 1981 and is still operational today.

My initial involvement with I.M.L.E.C. was not a very happy or successful one. The occasion was the 1982 event hosted by Leyland Society of Model Engineers. At the time I was a member of Blackburn Society of Model Engineers and was proud to enter "Gresley" as the official club entry. Pride comes before a fall however and this occurred in spectacular fashion on the second lap of run number 13. The combination of high speed and sharp bend resulted in the entire train, myself, observer and passengers being heaped against the perimeter fence. Three years later and the event returned again to the north of England. This time Urmston were the hosts and I was determined to lay the ghost of the 1985 "I.M.L.E.C Meteor". Fortunately, proceedings went in my favour at Urmston and I maintained lead position from around midday on the Saturday till the close of the event on Sunday. As we loaded the car to go home, someone shouted - "see you at Bournemouth next year then?"

Thus began an annual ritual that has taken Anne (my wife) and I to places near and far and to some you wouldn't expect to find in your average holiday brochure. The saying "Doesn't time fly?" is never more aptly used than by a model engineer involved in his latest project. The fact that I have completed four locomotives since 1985 will be evidence to some people, of a misspent adulthood (I'd already misspent my youth playing guitar in a pop band). Now happily retired from full time employment, I still enjoy building the odd locomotive and love driving anything that demands the use of a shovel, especially if a heavy load of passengers is involved. That's one of the things that make I.M.L.E.C. special and I've never missed the opportunity to take part, whenever circumstances have permitted. Out of the last twenty-three I.M.L.E.C. events I have managed to attend twenty-two, either as a competitor, spectator or as part of the organising team. The latter occasions being on behalf of the Leyland Society of Model Engineers (Worden park) where I can be found on most Sundays driving a steam locomotive.

Alan Crossfield



The picture shows Alan, on the left, being presented with the Myford Trophy at the National Model Engineering & Modelling Exhibition at Harrogate. The trophy was awarded (along with the Precision Paints Trophy) for his recently completed G.W.R. Bulldog class 4-4-0.

IMLEC OFFICIALS

Overall judge	Alan Crossfield
Competition control	Bob Pettifer
Observers	Rod Ainsworth
	Dave Gregson
	Brian Horner
	Stuart Rothwell
Results calculations	John Rothwell
Reception	Alan Ridgeway
	Dee Spencer
Dispatcher	Paul Pavier
Axle weighing	Peter Rigby
	Frank Pearson
Truck stewards	Roy Gregson
	Ben Pavier
	Vic Waddilove
Passenger marshall	Maurice Ashton
Steaming bay marshall	John Williams jnr.
Time keepers	Jim Bevan
	Ron Hayes
	Tony Rowland
Infrastructure	Brian Horner
	Alex Gorton
	Barry Eggleston
Entry control, camping	Gwendoline Baguley
Public address	Derrick Baguley
	Bob Pettifer
Catering	Brenda Rothwell
	Thelma Waddilove
Computer Graphics	Andrew Johnson
Still photography	Richard Spencer
	Tim Jenkins
DVD production	Dennis Sephton
	Southport Movie Makers
First aid	British Red Cross

