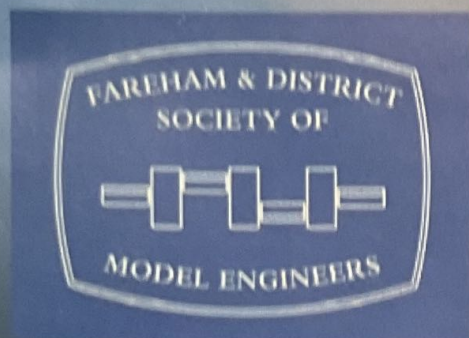
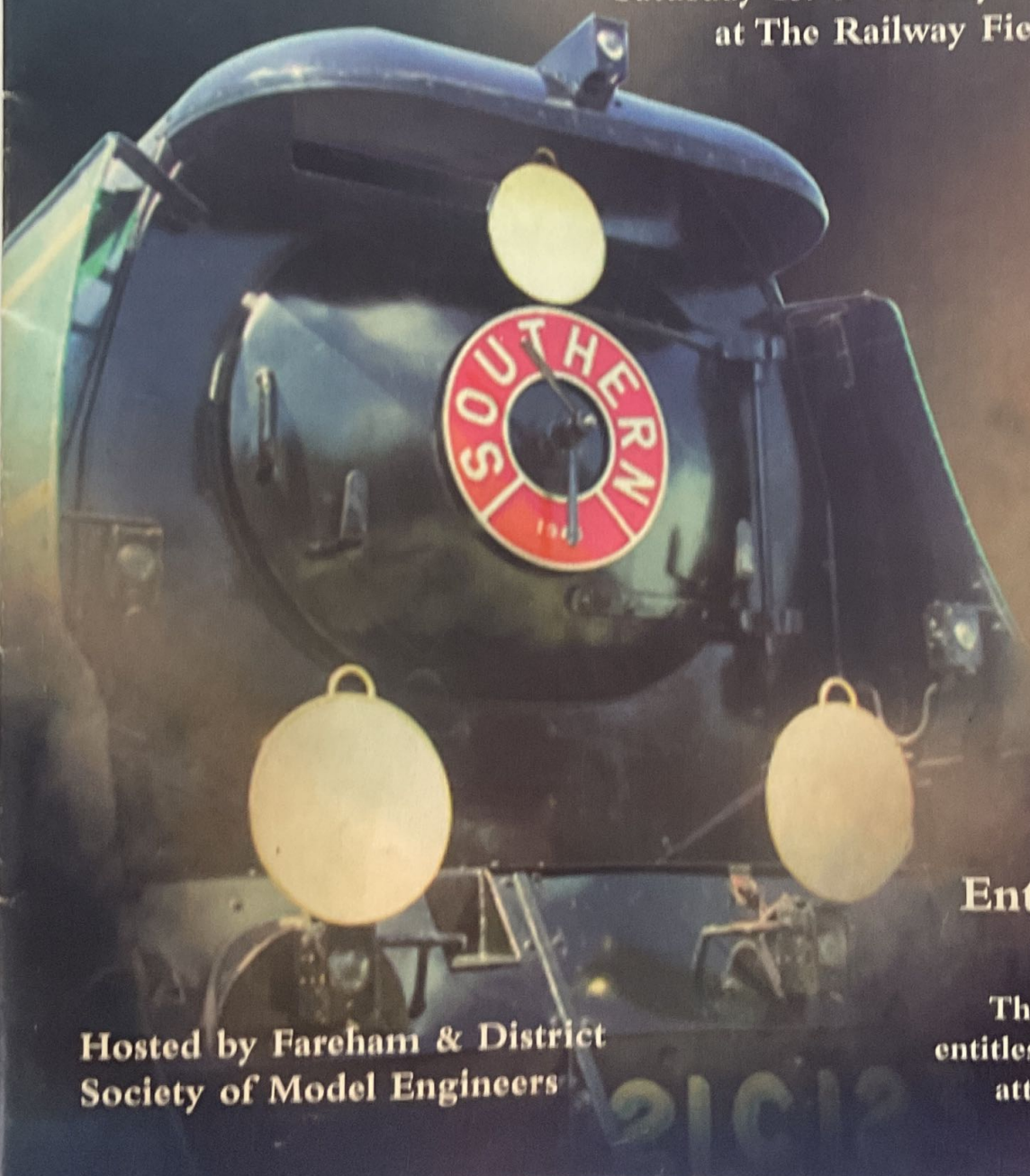


