

MAIDSTONE MODEL ENGINEERING SOCIETY

IMLEC 2021

www.maidstonemes.co.uk

Maidstone Model Engineering Society

IMLEC 2021 Programme

From the Chairman

Welcome to Mote Park, home of the Maidstone Model Engineering Society. It has been quite a wait, but as I am sure you are too; I am enjoying getting back to some sort of normality. For me, being able to host this event after a year off has been a massive psychological boost.

This is the first time that we at Maidstone have hosted IMLEC and the year out hasn't helped with arrangements, so please bear with us if things don't run as smoothly as usual, but we are doing our best.

I'm sure most of you reading this will have a pretty good idea of what the event is about, but for those that don't I will do my best to give a quick background...

The competition was first run in 1969 by the Birmingham society, who built the miniature first dynamometer car. The event has been run annually ever since, with just two exceptions, the first being due to foot and mouth

Club Committee

The committee would like to thank all for supporting our maiden IMLEC.

Although it hasn't been straightforward to get here, here we are. We could not run the event without all of you, club members, participants and spectators.

We hope we have a successful and enjoyable weekend and competition and wish you all safe runs.

President - Geoff Riddles

Chairman - Tom Parham

Vice Chairman - Chris Hawkins

Secretary - Martin Parham

Treasurer - Edgar Playfoot

Press Officer - Luke Bridges

Sue Parham

John Hawkins

Andy Bridges

Chris Williams

Jack Ruler

Amy Dixon

disease, and now due to coronavirus. The competition is designed to compare the efficiency of locomotives in 5" and 3 1/2" gauges. The dynamometer car measures the drawbar load between the loco and the trolleys and the distance travelled, with these it is possible to determine the total amount of work done by the loco. Since this is measured behind the loco drawbar, the greater number of passengers increases the drawbar load, the number of passengers and trolleys is at the decided by the drivers. The driver is allowed as much coal as they would like, all measured prior to the run, however any coal unburnt at the end of the run is returned and weighed, after which the total coal burned may be calculated. Knowing an average calorific value for the coal allows us to then calculate the thermal efficiency of the loco.

Back to this year, and one of our members decided that he would like to build a dynamometer car to use at IMLEC, in fact he built two, one to his own design and one using the Station Road Steam unit. Unfortunately, although the one he designed and built had been working well, it suffered damage which could not be repaired in time for the event. We have had an effort at updating the scoreboard, which as you may well have seen is electronic and you may not yet have noticed that it is available online as well, in real time, so you can keep up with the current situation even if you have to shoot off early or are forced into missing the start...

I am really looking forward to seeing the competition return after a couple of years gap, and with the line up we have it proves to be a fun weekend, with quite an incredible line up of locos. Many of the competitors are returning to the competition with a few new names in the mix as well.

All that is left to say is that I hope you enjoy the weekend!

Tom Parham



Scan the QR Code to check out our LIVE scoreboard.

Alternatively go to bridges82.uk/imlec

About MMES

The Society was originally founded in 1929 as a Meccano club by our founder Mr. Wicks for his two sons who were interested in the construction sets at that time. Other members joined and the interest spread to railway modelling.

After the war, some of the previous members in the area got together and decided to continue the Society. It was at this time that the name was changed to The Maidstone Model Engineering Society to reflect the wider interest of the members in other forms of modelling.

Regular meetings were held at members home workshops as well as meeting at the Maidstone Technical School workshop. At this time a portable track was constructed and this was used at various local events in order to raise funds for the construction of a permanent track.

