

**Open Model  
Locomotive  
Efficiency  
Competition**

# **OMLEC 2001**

**August 11-12, 9 a.m. start  
Guildford Model Engineering Society  
Stoke Park, Guildford**

# OMLEC 2001

## INTRODUCTION

Welcome to the Guildford Model Engineering Society here in Stoke Park. We are hosting this "OMLEC 2001" to provide an event in place of IMLEC which as you will know has had to be cancelled this year. So this event has come about more by accident than design due mainly to the current national "foot and mouth" epidemic.

IMLEC which was originally scheduled to take place at the Bristol M.E.S. this year, had to be abandoned due to the epidemic. We at Guildford then offered to run the event, but due to a clash of dates with our own annual Rally we had to move the date into August. This evidently was not a popular move, as very few entrants were forthcoming, six to be precise, probably due to pre-arranged commitments, so that event was cancelled.

It was then suggested that we run a less formal event, without any of the complex entry restrictions that apply to IMLEC, hence the name OMLEC. Then low and behold we were over-subscribed with entries.

Whilst this event is an informal one, with minimal frills, it will be treated very seriously as far as all operating and safety procedures are concerned. So, have a most enjoyable weekend, and remember "Safety is no Accident."

BRIAN BARROW

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## CALCULATION OF RESULTS

The dynamometer car measures and gives readings of the Total Work done in foot-pounds and the Total Distance Travelled in feet. In addition the Overall Run Time (in minutes) and the Weight of Coal Used (in pounds) are recorded. From these the following calculations can be made.

$$\text{Overall Thermal Efficiency (\%)} = \frac{\text{Work Output} \times 100}{\text{Heat Input}}$$

The fuel being used has a calorific value of 13684 BTU per pound. Using the value 778 Ft/Lbs. = 1 British Thermal Unit:

$$\text{Overall Thermal Efficiency (\%)} = \frac{\text{Work Output} \times 100}{\text{Weight of Coal Used} \times \text{Cal Value} \times 778}$$

The Locomotive that returns the highest efficiency is the winner of the competition.

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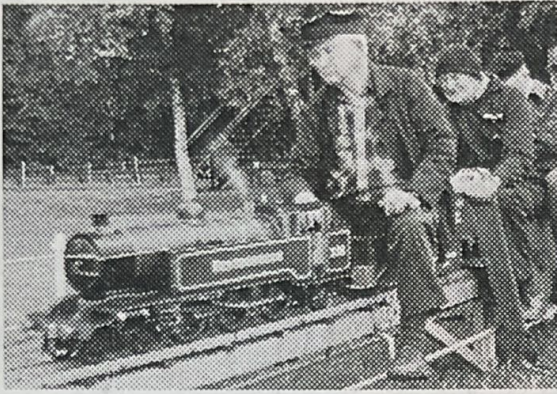
Competition Organiser: **Geoff Moore**. Efficiency Calculations: **Peter Breakwell**  
Public Address: **Brian Barrow**. Coal Merchant: **Ron Roebuck**  
Trade Stands: **Jim Wilson**

