

GLYNN WINSALL
COMPETITOR
WIFE



IMLEC 2018

THE 50th INTERNATIONAL MODEL LOCOMOTIVE EFFICIENCY COMPETITION



Friday 6th to Sunday 8th JULY 2018

At

Birmingham Society Of Model Engineers
Illshaw Heath Rd, Hockley Heath, Solihull

ENTRANCE FEE: £5 / day or £10 / weekend

Welcome from the President of Birmingham SME

I would like to extend a warm welcome to all visitors, friends and especially the competitors to the 2018 IMLEC at the Birmingham SME. For those who have previously visited it will be a pleasure to see you all again and for those visiting us for the first time I hope you enjoy your visit and the weekend's competition.

To all the competitors, We wish you good luck for a successful run. We have an independent judge on hand in the event of a dispute but hopefully he will not be required to do much and can have a relaxing weekend.

We as a society are proud to be hosting the 50th IMLEC on the same grounds where it all started back in 1969 for the 1st IMLEC competition. For those who have had involvement in organising this event in previous years will appreciate the amount of hard work that goes on in the background in the run up to this weekend and we all owe a great deal of thanks to the team of members who have all helped organise and run the competition to make it a memorable weekend for everyone.

Don Cooper

President Birmingham SME

Chief Judge Keith Bloor - A brief History

Keith Bloor started his model engineering career back in 1972 and commenced the build of a 3.5" Schools class locomotive however it was never finished but what had been done moved over to Canada.

His next project was a 5" Simplex which was completed and after a few years of use was eventually sold off. After a break of 20 years from the hobby he went back to motorcycles and restoring classics.

In recent years he has completed a 5" Jinty and is currently in the process of constructing a 5" Horwich Crab.

TIMETABLE

Friday 6th July 2018

10.00	Site Opens
12.15	Run No.1
16.00	Run No.6 (Final run of the day)
17.30	Track Available for visitor running
22.30	Close of activities

Saturday 7th July

8.30	Catering commences
8.30	Run No.7
16.00	Run No.17 (Final run of day)
17.30	Track available for visitor running
19.30	Evening meal
22.30	Close of activities

Sunday 8th July

8.30	Catering commences
9.15	Run No.18
14.30	Run No.25 (Final run)
16.30	Speeches & prize giving
17.30	Close

ACKNOWLEDGEMENTS

The members of Birmingham SME would like to extend our sincere thanks to the following people and organisations:

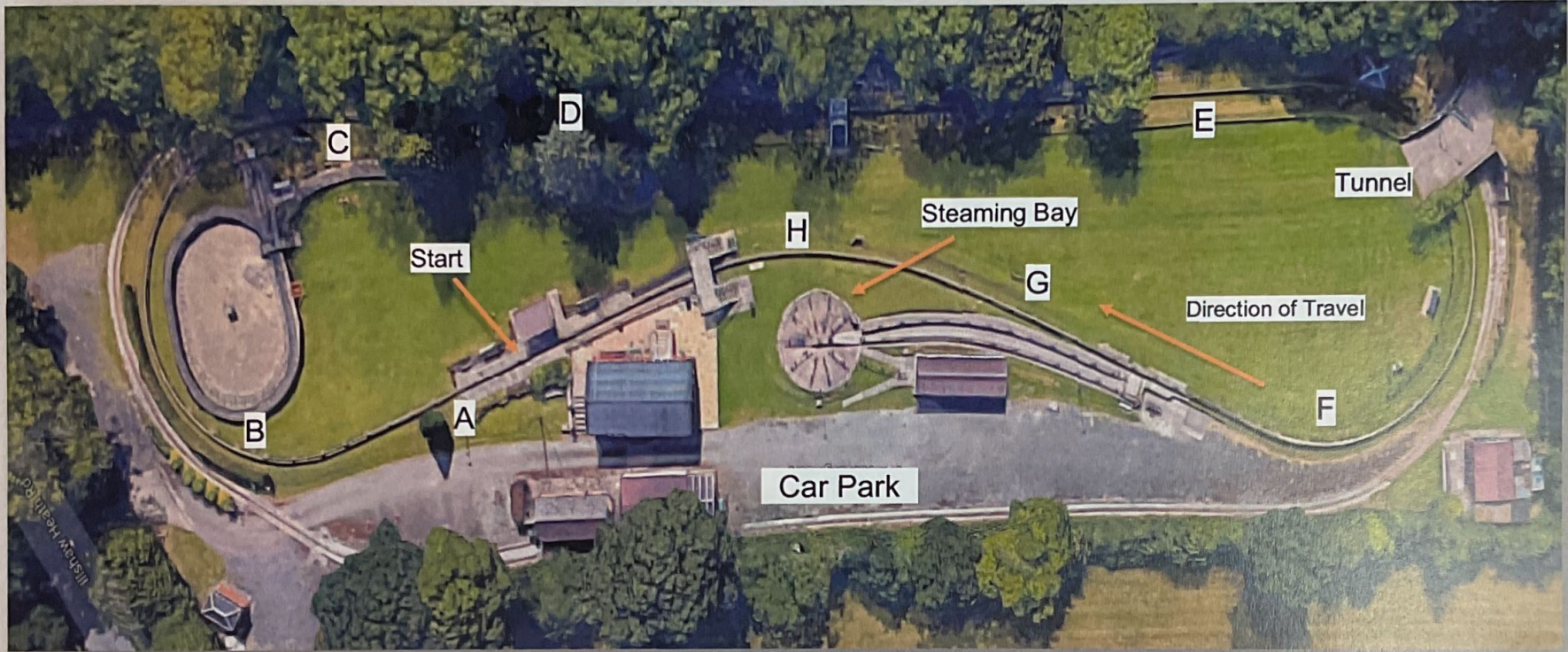
Leyland SME for the loan of their dynamometer

Bromsgrove SME for the loan of additional rolling stock

Model Engineer for the prize money

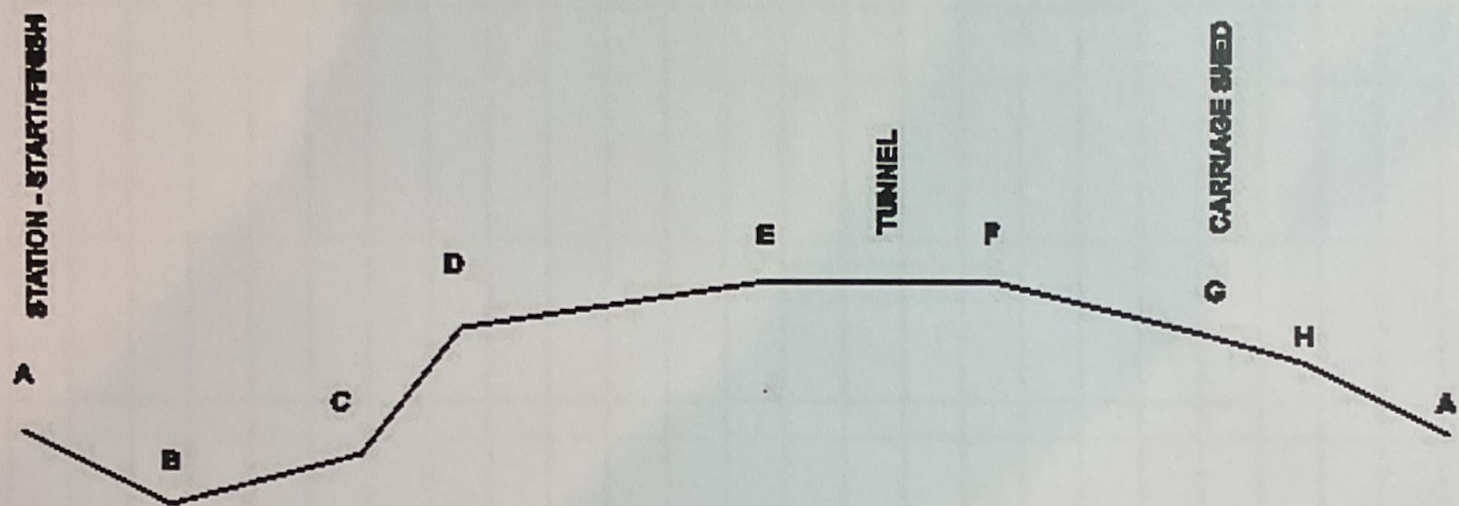
Mr Keith Bloor for agreeing to be the competition judge