The site at Mote Park

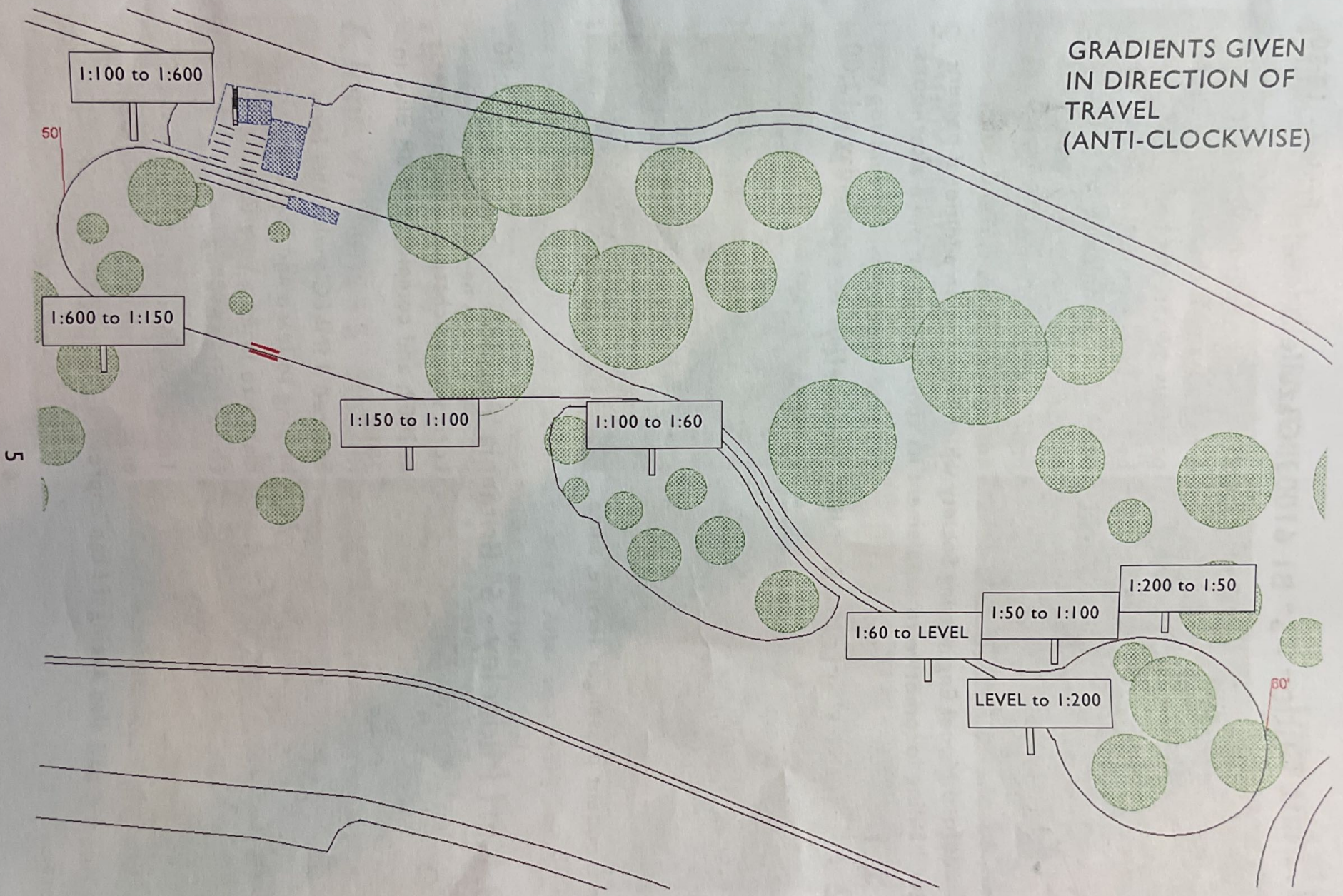
The track in Mote Park was originally constructed by the members in 1949 and opened to the public in 1950. At that time the track was just an oval shape and had rails for 5", 3 1/2" and 2 1/2" gauge locomotives.

In 1961 the members extended the track to the present shape and length of 1826 feet. At that time the 2 1/2" gauge rail was removed.

Since the track extension there have been many improvements to our facilities, all provided by members of the Society with revenue raised from giving rides to the public on the railway. These include rebuilding the steaming bays and traverser to provide electricity to each bay and compressed air to every other bay, the building of the clubhouse, workshop and storage facilities, the station buildings and better access for unloading models.

More recently, a hydraulic lifting table has been installed for easier unloading and turning of models.