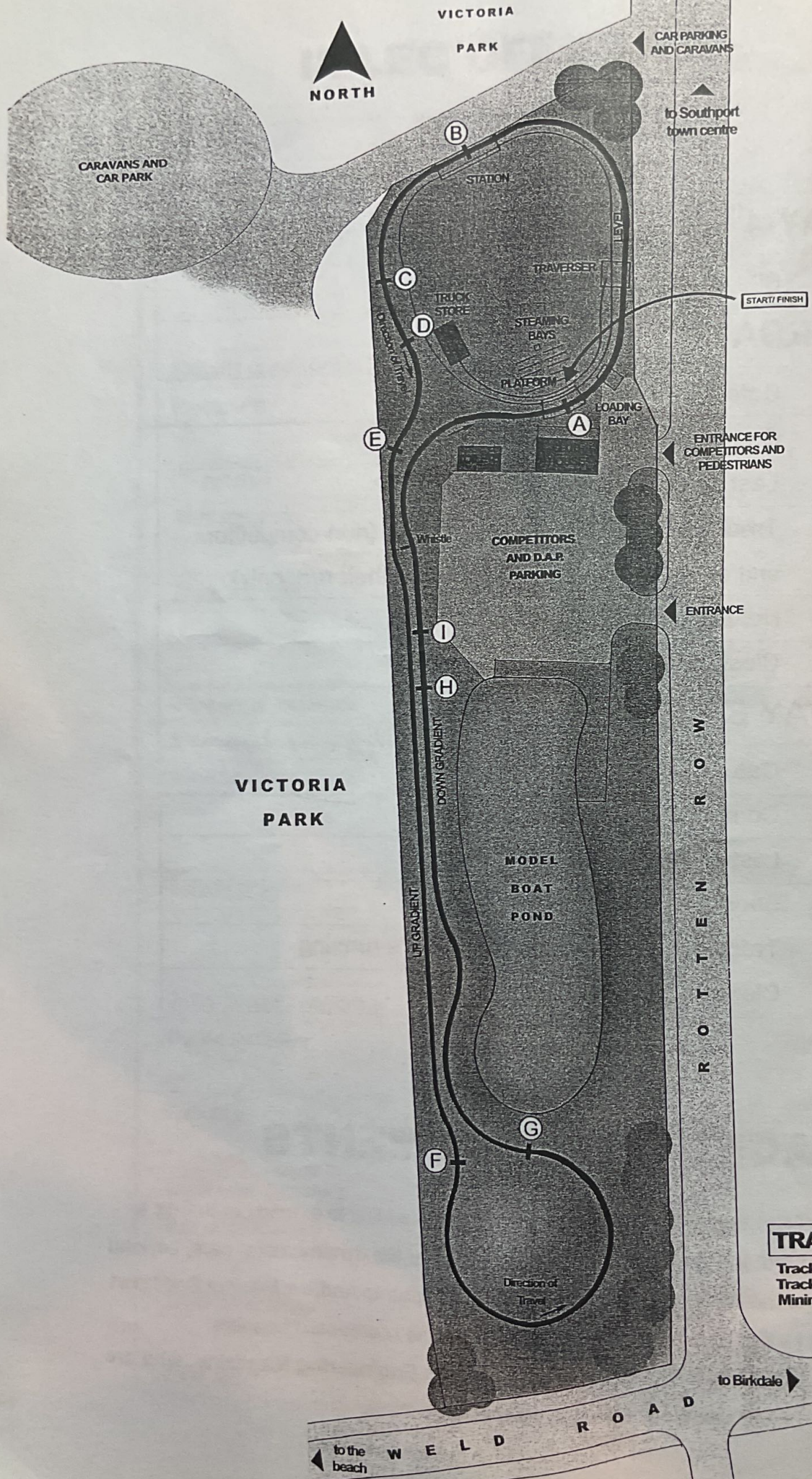
TIMETABLE

FRIDAY 4th July 2008	
11.00	Site opens
SATURDAY 5th July 2008	
07.30	Catering commences
08.00	Competition commences
18.00	Last competition run of the day
19.00	Track available for visitor's running (non-competitors and entrants who have completed their run, only)
19.30	Hot pot supper
22.00	Close
SUNDAY 6th JULY 2008	
07.30	Catering commences
08.00	Competition commences
15.20	Last competition run of the day
16.30	Speeches and prize giving
17.30	Track may be available for visitor's running
22.00	Close

ACKNOWLEDGEMENTS

The members of Southport Model Engineering Club would like to extend our thanks to Birmingham, Guildford and Warrington MES for the loan of the dynamometer cars, Leyland MES for the loan of the back-up trucks. Thanks are also due to Andrew Miller of Southport Labels (andy@superfast.co.uk) for updating the scoreboard headers.

Last, but not least, a special thank you goes to Model Engineering Magazine, who are our sponsors for the competition.



TRACK LAYOUT

Track Gauge 5" and 3.5"
 Track Length 1,733 feet / 568 metres
 Minimum radius 50' (no transitions)

TRACK PROFILE

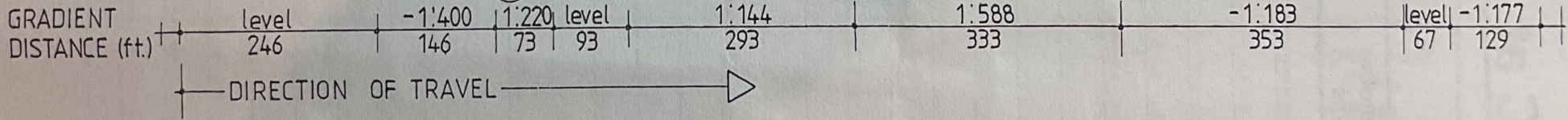
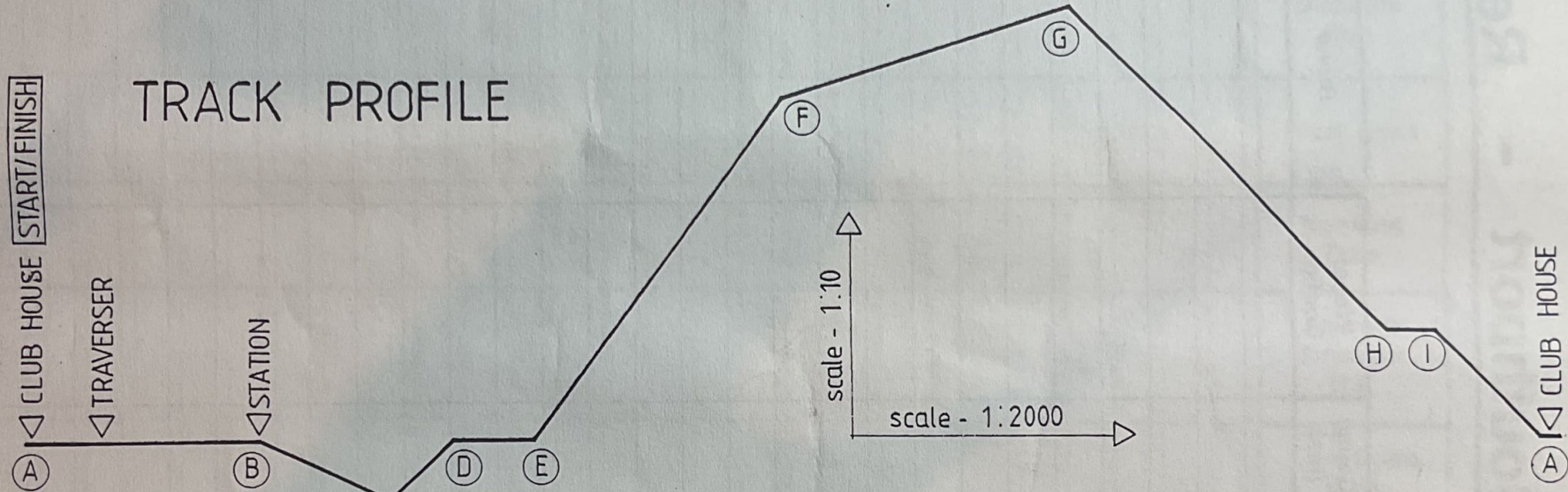
START/FINISH