IMLEC 2006



The 37th International Model Locomotive Efficiency Competition

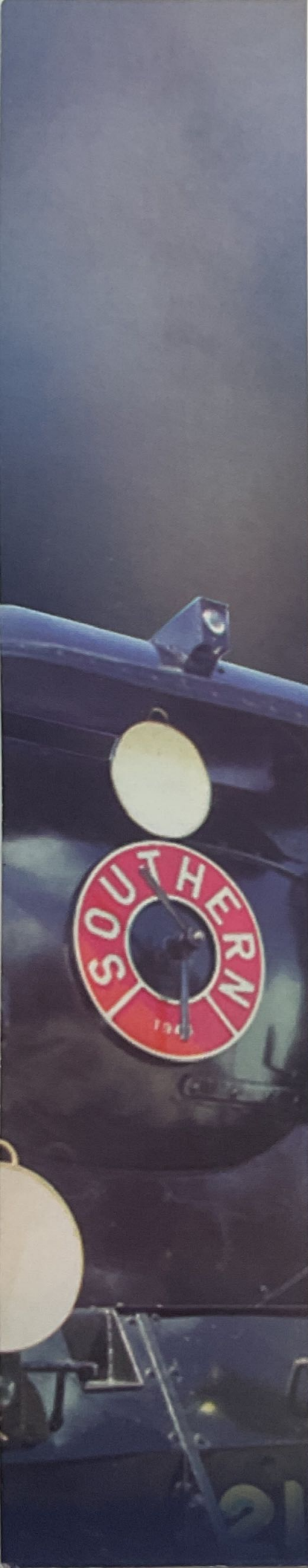
Saturday 1st & Sunday 2nd July 2006
at The Railway Field Titchfield



Entrance £5

Hosted by Fareham & District
Society of Model Engineers

This Programme
entitles the bearer to
attend both days



A WELCOME FROM FAREHAM & DISTRICT SOCIETY OF MODEL ENGINEERS

On behalf of the Council Of Management and Members of The Fareham & District Society of Model Engineers I would like to welcome you to the 37th IMLEC Competition.

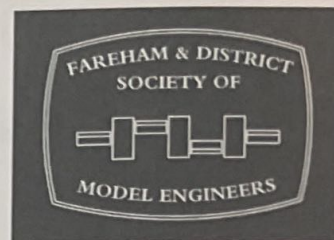
Although we have hosted SEQLEC on two occasions in addition to the 'Sweet Pea' and 'Southern Federation' Rallies, this is the first time we have hosted IMLEC and we are looking forward to an interesting and enjoyable weekend.

In addition to the obvious main reason for everyone being here we have tried to provide additional attractions for your enjoyment including trade stands, an exhibition of models made by our members, train rides on the 7¼ track, model boat displays, a prize draw, an endless supply of tea and other refreshments plus a 'Hog Roast' barbecue on Saturday evening.

I hope you will all feel at home during your time with us over this weekend and if you have any queries or problems please do not hesitate to ask either myself or any of the F&DSME members and we will do our best to help.

Finally I would like to wish you all a safe and enjoyable weekend and as far as IMLEC is concerned may the best competitor win.

Brian Fisher
Chairman F&DSME.



A BRIEF HISTORY OF F&DSME

Fareham & District Society of Model Engineers was formed in 1971 by a small group of about 20 model engineers and since then has grown to a number limited to 130.