GRADIENTS GIVEN
IN DIRECTION OF
TRAVEL
(ANTI-CLOCKWISE)



1:100 to 1:600

50

1:600 to 1:150

1:150 to 1:100

1:100 to 1:60

1:60 to LEVEL

1:50 to 1:100

1:200 to 1:50

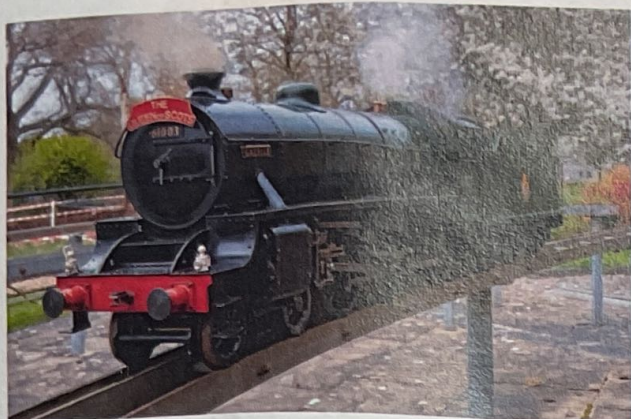
LEVEL to 1:200

60'

5

1. Matt Butler - 5" BI 61003 'Gazelle'

Friday - 12:20



The loco was initially first brought as a well advanced chassis through it's previous owner, the boiler was made by Paul Tompkins, and then was finished off as a complete loco. The loco has run at two previous IMLEC'S under its former owner. The loco is now owned by its current club

Guildford Model Engineering Society which required an additional passenger hauling locomotive to supplement its running fleet on open afternoons.

2. Michael Porter - 5" NBR 'Waverley'

Friday - 13:00

Unknown history before 2007.

Purchased 2007 - Restoration & repaint by myself.

From boiler records it dates to 1987.

In frequent passenger service, since 2008



3. Karl Midgeley - 5" Britannia 'Apollo'

Friday - 13:40



Loco was purchased as rolling chassis in 2002, and completed in BR Blue in 2016.

Entered 3 IMLEC's with this loco, helping to learn and improve performance to make a very useful club loco passenger hauling.

This is my 16th attempt at IMLEC. I enjoy the company of fellow model

engineers, and also seeing if I can improve my driving against my competitors.

4. Dave Shephard - 5" Polly 5

Friday - 14:20



My name is Dave Shephard. I built my Polly 5 about three years ago.

It is mainly used on club running days pulling the general public.

It also did an IMLEC in 2018 where it went very well.

5. Andy Healey - 5" Britannia

Friday - 15:00

I only got into Model Engineering a few years ago helping my Dad who was struggling to put together the laser cut kit for a 5" Stirling Single he was building.

With this completed and running well, I joined a club so I could drive it and passenger haul. I was now hooked, so when a part built Britannia came up for sale in the club I decided to buy it. After two years and with Dad helping me this time, it's now finished and running well!

My nephew has entered quite a few IMLEC's and I have been to a couple as a spectator but this is my first attempt as competitor.



6. John Williams - 5" Southern U Class

Friday - 15:40



Loco owned by Ben Pavier, was brought to run, but Ben being Ben, rebuilt it to run more efficiently

7. Steve Harrison - 3.5" Doris

Friday - 16:20



LBSC 'Doris'. The locomotive was built by Don Crisp (ex A.J.Reeves owner) back in the early 1960's. The locomotive run for many years with a soft soldered boiler until it devel-

oped a few leaks. A replacement boiler was made in 1978 by Alec Farmer and put back into service. The loco run for a good number of years before ending up under Don's workbench. In the early 2000's, it was dug out and put back into steam when Don's grandson showed an interest. The current owner first drove the locomotive at the age of 11 back in 2002 when the BSME had a club visit up to Urmston DSME. When Don sadly passed away in 2008 the loco was put up for sale and purchased by the current owner. It has been a frequent runner at the club track in recent years and provided many happy hours of steaming.

8. Andy Pope - 3.5" Southern S15

Friday - 17:00

Purchased unfinished, re-piped, added detail, commissioned and run in.



9. Danny Hayward - 3.5" Netta

Saturday - 09:40



Built about 5 years ago by unknown builder and built to exact LBSC drawings. Just axle pump and hand pump. Painted in North Eastern green and black and white lines.

Engine was commissioned from new earlier this year.

11. Roger Holland - 5" A4 'Wild Swan'

Saturday - 10:20

The loco first ran on the 6th Dec 2012. It has run in 7 IMLEC's, the best result being 6th Bournemouth in 2014. It was built by the owner over a period of 4 years, roughly to Michael Breeze's with some modifications. The only castings were 6 coupled wheels, everything else is either machined from solid or fabricated.



The engine runs very well, but tends to consume a lot of coal, but this may be due to the poor driver.