CLUB HOUSE

TRAVERSER

STATION

CLUB HOUSE



RULES AND ORGANISATION

1. The competition will be open to all 3½" and 5" gauge coal fired steam locomotives
2. The competition will be open to previous IMLEC winners, previous entrants and newcomers on a first come first served basis. Entries will be restricted to ten competitors per day (no previous entry restrictions apply) In addition to this there will be four reserves, depending on the logistics of the event more runs may be made available.
3. The competition will comprise. A "previous winners" competition and the annual "IMLEC" competition to run concurrently. (Drivers of locomotives who have won IMLEC previously go into the previous winners competition)
4. The competition will commence at approximately 8.00 on both Saturday and Sunday. Competitors will be allocated a run number and start time. An instruction pack containing all the relevant information will be given in advance prior to all successful competitors being accepted into the event.
5. Competitors will be allocated their time of run before the day of the event, and must arrive at the track at least one and a half hours before their allocated run time subsequently on arrival report to the steaming bay and traversing staff. Competitors must, at this time present a current boiler certificate and club membership card or if not a member of a club "evidence of adequate public liability insurance" must be made available.
6. One hour before the start of each run the driver will be allocated an observer and will be asked the graded size and amount of coal that is required for the run, together with the number of passenger tickets the driver will require. The coal will of the Welsh steam variety which will be weighed in two pound bags and allocated in the presence of the Driver all excess coal at the end of the run will be returned and debited off the total in the Drivers presence.
7. Any ballast (including water) added externally to the scale outline of the locomotive (or in the case of a freelance model, the likely scale outline) is not acceptable.
8. As much charcoal, wood and paraffin as required will be provided for raising steam. The change to coal will be at the Drivers discretion, **Drivers must have a good coal fire before leaving the steaming bay.** This he/she must do immediately on the conclusion of the previous run.
9. Which ever preference is used Drivers may distribute their passenger tickets or hand them over to the station master. All passengers should be in the IMLEC station at least ten minutes before the run is due to start.
10. In addition to the Dynamometer car six passenger trucks will be made available to all competitors capable of carrying an average of four adults per truck. There will be two Dynamometer cars on site and checked against each other before the event. All competitors will use the same car wherever possible.
11. Should the load prove too much for the locomotive, one or more passengers may be off loaded wherever it is safe to do so, on the instruction of the driver. However if the driver feels that additional passengers will be to his advantage, then any additional passengers who have been allocated tickets before the commencement of the run may be added at any time (but not trucks) , however only with the train stationary in the IMLEC station starting point. **No time allowance will be credited for this action.** Removal of driving trucks during the run is not allowed unless in an emergency then the Driver will be deemed to have been disqualified.

12. To prevent slipping Drivers are asked to ensure that locomotive wheels are free from excessive oil, if a locomotive is fitted with sanding gear it may be used at any time, sand will be available at the start of the run by request, during the event every effort to keep the track free from oil will be carried out as reasonably practically possible by the permanent way staff.

13. The duration of the run will be a nominal 30 minutes with a minimum of 25 minutes. No time allowance will be made for stops except for derailments. A competitor may opt to stop once 25 minutes have been completed but the run must terminate in the station. Any competitor not completing 25 minutes will be deemed to have retired. A line side clock will be provided so the drivers can see the progress of their run. The Driver will be advised when he/she has 10 and 5 minutes remaining A warning will sound when the driver indicates his/her last lap. The total time stoppage other than derailments is 8 minutes cumulatively. If this is exceeded then the driver will be deemed to have retired.

14. Water will be handed to the competitors as required, in suitable containers so they may top-up without stopping. The Observer will carry the Drivers additional coal which will be passed on en-route.

15. The maximum speed allowed is 8 m.p.h. The observer will advise the driver if this speed is approached and warn him/her if the limit is exceeded. Three such warnings may result in disqualification.

16. During the measured run, trains must not be assisted in any way; all work must be performed by the locomotive. The use of hand-pump is not permitted except in the case of an emergency when the locomotive must then be retired. Infringement of any part of this rule will result in disqualification.

17. The run will end in the station. Any competitor stopping short of the station because of lack of steam must raise sufficient steam to bring the train into the station before the run is deemed to be completed.

18. Any re-run awarded will be given under the same conditions as the original i.e. same amount of trucks and passengers.