Paper & Print for producing the programmes



BSME Track Layout – Direction of Travel is reverse of normal direction.

BSME - TRACK PROFILE IMLEC 2018



GRADIENT	1:400	1:750	1:220	1:1300	LEVEL	1:300	1:700	1:400
DISTANCE (FEET)	107	188.5	74	224	170	154.5	71	103.5

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DIRECTION OF TRAVEL

IMLEC OFFICIALS

Competition Judge	Keith Bloor
Competition Control	Don Cooper
Observers	David Fielden, Gordon Halliburton, Bill O'Rourke Peter Pullen, Don Cooper, John Wood Tim Jagger, Mark Taft
Results Calculations	Russell Henn, Don Cooper
Reception	Cliff Johnson, Ross Weson, Don Spence
Compere	Don Spence
Truck Stewards	Ken Westwood, Jon Williams, Phil Barber
Loading / Unloading	Bert Biggs, Dave Shrimpton, Aaron Harrison
Passenger Marshal	John Wood, David Fielden
Steaming Bay Marshal	David Shrimpton, Bert Biggs
Coal & Water	Aaron Harrison, Josh Henderson, Peter Pullen Bill O'Rourke, Cliff Johnson
Time Keepers	Steve Blunt, Don Cooper, John Budd
Catering	Ross Weston, Don Spence, Gail Weston Mrs Spence, Jill Budd, Val Withers
Photography / Video	Peter Wardle, Jon Williams
First Aid	Ian Henderson, Don Cooper

1: Roger Holland - Chesterfield & District MES - 5" LNER A4 4-6-2



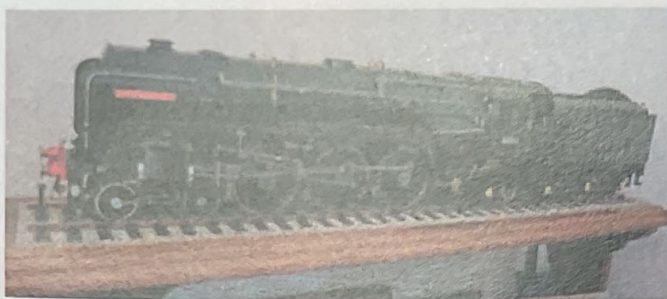
Built over a period of 4 years by the owner, roughly to Michael Breeze drawings. The only castings used were those for the 6 coupled wheels, everything else was either from solid or fabricated by the builder. The engine has run in 5 previous IMLECs, the best being 6th at Bournemouth and the worst half a lap at Leyland. It is quite a capable engine, the problem is with the driver!

2: Steve Eaton - Chesterfield & District MES - 3.5" LNER V4 2-6-2



LNER V4 3.5" Gauge – "BANTAM COCK"
I have been building locomotives for 45 years. This was my 2nd loco and I have won best 3.5" 3 times. I have won IMLEC 3 times with other 5" locos.

3: John Cottam - Chesterfield & District MES - 3.5" BR Britannia 4-6-2



The locomotive, 3½" gauge Britannia "Firth of Forth" was built by the owner between 1986 and 1994 to LBSC drawings with modifications to look as the "live version". It was best in show at Harrogate in 2000 and has run in IMLEC 2011 at Bromsgrove and 2012 at Nottingham.

4: Judith Bellamy - Leeds MES - 5" BR 9F 2-10-0



This is the 4th outing for this engine at IMLEC...we've had varied results so far but at our current progression we should be in with a chance of winning in about 2030... The engine was part built by Arthur Bellamy and completed by David Mayall to the Doug Hewson design.