12. Harry Wilcox - 5" Netta

Saturday - 11:00



Netta is now 18 years old and has been in previous IMLEC's and is now with her fourth driver. If they don't do well I replace them, it's their fault not the Loco.

In those 18 years she has been airborne twice needing the weeds carefully picked out of the inside motion.

A quick repaint and she's ready for her big day at Maidstone.

When I was made redundant from printing I took the Aluminium covers off the equipment and they are now Netta's tender, I'm pleased about that.

Yes, paint, filler and glue, the mark of a craftsman.

She also has PTFE piston rings in cylinders that were machined from Mehanite blocks, lots cheaper than castings. I made Netta because I'm a devoted fan of the late LBSC, he may have had a few faults, but then, nobody's perfect.

13. Paul Tomkins - 3.5" Duchess

Saturday - 11:40



Built by Ian Jameson of the Wirral using the Clarkson design and works drawings for much added detail.

Finished in BR Green, purchased by myself late 2019. Chester being the birth place of my late father and green being the best colour for a Duchess.

I am a big Duchess fan.

14. Howard Goddard - 5" Simplex

Saturday - 12:20

Its a Simplex like many other, however mine does have some unique features such as the cab is quickly detachable from tanks and chassis.

In 2017 I brought my little Simplex Half built (no Boiler) from eBay, the next year and a bit was me learning

how use to a lathe milling machine as well as other workshop bit.

2018 She was final ready to steam, yeaaaa!!!! In an unpainted state

2021 I decided to paint her navy blue with a white cab roof.



15. Marcus Peel - 5" B1 Springbok

Saturday - 13:40



I bought the loco about 3 years ago from a member who was originally from Leyland. The loco was built 1996. I entered Birmingham IMLEC 2018 and came 4th or 5th and won at Leyland in 2019. It unmodified, just a standard Martin Evans loco.

16. Geoff Moore - 5" PI

Saturday - 14:20

See Model Engineer No 4533 29th April 2016

17. Nick Taylor - 5" WD 2-10-0 601

Saturday - 15:00

2-10-0 Clarkson austerity built by Graham Taylor, Nicholas' dad over a period of 18 years.

Graham built the boiler and 90 per cent of the engine. He wanted to build a unique model as when he started there was only 3 known to us built. As Jim rough built Gordon in



Longmoor blue Dad wanted to do Kitchener as it came out of Eastleigh works from rebuild. No red rods white rims or red frames. This loco was finished in 2002 and has run regular service at Surrey Society Model Engineers and Staines society of model engineers until 2014 when my dads health deteriorated. Graham past away in January 2021 and his son Nicholas has promised him to run the engine in his honour.

18. Robert Hurst - 5" S&D 7F 53807

Saturday - 15:40



The 7F was designed for hauling heavy coal and goods trains over the heavily graded route of the S&DJR. The 2-8-0 configuration was a departure from the small engine policy of the Midland Railway.

Eleven in total were built between 1914 and 1925, an initial batch of six at the Derby, with the remainder built at the Darlington works of Robert Stephenson & Co. Operating into the latter days of steam on BR they were often seen passenger hauling on holiday excursions to the coast.

This 5" gauge locomotive is modelled on 53807, a large boiler variant which was the last of the class to be withdrawn in September 1964. Built by Ivan Hurst over a period 4 years, close attention to detail was

achieved by studying her full-sized stablemate, No. 88 at the West Somerset Railway. It was shown publicly at the GMES rally in 2010 where it won the Comben cup, and first steamed in May the following year.

I have owned the loco since 2017, carrying out regular public running duties at Jock's Lane, Bracknell, and visiting club running open days.

It has proved to be a powerful and reliable steamer thanks in no small part to the superb boiler manufactured by Southern Boilerworks.

Apart from routine maintenance and minor repairs to the motion, I have carried out some operational improvements including a mechanical lubricator and a tender mounted axle pump.

19. Duncan Stagg - 5" Polly 6 'Bluebelle' Saturday - 16:20

Taken on as a Project loco in 2018, this loco has only recently been completed in April 2020. COVID saw a distinct restriction in ability for her to put her wheels on the rails and so has not covered much mileage. However as most opinions of these locos



go, powerful yet compact, a well rounded Locomotive that can handle any challenge. We lets hope she's up for this one. Featuring all the standard Polly components save for some minor modifications, namely a weir pump fitted to the front to add aesthetic and operational interest when waiting in the platform. Hand Painted and finished to a high standard. She is also fitted with a custom made water gauge level indicator, along with a metal arch in the firebox that improves the steaming efficiency.