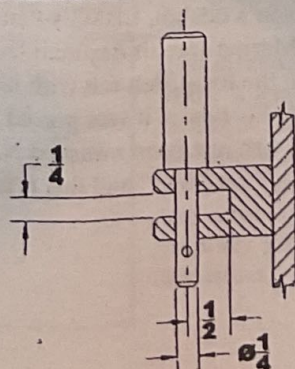
19. On completion of the run the train will be disconnected and time, distance and work done measurements recorded. The locomotive will then run forward ahead of the traversing point to allow the next competing locomotive to be transferred over onto the main line.

20. The results will be calculated by the Society's officials and displayed on the notice board. Each Driver will be handed details of his/her own run.

21. The decision of the Chief Judge is final. Judges will be appointed by the Southport Model Engineering Club.

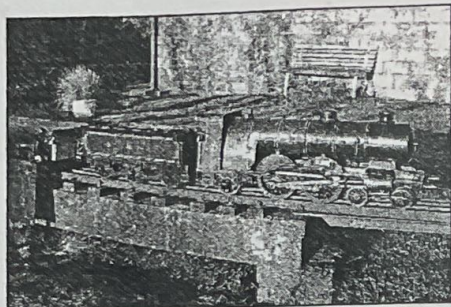
22. The competing locomotives must be equipped with a forked towing coupling that will accept a 1/8 inch thick coupling plate to be attached using a 1/4 inch diameter pin. The plate and pin will be supplied by the host club.

The suggested forked coupling dimensions are shown below.



COMPETITORS

Jack Dibnah - 3.5" G N Atlantic 'Maisie'



Jack is a member of Manx Steam & Model Engineering Club and his model is owned by Mike Casey. The loco is now 53 years old and was built from the Maisie book when Mike was a teenager (he could not afford to buy the drawings). The engine has run for many years giving Mike's children and their pals lots of fun on a home track. Jack Dibnah has dragged the loco out of its resting place and intends to run her at IMLEC. Mike thinks he is "nuts" but has to admit that the loco is going well. Apart from new soft packing on the pistons and the addition of an injector the loco is as built by Mike.

Geoff Crank - 5" gauge Horwich Crab



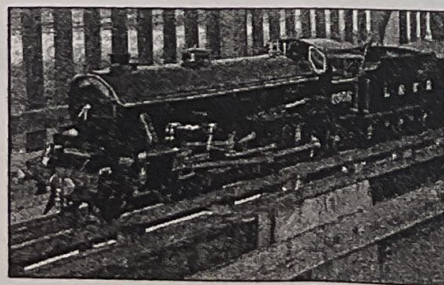
Geoff is a member of the Wigan and District Model Engineering Society. The locomotive was built by Norman Lowe (deceased). Norman worked at Horwich Loco Works all his life as a pattern maker, rising to the apprentice training dept and head instructor, then on to senior manager. Norman was a lifelong member of Wigan MES. Geoff purchased the loco from his widow. Geoff is intending to dedicate his run to Norman's memory. Geoff served his engineering apprenticeship at the Vulcan foundry during the last days of steam; he is a retired design draughtsman.

Andrew Siddall - 5" gauge LNER Springbok



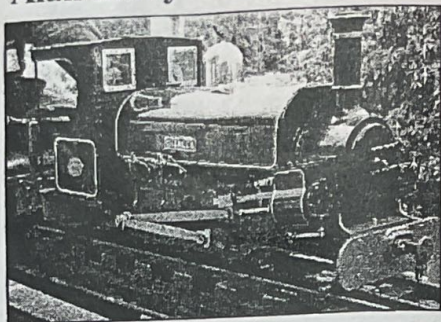
Andrew is a member of the Harlington Locomotive Society. His loco was built to the Martin Evans design by Mr A Baker. Andrew has owned the locomotive for one year and this is his first entry to the competition.

Ben Pavier - 5" gauge LNER B1 "Bongo"



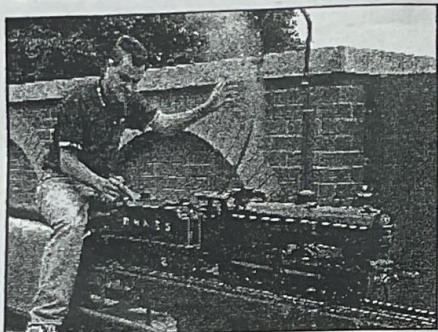
Ben is a member of the host club and the loco is owned by Frank Nixon who built it over a five year period. The loco is to Martin Evan's "Springbok" design, with many of Frank's personal touches to ease driving and maintenance. This engine is Frank's 6th loco, others being a Duchess to the Clarkson's design, LBSC's Pansy, Metre Maid, LBSC's Princess Marina and an Aspinall 'A' Class. Ben Pavier will be driving the loco. Ben ran with his own Maisie in last year's IMLEC where it was placed 2nd in the 3.5" gauge class. Ben has just been awarded NAME's "Young Engineer of the Year 2008" and this is his 3rd entry into the competition.

Alan Bibby - 3.5" gauge Hunslet 'Charles'



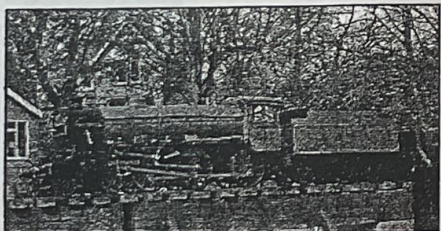
Alan's loco is based upon Jack Bennet's design, but with a longer firebox, integral oil separator and spark arrester, together with various other modifications. Alan is a member of the Leyland Club, Red Rose and 7.25" gauge society. He is the website editor for the Northern Association and has just finished building a 3.5" gauge Lion. Alan is now resting!