5: Roger Hopkins - Nottingham SMEE - 5" LMS Jubilee 4-6-0



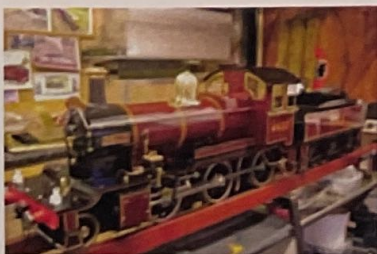
I have been a member of the Nottingham Society of Model Engineers for many years and I am looking forward to entering IMLEC here in Birmingham for the first time with my LMS Jubilee Trafalgar.

6: David Shephard - Bracknell Railway Society - 5" Polly V 2-6-0T



Dave Shephard is a Bracknell society member. He is running today with his Polly 5. This loco has been used on running days at Bracknell and has proved very reliable.

7: Bryn Jones - Chesterfield & District - 5" Polly VI 2-6-0



My Polly was completed and had its first boiler test on 2nd April 2016, the same day as my first day as a steam loco driver. I entered IMLEC at Urmston that year and came 10th overall and at the end of the season it was stripped and painted. Last year I entered at Southport and returned an 11th position; think the paint slowed me down.

8: Toby Lampitt - Manx Steam & MEC - 5" SR Merchant Navy 4-6-0



I am a steam fitter and driver for the Isle of Man Steam Railway. I have always had a keen interest in steam and engineering from a very young age. I have been involved with the Manx Steam and Model Engineering Club for over 10 years and working with Mike Casey.

The Merchant Navy was built by Mike Casey to the "ARIEL" design by Keith Wilson and was finished about 2002. The

locomotive has appeared in 3 previous IMLECs (we think) but has never managed to get a high finishing place. The locomotive has just had a fairly heavy overhaul last winter. The name Isle of Man Steam Packet never featured amongst the full size engines, however Mike felt that there should have been with the company's record at Dunkirk, losing three ships in one day, hence the number 35001.

The loco is fitted with a working steam turbo-alternator which lights 2 forward marker lights plus 1 in the cab. It has also had a rose bud grate fitted whilst being overhauled last winter

9: Connor Casey - Manx Steam & MEC - 5" IOM Beyer Peacock 2-4-0T



"Peveril" is a 5" gauge model of a class of Beyer Peacock 2-4-0 tank engines built for the Isle of Man Railway in 1875. The full sized engine is at the Railway Museum at Port Erin.

The model was built partly from a makers general arrangement drawing, but principally from reference to the full size locomotive. It is fitted with Allan's valve gear as per full size with the exception that the travel has been extended to produce long travel valves.

The model has been in several IMLECs, and once got to 5th place.

10: Ben Pavier - Southport MEC - 5" LNER Q5 0-8-0



I have been in the hobby since the age of 8. I've entered IMLEC on a number of occasions, placing 1st in 2011 and best 3½" in 2010. This LNER Q5 was built over a 5 year period based on LBSCs "Netta", with many changes. Some of those are; balanced slide valves, helix exhaust with expansion chamber, increased radiant superheat, larger cylinders with larger passages and redesigned valve

gear. there are a number of detail changes to get it closer to the prototype. She failed last year when the cross head picked up on the guide bar and locked up. So....she's back this year, run in and finished off. I'll finally see what she will do.

11: Karl Midgely - Gravesend MES - 5" Britannia 4-6-0



I have entered about 14 IMLECs, all mid-table or lower, except Bournemouth where I came 4th. Entering my 5" Britannia, which I finished in 2016, after 14yrs of building. I decided on its BR blue livery as I believed it would look good on a Brit, and meant I have a bit of artistic license as to what was painted blue or black, what was lined etc.

Last year was the first attempt at using the Brit at IMLEC, and was used to see how it performed and how to improve it. This year, after a few tweaks, I hope to have a better run.