20. Dave Kerry - 5" 9F 'Evening Star' Sunday - 09:00



Built by myself to Les Warnett's design with extra's.

I have run at IMLEC 5 times.

Best finish was 5th place at Nottingham.

21. Paul Tomlinson - 5" Duchess

Sunday - 09:40

This model of the City of Birmingham started life as Duchess of Montrose. The basic loco was built about 10 years ago but never steamed. It steamed for the first time in its original guise a couple of years ago, at which point I bought it.



Since then it has been stripped to the last nut and bolt. It was a very basic Duchess built to the M Breeze design. I spent quite some time bringing it up to a good standard. This list is quite endless as to what I have done and I am now quite pleased with its appearance and running qualities.

The smokebox, as an example, is new and built as an ex-streamliner. I tend to do all my drawings using CAD and in this case having produced a CAD drawing, I had the shell laser cut and with the use of a soft hammer, the sloping smokebox was produced. All the cladding is again new, being drawn by CAD and laser cut.

The top feed casing and dome were drawn in 3D CAD and subsequently cast using a wax printing, lost wax casting procedure. Other parts were machined in the normal manner or again using CAD and CNC machined.

22. Billy Stock - 5" Britannia

Sunday - 10:20



This 5 inch gauge Britannia was built by Barrie Purslow, from a Winson kit, between May 1998 and May 2000. It took a further 18 months of sorting to iron out the niggles. It is far from the standard Winson Britannia, having new cylinders bored out to 2" and several details added to make it look more like a Britannia. Since purchasing the locomotive in 2018, Billy has modified the valve gear, added some weight and steel tyres, with help from John Holroyd. The loco-

tives only ever run in an efficiency trial was the IMLEC competition held at the Leyland club in 2019, where she attained a 2.644% thermal efficiency to gain 3rd place.

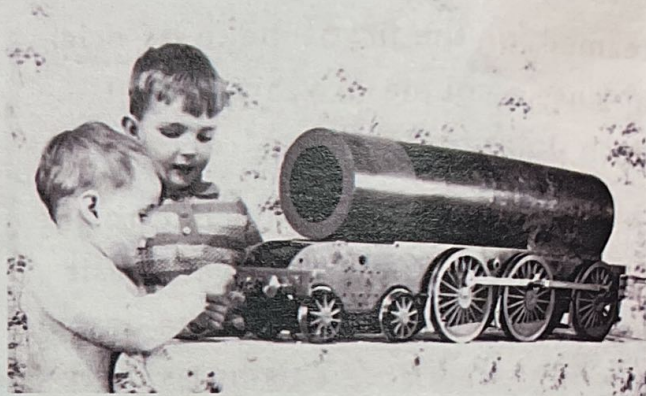
23. Judith Bellamy - 5" BI 'Wildebeeste'

Sunday - 11:00

Built to Martin Evans design over 17 years by Arthur Bellamy (current custodian) interrupted by 3 house moves and children.

Recently reboilered and renovated.

Driven by one of the interruptions as above.



24. David Mayall - 5" 15xx (Speedy)

Sunday - 11:40



This is the 6th locomotive I have built and was completed in 2001. It has been entered in a few IMLEC's over the years and managed 2nd place at Southport in 2017.

Due to the fitting of cladding, the boiler barrel is smaller. The consequences of this is that it has 8 less

tubes and 1 flue less than the original design, but it has not been detrimental to its steaming capacity.

It also has a modified blast pipe arrangement to an article in ME, a GWR safety valve based on M Evans Manor design and also modified valve gear to Don Youngs design.

25. Ben Pavier - 5" BR Std 4 Tank

Sunday - 12:20



Completely rebuilt from a Kingscale loco by myself.

Parts replaced include: axleboxes, exles, pistons, valve liners and valves, mechanical lubricator fitted and twin injectors.