David Mills - 5" gauge C2X 'Minx'



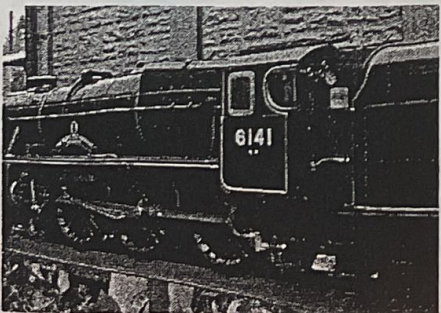
This loco is loosely based on the LSBC C2X design (Minx). David is a member of the Romney Marsh Model Engineering Society and has been the caretaker of this loco since May 2006. Unfortunately the engine is not in good condition, however parts are being replaced and rebuilt along the way.

David Wainwright - 5" gauge LNER B1 'Mayflower'



David is a member of the Brighouse and Halifax Club, the loco built by David is 21 years old this year. It was David's second loco, he is now building number 10! He has entered IMLEC on three previous occasions, his best placings were 4th at Kinver and 4th again at Leyland.

John Hurley - 5" gauge converted Scot 6141 "The North Staffordshire Regiment"



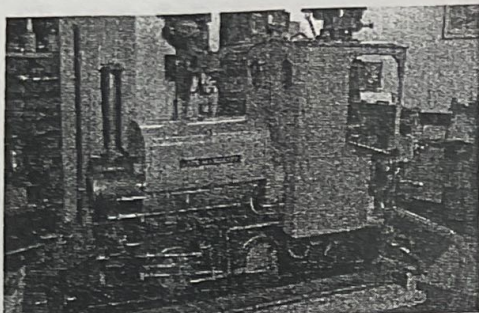
John started work at the age of 15 on British Railways Midland Region as a cleaner at the Wolverhampton Shed. Rising to 'passed cleaner' John had many firing turns on LMS locos. He transferred to the Western Region Stafford Road Shed to become fireman. John fired all Western locos including Castles and Kings. He left BR when diesels appeared on the scene and went into industry. John was a driver on the Severn Valley Railway from 1971 to 1984. He has been a model engineer from the age of 16 and has four locos to his credit. Loco 6141 is 3 years old and came 4th in last year's IMLEC at Llanelli.

David Mayall - 5" gauge GWR 0-6-0 Tank "Speedy"

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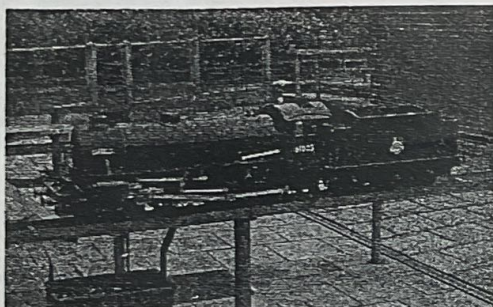
This is the sixth loco that David has built, and it was completed in 2001. It has run in two previous IMLECs - Leeds in 2002 and Bristol in 2003. This is David's 13th entry into the competition. David is a member of the Brcknell Railway Society and started model engineering in 1972, he is heavily involved in the running and maintenance of his club track, including boiler testing. David regularly visits other tracks throughout each year for open days and rallies.

Brian Remnant - 5" gauge Sweet Pea 0-4-2 "Lady Margaret"



A much modified loco from the drawings. Large firebox and grate area (32 square inches); 15/8" dia cylinders with outside Bremme valve gear; no axle or hand pumps, injectors only; working steam brakes; the loco weighs in at 240 lbs. Brian is a member of the Romney Marsh MES and in his spare time he is a volunteer driver on the Kent and East Sussex Railway.

Paul Tomkins - 5" gauge LNER B1 "Gazelle"



A near complete chassis was bought from Paul Wheatcroft of Farnham who was unable to finish the model due to ill health. The loco is built to the Martin Evans design with the addition of radiant superheaters and a brick arch. The tender is aluminium sheet stuck together. The builder took this off his printing machine when he was made redundant! Paul is a member of the Guildford MES and the loco is owned by Dave Tomkins.

Steve Eaton - 5" gauge BR Britannia



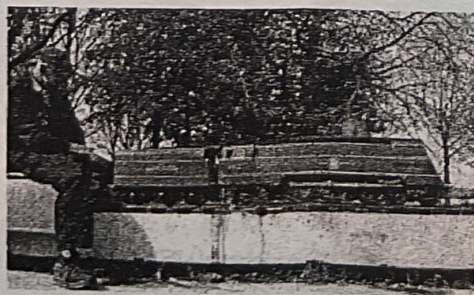
The loco was started by Steve's father in the 1970's and after his death Steve set to and finished it. The loco was completed in 2000, painted black and named "Rough Diamond" as Steve's father had intended. Steve is a member of the Chesterfield Club and has entered IMLEC several times with this engine and won in 2007.