12: George Winsall - Rugby MES - 3.5" Hunslet Russell 2-6-2T



I am a third generation IMLEC competitor. My grandfather Fred Winsall won in 1974 and my father Glyn Winsall won in 2004. This will be 7th attempt at IMLEC having first entered in 2009 at the age of 14 with my 3½" "Firefly". I have a best placing of 3rd overall in 2015 and have been best 3½" on 3 occasions. The locomotive is a 3½" WHR "Russell". The locomotive was built in the mid-1980s by my grandfather Fred Winsall and was entered in IMLEC in the

late 1980s. It then lay unused for 20yrs until myself and my father restored "Russell" in time for IMLEC 2014 at Bournemouth.

13: Marcus Peel - Southport MEC - 5" LNER B1 4-6-0



My loco was built in 1996 I have only owned it since last September I've had new piston valves fitted and new piston rings so hopefully all is good The loco is built to the Martin Evans design in black livery.

14: Les Pritchard - Harlington Locomotive Club - 5" LNER B1 4-6-0



LNER B1 4-6-0 No 1020 GEMSBOOK was built by the late Alan Hall and was awarded a bronze medal at the 1978 ME Exhibition. At the 1979 IMLEC held at Bristol the B1 came 2nd and at the 1980 IMLEC held at Bedford it came 4th. Alan sadly passed away 23 years ago, I entered the B1 at 2014 IMLEC at Bournemouth and came 5th.

15: Adrian Hinchcliffe - Leyland SME - 3.5" GNR Atlantic 4-4-2



Built by the entrant 33yrs ago it won a silver medal at the 1985 ME Exhibition at Wembley and also the LBSC Memorial Rose Bowl (Curly Bowl) at Warrington MES in 2010. It has been entered in IMLEC twice before, at Nottingham in 2015 and Southport in 2017. Modified from the LBSC "MAISIE" design in using balanced slide valves, silicone "O" rings on the pistons and fitted with a Rosebud grate.

16: David Kerry - Chesterfield & District MES - 5" BR 9F 2-10-0



Evening Star was built by the owner and has been running 6 years. I have run in IMLEC 5 times and my best position was 5th

17: Tom Taylor - Harlington Locomotive Club - 3.5" BR 9F 2-10-0



3½" gauge British Railways Standard Class 9F 92118 'Single Chimney' 2-10-0. Based on the design by LBSC and then Martin Evans. She was originally numbered and named as the '92220 Evening Star' with the 'Pines Express' name plaque, which has been changed due to the single chimney. A fantastic engine with an Ellis Professional Boiler, and

having recently had a rough ride (and flight!), she is back on the rails and ready to compete this year at IMLEC 2018!

18: Paul Tompkins - Guldford MES - 5" BR Britannia 4-6-2



Built by Lionel Flippance in 1983, and he came 2nd in IMLEC 1985. Purchased by Len Steel in 1988, the loco was heavily rebuilt and painted for IMLEC 1997 which he won. The loco competed at Superlec '98 and various IMLECs with Lenny coming 2nd in 2000. Being a close friend of Lenny's since the early 90s, Lenny allowed me to enter 70007 (after her 2nd heavy general overhaul) at IMLEC

2015 coming 2nd and IMLEC 2017 where at the 23rd attempt (and after finishing 2nd 4 times over the years) I was finally lucky enough to win at Southport.

19: David Tompkins - Guldford MES - 5" LNER Q5 0-8-0



My Netta first showed it's smoke box at the 2003 Bristol IMLEC where it quickly blew a superheater. The firebox is full of radiant superheaters and brick arch. Fire tubes brought back an inch and now wish they were brought back a little further than on the plans. It's either coal hungry or the driver is addicted to shovelling.

20: Lionel Flippance - Worthing & District SME - 5" BR Proposed 2-8-2



This 2-8-2 is the second loco of a batch of three which I am hoping to get ready to compete at Birmingham. It is similar to the first, which won at Urmston, but has a thermic syphon in the fire box.

If I am unable to ready this engine for competition I will run "George Eveniss", my original 2-8-2 which won "Superlec".