Initially the aim was to find land on which a permanent track could be built, so a portable track was constructed to use at fetes etc. in order to raise the money that would enable us to finance a future track.

In 1976 part of a field at Carron Row Farm at Titchfield was rented to us and we built 660 ft of raised 5in/ 31/2 in track. 1981 saw the farm turned into a museum and we started our public open weekends in collaboration with the museum. Unfortunately the museum was not financially viable and only lasted 5 years. In 1987 the farm was put up for sale and we were able to buy the whole field (2.5 acres) a part of which we had been renting.

Since that date much has happened, the most important being the construction of our superb clubhouse in which we can hold our monthly meetings and other social events. With the extra land a new elevated track of 1565 feet and a 7¼ ground level track of 935 ft were built complete with tunnels, bridges, embankments, stations and signals as can be seen today. We became a limited company 11 years ago.

Our public open weekends continue to be very popular and are always held on the last full weekend in July.

IMLEC OFFICIALS

Overall Adjudicator	Mike Chrisp
Observers	Eric Anderson Pete Farmer George Lillington James Petchal
Calculations	Brian Fisher Wally Pearson Trevor Fry
Track Engineers	Dennis Lucas Tom Harrison
Steaming Bay Manager	Ted Stevens
Time Keepers	Chris Reynolds Pete Reynolds
Exhibition Organiser	Brian Fisher
Trade Stand Organiser	Pete Reynolds
Catering Manageress	Deana Pearson
Ticket Sales	Adrian Osborne
Public Address	Vic Bird John Selly
First Aid	Red Cross

ACKNOWLEDGMENTS

We would like to extend our thanks for their assistance to:-

Leyland MES for the loan of scoreboards and equipment.

Our wives and friends who have helped to make this year's event possible.

Many thanks to Bristol and Guildford Model Engineering Societies for the loan of their dynamometer cars. We would also like to thank MJ Engineering, Polly Engineering, Footman James Insurance, Iron Horse, Cheddar Models and the Southern Federation for their support.

Fareham & District Society of Model Engineers

Company Registered in England No. 3042680

Registered Office: The Railway Field, 15 Segensworth Road East, Titchfield, Fareham, Hampshire. PO15 5DY

TIMETABLE

Saturday 1st July 2006

08.00	Catering Commences
08.30	Competition Commences
08.30	Ground level trains start running
16.00	Prize Draw
16.45	Last competition run of the day
19.00	Hog Roast
23.00	Close

Sunday 2nd July 2006

08.00	Catering Commences
08.30	Competition Commences
08.30	Ground level trains start running
16.00	Prize Draw
16.45	Last competition run
17.30	Speeches and Prize Giving
18.00	Close