Derek Warrington - 5" gauge Britannia "Firth of Forth"



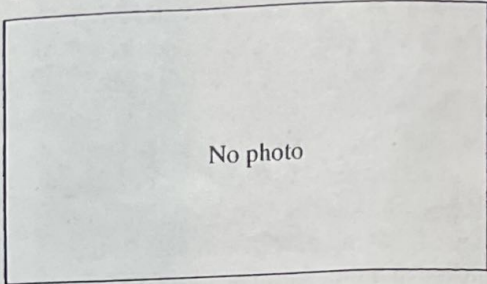
Derek has been a member of Urmston Model Engineers for over 20 years. He is building a 5" Crab to Don Young's drawings. Derek was offered the Britannia, after the builder passed away, as a part built model, thinking that he would finish it. Mr George Meldon stepped in to finish the locomotive and "Firth of Forth" had its first run in Jan 2007 at Urmston.

David Finn - 5" gauge 4-6-2 Merchant Navy Class "Union Castle"



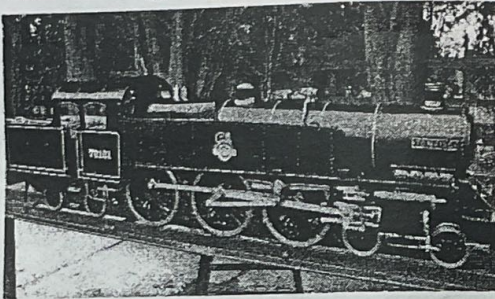
An unmodified Merchant Navy Class 21C2 owned by John Lloyd has a chain driven valve gear, oil bath, steam reverse, and thermic siphons in fire box. Built over a period of 27 years, completed in 2000. Many modifications in last 8 years. David is a member of the Southampton MES.

James Brunning - 5" gauge GWR 0-6-0 "Speedy"



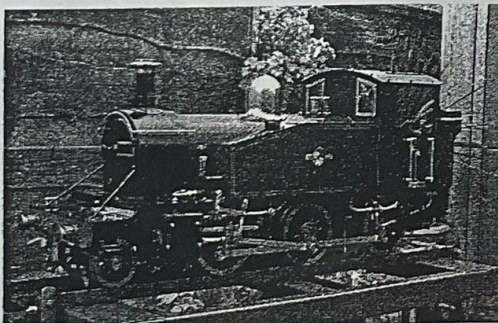
Locomotive was built over 3 years by James, who is a member of the Ascot Club, mainly from odds and ends from the scrap box at work. It has been used for passenger hauling many times and has been run at three IMLECs so far.

Karl Midgeley - 5" gauge 4-6-4 Freelance Tank "Tomking"



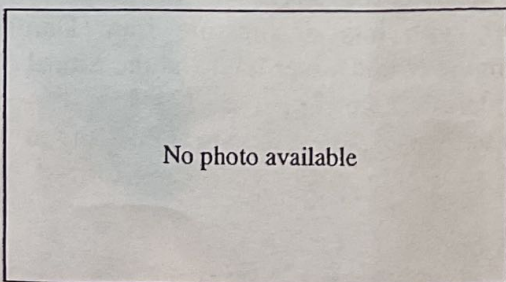
Feelance 4-6-4 loco, owned by B L Healy, built by Karl's granddad and named after him. This is the 5th IMLEC Karl has entered so far. Karl entered "Tomking" for the first time in 2007 and gained 10th position, Karl is hoping to improve on that this year. Karl is a member of the Gravesend Model Marine Engineering Society and is steadily getting on with building a 5" gauge Britannia.

James Tilbury - 5" gauge Polly V



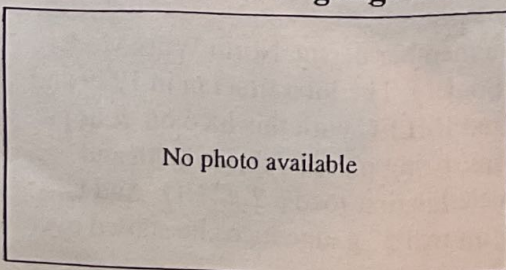
This loco is owned by Keith Tilbury and he and James, who are members of Urmston Club, have enjoyed success at the Narrow Gauge Efficiency Competition with a Polly II. Keith built the Polly V and sprayed and lined it himself. This is the first time James has entered IMLEC Keith is keen to see what it is capable of, especially if James drives it!

Leonard Steel - 5" gauge 4-6-2-Britannia 70007 "Coeur-De-Lion"



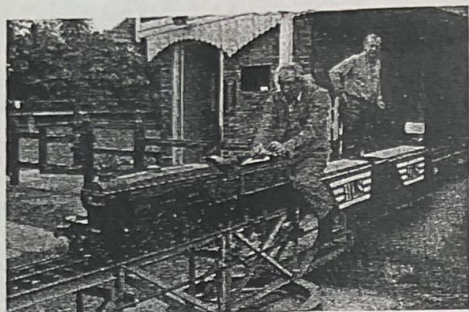
This loco was built by Lionel Flippance in the early eighties; it came 2nd at Urmston in 1985. Len purchased the loco in 1988 and entered it in IMLEC in 1997 at Llanelli where it won. In 2000 at Leyland it came 2nd. Len who is a member of the Guildford Club has been modelling since the age of 16 and he is a member of many clubs.