21: Stuart Hamilton - Sale Area MES - 5" LNER Gresley 2-8-0



I am a 69 year old retired Marine Engineer. I lived on a narrow boat until poor health forced me ashore. I bought a Simplex and joined SAMES to keep busy.

I bought "Nigel Gresley" from Beech Hurst Park in June 2017 - after numerous jobs on it I think it's a keeper!

Lately it has been running at Walton Park, Sale almost every Sunday on passenger hauling duties and has proved

powerful and reliable, a tribute to its original builder and to the members of SAMES who help and advise.

22: Glyn Winsall - Rugby MES - 5" BR (SR) U Class 2-6-0



5" gauge Ex SR BR 'U' Class Mogul, based on Martin Evans "Ashford" design with modifications to represent a reasonably accurate "new build" U Class as opposed to a rebuilt "River" Class. Cast iron cylinders with rings on pistons and piston valves, 2 injectors for boiler feed.

Completed in 2013 and came 5th that year at Leyland

IMLEC. This will be my 21st entry in IMLEC having first competed in 1975 aged 14yrs. Best placings:- 2nd - 1975, 4th - 1985, 2nd - 1998, Winner - 2004 and best Past Winner - 2005.

23: John Whale - Bristol SMEE - 5" GWR Saint 4-6-0



The Saint was started in earnest in 2004 having been on the back burner since making the frames in 1980. It was first steamed on July 10th 2012 and has run 318 miles mainly passenger hauling. I have competed in 2 IMLECs, Bournemouth and Manchester.

The engine is a model of Lady of Quality as running in 1947 having been rebuilt with outside steam pipe cylinders and curved front drop end.

24: Jason Pattinson - Sale Area MES - 5" BR Britannia



David Morris had been a UDMES member for around 32 years. His "Britannia" was begun about 1979 and built to the Perrier design. By 1982 the loco was about 95% complete but at this stage Dave became interested in classic motor cycles and their restoration. Unfortunately Dave was involved in two serious accidents with these bikes, in the first mishap with the 500 he was run into by a drunken car driver on an otherwise empty motorway, and received serious injuries. In the second, riding the

twin, he hit some debris on the motorway near Stretford, his injuries this time included a broken collarbone. After some discussion with his wife, he decided to sell the bikes. He then totally rebuilt a Lotus Elan and later an Austin Healey Sprite which he still owns. In 1968 he became a lecturer in engineering at North Trafford Technical College, and, as he says, "never looked back". He retired from the college in 1995 and became self-employed, making precision engineering components for motor racing specialists. After giving up this work, so providing time to complete the "Brit", Solway Firth.

25: Stephen Harrison - Birmingham SME - 5" GNR 01 2-8-0



Martin Evans design built and owned by Peter Wardle. Having seen examples of this Martin Evans designed 2-8-0 locomotive in action and performing well, Peter took the decision to build one of his own. The plans were purchased on 09/07/74 and some material such as the frame steel and copper to make the boiler. One month later the boiler was

completed and tested then work began on the frames.

By May 1975 the motion have been completed and tested. By the end of July of that year all the platework and boiler fittings were completed and the engine steamed for the first time. On its first run the loco covered 3 miles, with a temporary water supply in the form of a bottle on the driving truck. Six weeks later the tender was completed and painted; the engine was painted much later. The loco has done an enormous amount of passenger hauling over more than 2000 miles, without needing much mechanical attention, although a new boiler had to be made because some poor advice from a relative led to unsuitable soldering material being used on the first one.

The Driver, Stephen has been a member of the BSME for over 18 years and it was Peter 7.25" Elider Hunslet that he first drove at the age of 8. Over a period of months with the help of Peter and other club members he was taught to steam, drive and dispose of a locomotive. He is a very active model engineer with a variety of projects on the go with interests from 16mm scale garden railway locos through to 3.5", 5" and 7.25". He can also be seen visiting other club rallies and also actively enters the LittleLEC completion with his 0-6-0 Rob Roy locomotive which is an efficiency competition for locos under 50lb in weight.