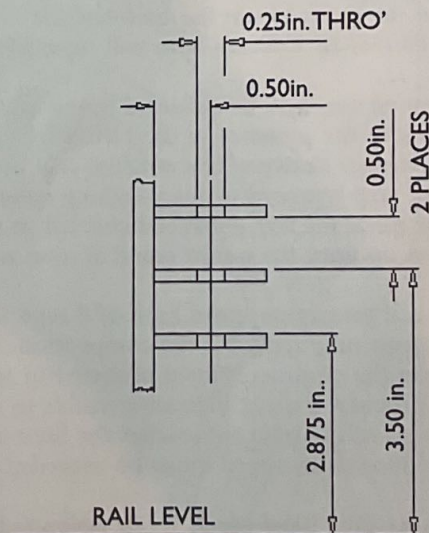
RULES AND ORGANISATION FOR 'IMLEC' 2006

1. The competition will be open to all 3½" & 5" gauge coal fired steam locomotives capable of running on raised track.
2. The competition will be open to previous 'IMLEC' winners, previous competitors and newcomers on a first come first served basis. Entries will be restricted to 12 per day. (No previous entry restrictions apply)
3. The competition will comprise of:- a 'Previous Winners' competition and the Annual 'IMLEC' competition both to run concurrently. Drivers who have won 'IMLEC' previously go into the 'Previous Winners' competition providing they are driving the same locomotive they were driving when they won the competition before. If they are driving a different locomotive they will only be eligible for the 'IMLEC' competition.
4. All drivers shall use the common driving truck supplied by the F&DSME. This truck is equipped with a brake which can be operated by the driver and it will be ballasted at the rear to reduce risk of derailment. The Dynamometer Car will be coupled directly behind the Driving Truck and will carry the Observer.
- 4a. As the work required to propel the driving car and driver is not recorded by the dynamometer car when positioned as stated in Rule 4, a correction figure will be added to the recorded 'work done' to compensate. This correction figure has been established using the dynamometer car and is the actual work required to propel the driving car carrying a 13 stone man around the Fareham track whilst adhering to the IMLEC speed limits. The correction figure is a value of ft lb/ft and will be the same for all contestants. However, the actual figure added to the recorded 'work done' will vary from contestant to contestant depending on the distance travelled during their competition run.
5. The competition will commence at 8-30am on both Saturday and Sunday. Competitors will be allocated a run number and start time. This information will be given with the instruction pack issued after being accepted to the competition. The start time will be allocated by F&DSME having given consideration to such things as the competitor's preference and travelling distance to the venue etc.
6. Competitors shall arrive at the track at least one and a half hours before their run and report to the steaming bay reception. Competitors shall, at this time, present a current boiler certificate for the locomotive to be used in the competition. It is recommended that owners of competing locomotives take out insurance for loss or damage to the locomotive whilst it is on F&DSME property as F&DSME do not accept any responsibility for loco loss or damage however caused. Competitors must also state the number of passengers required for the run and whether they are to be mainly recruited from his/ her support team. See Para 10.
7. One hour before the commencement of the run, the Driver will be allocated an assistant and asked the type, size and the amount of coal that is required for the run. This will be weighed and allocated in the presence of the Driver by the weighing Judge. Additional weighed and recorded coal will be available on the run and all excess will be returned and debited off the total in the presence of the Driver on completion of the run.
8. Drivers must use their discretion as to when to commence lighting up, but shall be ready to start their run at the time allotted. Any time slippage will be notified to the Driver before lighting up wherever possible by the steaming bay Manager. Any Driver whose locomotive is not ready to run within 10 minutes of the time when he is instructed to proceed to the running track for his/her competition run, will forfeit his run but will, if possible, be reallocated a run time at the end of the day's competition.
9. When ready to raise steam for the run, the Driver will be provided with as much dry, or paraffin soaked, charcoal and / or wood as required to raise steam. The Driver may change over to the

measured coal when he likes, but this coal is included in the 'coal used' calculation for the run. The locomotive shall have a good coal fire burning before going out onto the track and the Driver shall ensure that injectors, water gauges and safety valves are functioning correctly before leaving the steaming bay. [Note 6, 12 and 24 Volt DC power is available to drive steam-raising blowers on all steaming bays.

10. The train will be prepared for the Driver with the driving truck at the front and sufficient passenger cars to carry the number of passengers he/she requires. For safety reasons this must be limited to a maximum of 24 persons excluding the Driver and Observer on a maximum of 8 passenger cars. In the case of long trains [in excess of 2 passenger cars + dynamometer car and driving truck] intermediate braked passenger cars will be required by the F&DSME Safety Officer. All trains will have a brake on rear of the last passenger car. F&DSME members will operate all brakes other than on the driving truck; but they will be used in emergency only. These members will be included in the number of passengers requested by the driver. The above requirement is to ensure safe running on the steeply inclined track.
11. Each passenger car shall carry not more than 3 adults and no cars shall be run without at least 1 passenger.