26. John Cottam - 5" LNER P2 2006

Sunday - 13:00

2006 'Wolf of Badenoch' was built by me from Jan 2007 to M Breeze's and NRM drawings with my own additions. The locomotive and tender and paintwork took 7 1/2 yrs. The locomotive finished 3rd at Leyland in 2014, 1st at Bournemouth in 2015 and 1st at Nottingham in 2016.



27. Alan Crossfield - 5" Prairie 4156

Sunday - 13:40



Scratch built by myself and completed in 2005. Exhibited Harrogate same year; awarded the Myford Shield and Barry Jordan Trophy for Best in Show. Competed IMLEC 2009 (Bristol) and placed third. The model represents No. 4156, one of a class of 213 tank locomotives of the 2-6-2 wheel arrangement, built at Swindon for the Great Western Railway

in 1929. In 1980 the full size original carried the distinction of being the last standard gauge loco in the UK to succumb to the cutter's torch.

IMLEC 2021 Rules

Applications and Allocation of Places

1. The competition shall be open to any applicant on the proviso that he or she can provide a valid current boiler certificate for the locomotive to be used and evidence of adequate public liability insurance. The locomotive must be 5 or 3 ½ in. gauge, able to run on raised track and the Driver must not ride on the locomotive or tender.
2. Once the Driver has accepted the offer of a competitor's place he or she must either compete in or retire from the competition. The place is not transferable to another Driver or locomotive.
3. Once the Driver has accepted the offer of a competitor's place he or she is obliged to compete only with the locomotive identified in the application.
4. In the event that a competitor withdraws from the competition in advance of the competition date, or on the day of the competition, the competitor first named on the reserve list shall be invited to compete. (Subsequent such invitations shall be issued in number order as required.)
5. 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 permitted.

Preparation for the Run

6. The host club shall prepare a suitable timetable for the duration of the competition.
7. The steaming bay Marshal's instructions with regard to movements shall be obeyed during steam raising.
8. Competitors should arrive at the track at least one and a half hours before their run and report to the steaming bay reception. At this point the competitor shall :-
 - a. Present the necessary documentation including boiler certificate
 - b. State the amount and grade (size) of coal required for the run. The coal will be weighed and allocated in presence of the Driver. Addition-

- al coal will not be available during the run.
9. Ample preparation time shall be allocated to the competitor and the competitor shall be ready to run at his or her allocated time. Failure to run on time may be regarded as a retirement. The Judge shall use discretion and make the final decision.
 10. The Driver shall use his or her discretion with regard to the appropriate time to light up. (The Driver will be notified of any foreseeable delay to the running time before lighting up.)
 11. The Driver will be provided with as much dry, or paraffin soaked, charcoal and wood as is required to raise steam. The Driver may use his own wood for lighting up purposes but this must be approved by the steaming bay Marshal.
 12. Any coal used during steam raising will be from the measured allocation.
 13. The Driver may decide when to start to use coal but the locomotive must be burning coal before leaving the steaming bay
 14. The train will be prepared for the Driver with the dynamometer car at the front and sufficient passenger cars to carry the number of passengers he or she requires. (For practical reasons it may be necessary to limit the load or number of carriages pulled in the contest.) The train will be made ready before the locomotive leaves the steaming bay.
 15. The Driver will be allocated an Observer. The Observer will oversee all procedures between and including raising steam and completing the run.
 16. The Observer shall give an instruction to move to the start line at an appropriate time. The Driver shall advise the Observer of the number of passengers he/she wishes to take.
 17. All coupling and uncoupling of the locomotive must be carried out by the host club Marshals, to the Driver's satisfaction.
 18. The Observer will record the initial dynamometer car readings in the presence of the Driver.
 19. The Driver shall inform the Observer when he is ready to start the run and the Timekeeper shall give the Driver permission to start.
 20. If the Driver is unable to commence the run within a reasonable time of the designated start time, he/she will be deemed to have retired.