Brian Eatock - 3.5" gauge Black 5



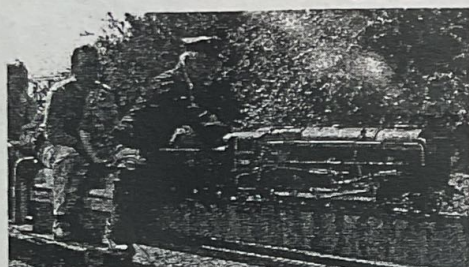
Brian is a member of the Chesterfield Club and has entered IMLEC for a number of years and last year his loco was awarded the best 3.5" gauge engine.

Paul Collins - 5" gauge LNER 4-6-2 N0 4479 "Robert the Devel"



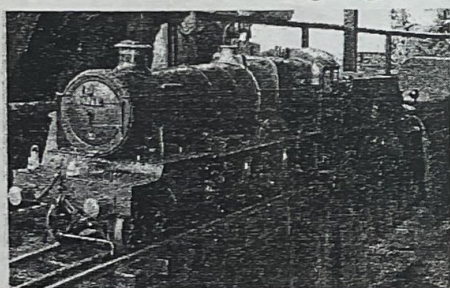
Paul has been a member of Harlington Locomotive Society for 12 years and often runs one of his locomotives on club open days. Paul has entered the last three IMLECs, always striving for a better place. The loco Robert The Devel was entered last year, but shortly before the event it failed with a loose piston head and shot piston valves, due to poor oil supply. During the of winter 2007/8 the loco has been repaired, having new piston valves, the valve gear refurbished and the piston head refixed.

Mike Richardson - 5" gauge BR Class 9F 92219



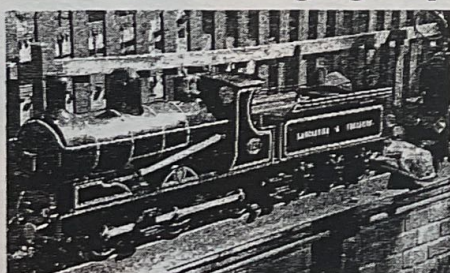
Mike is a member of the Bristol Club, he retired in 2007 and the expected days of leisure have so far not materialised. The locomotive was built to the Les Warnett design in the early 1990s and was purchased in 2000. Recent improvements have been made to the feed system and an axle pump fitted to the tender.

Mike Harrison - 5" gauge GWR Grange "Crynant Grange"



Mike is 63 years young and secretary of the Kinver and West Midlands SME Limited. Crynant Grange was finished in October 1999 and runs almost every weekend. The locomotive was built using a variety of drawings, Martin Evans, Keith Wilson and some works drawings. Most of the detail is taken from photos taken by Mike or from books.

Les Pritchard - 5" gauge Aspinall 'A' Class 0-6-0



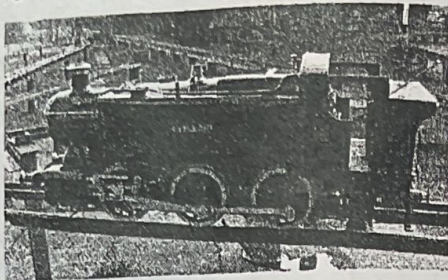
Les a member of the Harlington Locomotive Society. Work on the loco was started in 1980 and finished in 1990, with lots of pressure from Don Young. The engine won a silver medal at the Model Engineering exhibition. Les has entered IMLEC several times and won three times, the last time being in 2006.

Ken Parker - 5" gauge GWR Prairie Tank 4588



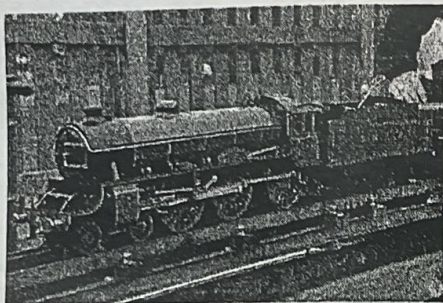
Ken's loco was built by Peter Larkin to the Martin Evan's design with modifications, e.g. fitting steel tyres. Ken is a member of the North Wilts Model Engineering Society. The loco first ran in 1979 and Ken has entered IMLEC with this loco on four previous occasions, being placed 4th, 2nd, 9th and 15th. Ken made his first loco a 2.5" NG. And is now working on two 5" gauge locos he started over 20 years ago.

Jim Elliot - 5" gauge 0-6-0T 'Speedy'



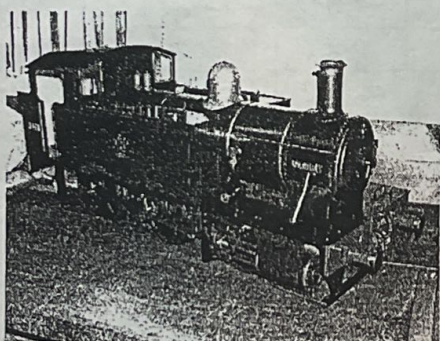
Jim is a member of the High Wycombe Model Engineering Club, his loco was finished in 1986 and originally built to LBSC's drawings but with Don Young valve gear to look more prototypical. The valve bobbins have been altered to reduce the lead to give easier starting and smoother running. In 1995 a new 100 psi boiler was fitted along with radiant superheaters, modified draughting and a stainless arch to the fire box. The loco won IMLEC in 1999 and the LBSC Memorial Bowl in 2000. Only the second loco to win both competitions.