Coupling Details

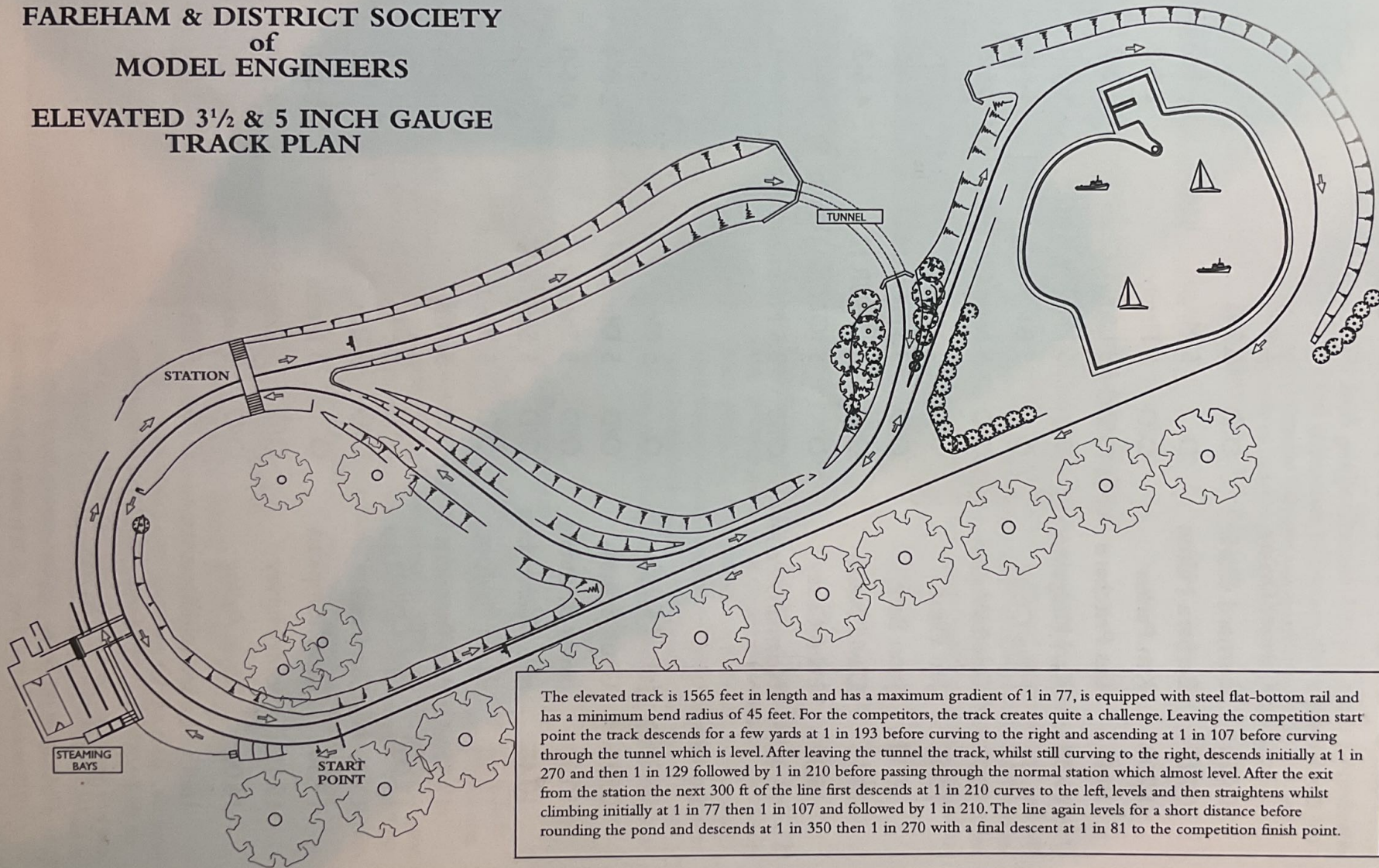


12. The competing locomotive/tender shall be equipped with a 1/8 inch thick coupling plate to be attached to the driving truck using a 1/4 inch diameter pin. The details of the driving truck coupling socket is shown above. The locomotive/tender shall also be provided with a safety chain or cable which will be attached to one of the adjacent holes in the driving truck coupling socket using a 1/4 inch diameter pin. Both these pins will be provided by F&DSME. In addition to the above all tender locomotives shall be provided with a safety chain or cable between the loco and the tender. This is to be provided by the loco owner.
13. All competing locomotives shall be fitted with a spark arrester and an ashpan.
14. The Steaming Bay Manager will tell the Driver when to put the locomotive onto the traverser and move it onto the running track.
15. The locomotive will then be reversed round to the start point to take on the passenger load.
16. All coupling and uncoupling of the locomotive/ tender to the train shall be carried out by F&DSME. Officials.
17. The Observer will record the initial dynamometer car readings in the presence of the Driver.

18. The Driver will tell the Observer when he is ready to begin his run and the Timekeeper will then give the Driver permission to start. Sand will be provided to assist the starting of the Train if required.
19. The duration of the run is a nominal 30 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 at the competition start/finish point. Any competitor not completing 25 minutes will be deemed to have retired. A line side clock will be provided so that the Driver can see the progress of his run. The Driver will be advised when he/she has ten and five minutes remaining and when on the last lap. The total collective period the train may stop during the run will be eight minutes. If this is exceeded then the Driver will be deemed to have retired.
20. Any authorised re-run will take place under the same conditions as the original run (same number of passengers etc.).
21. The run shall end at the competition start/finish point. Any competitor stopping short of the start/finish point because of lack of steam shall raise sufficient steam to bring the train into the finish point before the run is deemed to be completed. All recordings shall end at the start/finish point. Once the run is finished the Observer will take note of the final dynamometer car readings in the presence of the Driver and pass them to the computing facility. The locomotive will be uncoupled from the train and the Driver will move it along the track under instructions from F&DSME Officials who will supervise its removal from the track.