The Run

21. The run length is nominally 30 minutes.
 - a. The Timekeeper shall inform the Driver when he has been running for a) 15 minutes and b) 20 minutes.
 - b. The Driver will be notified when he/she has completed 25 min of the run, at which point the Driver can either finish the run at the finish line or continue for one (or more, if time permits) further lap but in any event the Driver must start the last lap no later than 30 minutes after the start time.
 - c. The run shall finish before 35 minutes, after this point the driver will be deemed to have retired.
 - d. Recording will commence and conclude at the Start/Finish Line. (A slight over-run at the finish line will be disregarded.)
22. In the event that the Driver does not complete his/her run, he/she shall be deemed to have retired. ('Completing the Run' means bringing the train to a stand upon reaching the Finish Line, the locomotive having reached the Finish Line entirely under its own steam.)
23. The total period the train may be stationary during the run will be eight minutes. If this is exceeded then the competitor will be deemed to have retired.
24. Water will be provided in suitable containers during the run to enable locomotive water tanks to be topped up without stopping. The amount of water used shall not be recorded or limited in any way.
25. Additional coal will NOT be available to the Driver during the run.
26. Unused coal will be weighed and recorded in the presence of the Driver upon completion of the run. This will be debited to the recorded coal consumption.
27. Only the total weight of coal burnt will be used in the calculations. No allowance will be made for any unburnt coal in the firebox.
28. The maximum speed, permitted will be 8mph. The dynamometer car shall provide a speed indication at the Driver's position. The Observer will issue a warning to the Driver of the speed limit if necessary. Three such warnings may result in disqualification. The Observer will have the power to end the run should the Driver be considered to be driv-

ing unsafely. In the event of a disagreement the Judge's decision will be final.

29. The use of a hand or electric pump is not permitted once the run has commenced. However, it may be used in emergencies when all other means of water feed have failed and in which case the locomotive must be retired and the run terminated immediately.
30. The Driver may elect to set down passengers during the first 25 minutes of the run but only when the train is stationary and it is safe to do so. Passengers may not be picked up at any time. In the interest of safety, the guard may, at his discretion, instruct that passengers be redistributed throughout the train. After 25 minutes, passengers may not be unloaded until the end of the run, otherwise the driver will be deemed to have retired.
31. No external assistance is to be given to the train in any way whatsoever, at any time during the run.
32. The Driver shall have access to a train brake for emergency use only. Any use of the brake under non-emergency conditions may result in disqualification. This includes use of the brake to slow the train at any point. The brake may be used to stop the train at the end of the run.
33. Any locomotive fitted with working sanders shall be allowed to use them for the purpose of sanding the track.
34. The host club will endeavour to post the results of each run as soon as possible following the end of the run. (These will be posted on <https://bridges82.uk/imlec>)
35. In all matters relating to the competition, the decision of the Judge is final.

Organisers

Tom Parham

Luke Bridges

Andy Bridges

Amy Dixon

Chris Hawkins

Andrew Hulse

Head Judge

Martin Parham

Observers

Andrew Hulse

Ben Jervis

Edgar Playfoot

Chris Hawkins

Alex Linkins

Simon Batten

Scorekeeper / Admin

Luke Bridges

Amy Dixon

Traffic Controller

Tom Parham

Trolley Marshalls

Simon Bridges

Andrew Hulse

Water Marshalls

Charles Darley

Andy Nash

Jack Ruler

Dave Deller

Brian Douglas

Roger Vane

Passenger Marshalls

Mick Cranfield

Andy Nash

Roger Vane

Brian Douglas

Track Marshalls

Alison Bridges

Lewis Gravenell

Andy Nash

Jack Ruler

Dave Deller

Colin Swift

Chris Williams

Simon Batten

Bernie White

Timekeeper

Andrew Bridges

THANK YOU!

We would like to say a massive THANK YOU to all of those involved on behalf on the committee and the rest of MMES. Our weekend really wouldn't have been possible without all of your help and support over the last couple of weeks / months (actually over a year thanks to Covid!).

Thank you especially to Charles Darley for building, supplying and providing our very own dynocar! This has made the event much more unique with having a dynocar built by one of our very own members.

Thank you to the 1st Snodland Scouts who have provided the catering over the weekend and our Saturday evening meal to our members and competitors, it has truly been a yummy time.

Thank you for all of our spectators and competitors patience during this tricky time that we have all experienced due to Covid-19 we hope we have done IM-LEC proud.

Finally, thank you to anyone's who's name is not on these lists (the authors of this programme are very forgetful people!)