Marcus Peel—3.5" gauge B2 'Royal Sovereign'



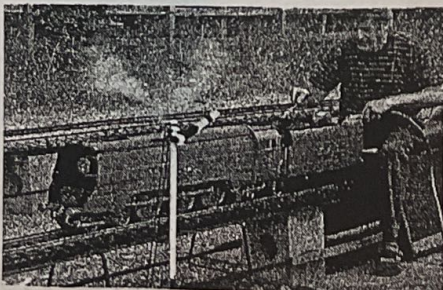
Marcus is a member of the host club and bought this loco last year, it was built in 1978 by Mr Chiverton. Marcus ran with the loco in last year's IMLEC but unfortunately weather conditions made traction difficult and he had to drop all his passengers. He has since fitted new silicone piston rings and hopes to do better in this year's event. Marcus owns several locos, he is not an engineer but enjoys repairing and maintenance, he has a passion for driving.

Tony Vereker - 5" gauge 0-6-0T 'Simplex'



Tony, who is a member of the City of Oxford Society of M.E. discovered model steam engines at the age of sixty and he was immediately hooked. After about 5 years work the Simplex rolled out of the workshop and it has proved to be a good reliable runner apart from worn back axle bearings due to ingress of ash from the ash pan. This has now been cured by fitting Cannon boxes to the two back axles. Tony achieved 0.555% at Llanelli last year and he is eager to do better this year.

John Cottam - 5" gauge Merchant Navy



John is a member of the Chesterfield Model Engineering Society, his model was built 1997 - 2004. It has chain driven valve gear. The boiler has 32 tubes and three superheaters of the radiant type. There is a hydrostatic three sight lubricating system. The locomotive is painted in experimental blue as 1948/49. John was a self employed engineer in the textile trade - he has recently retired.

Previous IMLEC Winners

Year	Host Club	Engine	Gauge	Effy	Driver
1969	Birmingham	Royal Scot	5"	?	J Drury, Birmingham
1970	Whitney	Firefly	5"	?	L Labram, Birmingham
1971	Southampton	Dean Single	5"	?	A Haydon, Newton Abbot
1972	Tyneside	GWR 57XX	5"	1.066	N Spink, Chesterfield
1973	Chingford	LNER L1 Tank	5"	1.6	B Longstaff, S Durham
1974	Bristol	Nigel Gresley	5"	2.54	F Winsall, Rugby
1975	Tyneside	GWR King	3½"	1.55	L Joyce, Chingford
1976	Kinver	Speedy	5"	1.58	B Perret, Southampton
1977	Chingford	Speedy	5"	2.32	B Perret, Southampton
1978	Guildford	Maid of Kent	5"	1.61	P Wood, Chingford
1979	Bristol	Sterling Single	5"	2.17	D Morris, Urmston
1980	Bedford	BR Class 7	3½"	1.37	P Wood, P/Entry
1981	Bournemouth	LNER J39	5"	2.41	P Wood, Chingford
1982	Leyland	GWR de Glen	5"	1.5	R Amsbury, Derby
1983	Guildford	Royal Scot	5"	1.35	L Pritchard, Harlington
1984	Bristol	Royal Scot	5"	3.66	L Pritchard, Harlington
1985	Urmston	Nigel Gresley	5"	1.85	A Crossfield, P/Entry
1986	Bournemouth	Nigel Gresley	5"	1.64	A Crossfield, P/Entry
1987	Birmingham	LSWR Adams	5"	2.29	K Moonie, Chingford
1988	Leeds	BR Prop. 2-8-2	5"	4.392	L Flippance, Guildford
1989	Leyland	BR Prop. 2-8-2	5"	3.02	L Flippance, Guildford
1990	Guildford	BR Prop. 2-8-2	5"	3.317	L Flippance, Guildford
1991	Bristol	BR Prop. 2-8-2	5"	1.733	K Ayling, Worthing
1992	Leeds	7F S&D	5"	1.886	D Sutcliffe, Ribble Valley
1993	Leyland	LMS Stanier	5"	2.08	J Heslop, Rydale
1994	Gravesend	LMS Stanier	5"	1.511	J Heslop, Rydale
1995	Kinver	LNER Class P2	5"	3.32	J Heslop, Rydale
1996	Northampton	GWR Manor	5"	2.437	A Crossfield, Leyland
1997	Llannelli	Brittania	5"	1.882	L Steel, S T E A M
1998	Kinver	BR Proposed	5"	2.274	K Ayling, Worthing
1999	Northampton	Speedy	5"	1.78	J Elliot, Staines
2000	Leyland	Br Prop 2-8-2	5"	3.13	L. Flippance, SMEE
2001	Competition not held due to Foot and Mouth epidemic.				
2002	Leeds	LNER B1 4-6-0	5"	1.82	G. Moore, Guildford
2003	Bristol	Minx 0-6-0	5"	2.456	J. Ellis, Guildford
2004	Kinver	LNER Thompson 01	5"	3.245	G. Winsall, Rugby
2005	Northampton	LNER Mogul K1	5"	2.0105	B. Baker, Ryedale
2006	Fareham	Aspinall 0-6-0	5"	1.641	L. Pritchard, Harlington
2007	Llanelli	Britannia	5"	2.259	S. Eaton, Chesterfield