## SATURDAY

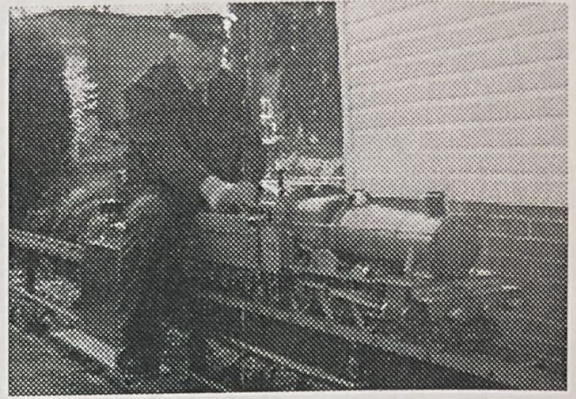
Run	Start	Driver	Locomotive	Gauge	Efficiency	Final position
1	9.00	MATTHEW BYATT	Speedy	5		
2	9.40	COLIN MORGAN	Mona	3 <sup>1</sup> / <sub>2</sub>		
3	10.20	BILL DWYER	L.N.E.R. A4	3 <sup>1</sup> / <sub>2</sub>		
4	11.00	BRIAN EATOCK	L.M.S. Class 5	3 <sup>1</sup> / <sub>2</sub>		
5	11.40	DAVID JAMES	Britannia	5		
6	12.20	LES PRITCHARD	L & Y Aspinall	5		
7	1.00	TERRY BOOTH	Britannia	3 <sup>1</sup> / <sub>2</sub>		
8	1.40	LEN STEEL	Britannia	5		
9	2.20	STEVE EATON	Stirling Single	5		
10	3.00	GEOFF MOORE	L.N.E.R. B1	5		
11	3.40	JAN ROTTIER	Tallylyn	5		
12	4.20	JIM ELLIOTT	Speedy	5		
13	5.00	DAVID NEISH	L.B.S.C. 4-6-2 Tank	5		
14	5.40	DAVE KELLY	Simplex	5		
15	6.20	RAY HILLMAN	Dholphur	5		

## SUNDAY

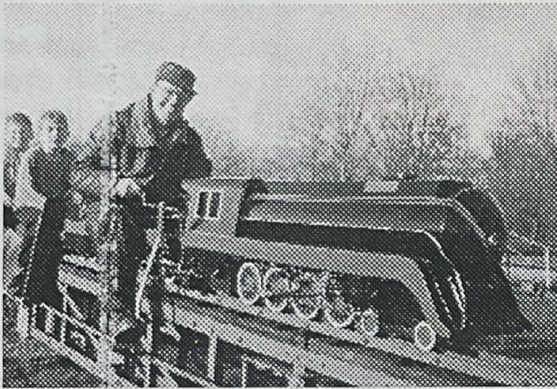
16	9.00	STUART DUNCAN	L.N.E.R. Hunt	5		
17	9.40	ANDREW HARVEY	Lancs & Yorks 0-8-0	3 <sup>1</sup> / <sub>2</sub>		
18	10.20	DAVE MAYALL	L.M.S. Class 4F	3 <sup>1</sup> / <sub>2</sub>		
19	11.00	ALAN JENSEN	G.W.R. Manor	5		
20	11.40	PAUL TOMPKINS	Minx	5		
21	12.20	JOHN ELLIS	L.N.E.R. Glen	5		
22	1.00	BRIAN REMNANT	Sweet Pea	5		
23	1.40	DENVER WATKINS	Speedy	5		
24	2.20	JOHN DALTON	Britannia	5		
25	3.00	LIONEL FLIPPANCE	B.R. Proposed 2-8-2	5		
26	3.40	KEVIN AYLING	S.R. Leader	5		
27	4.20	GLYN WINSALL	L.N.E.R. 04/8	5		
28	5.00	TERRY YOUNG	U.S.A. J CLASS	5		



David Neish – L.B.S.C. 4-6-2 Tank



Alan Jensen – G.W.R. Manor



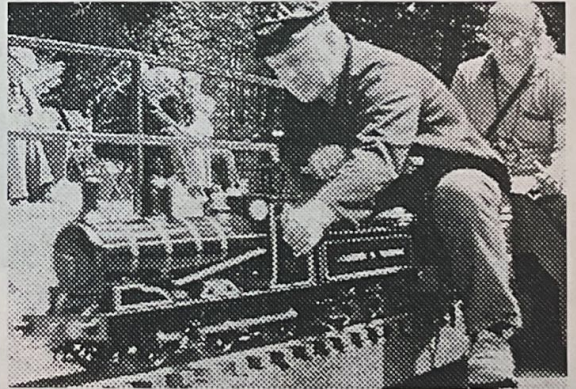
Bill Dwyer – U.S.A. J Class



Len Steel – Britannia



David Mayall – Derby 4F



Les Pritchard – Lancs & Yorks Aspinall



Paul Tompkins – Minx



Jim Elliott – Speedy