Previous IMLEC Winners

- 1969 Birmingham**
John Drury 5" Royal Scot
- 1970 Witney**
Len Labram 5" Firefly
- 1971 Southampton**
A Haydon 5" GWR Dean Single
- 1972 Tyneside**
Norman Spink 5" GWR 57XX
- 1973 Chingford**
Pat Killian / B Longstaff 5" LNER LI
- 1974 Bristol**
Fred Winsall 5" Nigel Gresley
- 1975 Tyneside**
Laurie Joyce 3 1/2" GWR King
- 1976 Kinver**
Bill Perret 5" Speedy
- 1977 Chingford**
Bill Perret 5" Speedy
- 1978 Guildford**
Percy Wood 5" Maid of Kent
- 1979 Bristol**
David Morris 5" Sterling Single
- 1980 Bedford**
Percy Wood 3 1/2" BR Class 7
- 1981 Bournemouth**
Percy Wood 5" LNER J39
- 1982 Leyland**
Roy Armsbury 5" GWR de GLEN
- 1983 Guildford**
Les Pritchard 5" Royal Scot
- 1984 Bristol**
Les Pritchard 5" Royal Scot
- 1985 Urmston**
Alan Crossfield 5" Nigel Gresley
- 1986 Bournemouth**
Alan Crossfield 5" Nigel Gresley
- 1987 Birmingham**
Kelvin Moonie 5" LSWR Adams
- 1988 Leeds**
Lionel Flippance 5" BR Proposed 2-8-2
- 1989 Leyland**
Lionel Flippance 5" BR Proposed 2-8-2
- 1990 Guildford**
Lionel Flippance 5" BR Proposed 2-8-2
- 1991 Bristol**
Kevan Ayling 5" BR Proposed 2-8-2
- 1992 Leeds**
Dave Sutcliffe 5" S&D 7F
- 1993 Leyland**
John Heslop 5" Stanier
- 1994 Gravesend**
John Heslop 5" Stanier
- 1995 Kinver**
John Heslop 5" LNER Class P2
- 1996 Northampton**
Alan Crossfield GWR Manor
- 1997 Llanelli**
Len Steel 5" Britannia
- 1998 Kinver**
Kevan Ayling BR Proposed
- 1999 Northampton**
Jim Elliot 5" Speedy
- 2000 Leyland**
Lionel Flippance 5" BR Proposed 2-8-2
- 2001 CANCELLED**
- 2002 Leeds**
Geoff Moore 5" BI
- 2003 Bristol**
Geoff Moore LSBC Minx
- 2004 Kinver**
Glyn Winsall 5" 01 2-8-0
- 2005 Northampton**
Ballan Baker 5" KI
- 2006 Fareham**
Les Pritchard 5" L&Y 0-6-0
- 2007 Llanelli**
Steve Eaton 5" Britannia
- 2008 Southport**
Brian Remnant
5" N.G. 0-4-2ST
- 2009 Bristol**
Neil Mortimer Freelance Polly III
- 2010 Bournemouth**
Steve Eaton 5" Britannia
- 2011 Bromsgrove**
Ben Pavier 5" Britannia
- 2012 Nottingham**
Lionel Flippance 5" BR Proposed 2-8-2
- 2013 Leyland**
Steve Eaton 5" Black Five
- 2014 Bournemouth**
John Cottam 5" LNER P2
- 2015 Nottingham**
John Cottam 5" LNER P2
- 2016 Urmston**
Lionel Flippance 5" BR Proposed 2-8-2 (2)
- 2017 Southport**
Paul Tompkins 5" Britannia
- 2018 Birmingham**
Lionel Flippance 5" BR Proposed 2-8-2
- 2019 Leyland**
Marcus Peel 5" BI
- 2020 - CANCELLED**

Run Number	Name	Work Done	Running Time	Coal Used	Distance Travelled	Load	Overall Thermal Efficiency
1	Matt Butler						
2	Michael Porter						
3	Karl Midgeley						
4	Dave Shepheard						
5	Andy Healey						
6	John Williams						
7	Steve Harrison						
8	Andy Pope						
9	Danny Hayward						
10	Roger Hopkins						
11	Roger Holland						
12	Harry Wilcox						
13	Paul Tomkins						
14	Howard Goddard						
15	Marcus Peel						
16	Geoff Moore						
17	Nick Taylor						
18	Robert Hurst						
19	Duncan Stagg						
20	Dave Kerry						
21	Paul Tomlinson						
22	Billy Stock						
23	Judith Bellamy						
24	David Mayall						
25	Ben Pavier						
26	John Cottam						
27	Alan Crossfield						



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