22. All unused coal will be collected immediately the competition run has finished and it will be weighed in the presence of the Driver by the Weighing Judge. The 'coal used' during the run is the difference between the weighed coal issued at light-up + any extra requested during the run, and the coal returned to the weighing station at the end of the competition run. No allowance will be made for any unburned coal left in the firebox. The efficiency results will be calculated and put up onto the results board as soon as possible after the completion of each run.
23. A general maximum speed limit of 8 mph is imposed on the track although local speed restrictions may apply for the competition. Any local speed restrictions will be notified to each driver at the commencement of their run and will be signposted at the trackside. The driving truck provides a speed indication visible to the Driver. The Observer will inform the Driver if the speed of the train approaches the limit applicable. The Observer will issue a warning to the Driver should the speed limits be exceeded. Three such warnings shall result in disqualification.
24. The use of the hand 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.
25. 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 is not recorded or limited in anyway.
26. Passengers and passenger cars may be dropped off during the run if the initial load proves to be too heavy, but only when the train is stationary and it is safe to do so. Additional passengers may not be added at anytime.
27. No external assistance shall be given to the train in any way whatsoever at any time during the run.
28. Ballast (including water) added externally to the scale outline of the loco (or in the case of a freelance model, the likely scale outline) is not permitted.
29. The decision of the Judges is final in all matters relating to the competition. The Judges are appointed by the Fareham & District Society of Model Engineers.

**FAREHAM & DISTRICT SOCIETY
of
MODEL ENGINEERS**

**ELEVATED 3½ & 5 INCH GAUGE
TRACK PLAN**



The elevated track is 1565 feet in length and has a maximum gradient of 1 in 77, is equipped with steel flat-bottom rail and has a minimum bend radius of 45 feet. For the competitors, the track creates quite a challenge. Leaving the competition start point the track descends for a few yards at 1 in 193 before curving to the right and ascending at 1 in 107 before curving through the tunnel which is level. After leaving the tunnel the track, whilst still curving to the right, descends initially at 1 in 270 and then 1 in 129 followed by 1 in 210 before passing through the normal station which almost level. After the exit from the station the next 300 ft of the line first descends at 1 in 210 curves to the left, levels and then straightens whilst climbing initially at 1 in 77 then 1 in 107 and followed by 1 in 210. The line again levels for a short distance before rounding the pond and descends at 1 in 350 then 1 in 270 with a final descent at 1 in 81 to the competition finish point.

2006 THE COMPETITORS

Saturday

<i>Time</i>	<i>Owner/Driver</i>		<i>Locomotive</i>	<i>Type</i>	
08.30	Bernard Clark	O/D	3.5 Tank	0-6-0	
09.15	Barbara Milton	D	5 Mogul/Simplex	2-6-0/0-6-0	(1)
10.00	Ken Parker	O/D	5 Firefly	2-6-2	
10.45	Les Pritchard	O/D	5 L&Y A Class	0-6-0	
11.30	Karl Midgeley	D	5 Maid of Kent	4-4-0	(2)
12.15	Mike Gibbs	O	5 BI	4-6-0	(3)
13.00	Geoff Wigzell	O/D	5 Ivatt Class 2	2-6-0	
13.45	Jim Elliot	O/D	5 Speedy	0-6-0	
14.30	John Barr	O/D	3.5 A4 Pacific	4-6-2	
15.15	David Neish	O/D	5 LBSCR J2	4-6-2	
16.00	Mike Casey	O	5 IOM Tank Loco	2-4-0	(4)
16.45	Norman Archer	O/D	3.5 Mountaineer	2-6-2	

Sunday

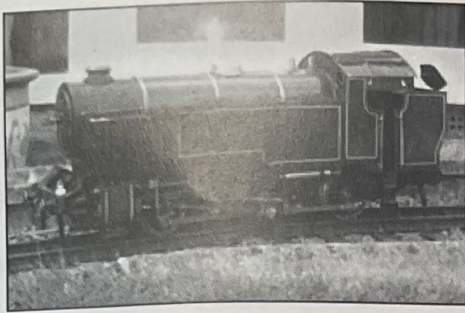
08.30	John Lloyd	O	5 Merchant Navy	4-6-2	(5)
09.15	Geoff Symes	O/D	5 Dholpur	2-8-4	
10.00	James Brunning	O/D	5 Speedy	0-6-0	
10.45	Mike Richardson	O/D	5 Simplex	0-6-0	
11.30	Edgar Playfoot	O/D	5 Royal Scot	4-6-0	
12.15	Paul Tompkins	O/D	5 Minx	0-6-0	
13.00	Paul Collins	O/D	5 Baby Atlantic	4-4-2	
13.45	Len Steel	O/D	5 Britannia	4-6-2	
14.30	Dave Tompkins	O	5 Netta	0-8-0	(6)
15.15	John Hurley	O/D	5 Royal Scot	4-6-0	
16.00	Kevin Ayling	O/D	5 Leader	0-6-0+0-6-0	
16.45	Lionel Flippance	O/D	5 BR Proposed	2-8-2	

O = Owner D = Driver O/D = Owner/Driver

(1) 2-6-0 Mogul owned by David Casserley. 0-6-0 Simplex owned by David Williams.

(2) Owned by Ben Healey. (3) To be driven by Paul Bexfield. (4) To be driven by Jack Dibnah.

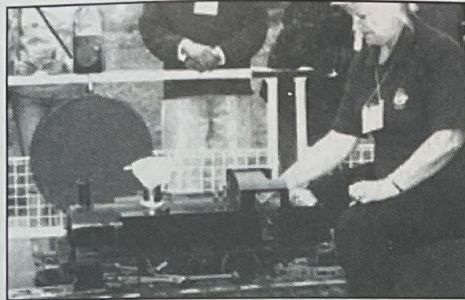
(5) To be driven by Dave Finn. (6) To be driven by John Middleditch.



Bernard Clark

3 1/2 inch gauge 'Bassett Lowke' Tank Locomotive

The first engine built by Bernard during the 1970s. It has been in regular use and was overhauled in 2000. Used regularly on public running days at the club track at Delapre Park, Northampton.



Barbara Milton

5 inch gauge 'Mogul' or 5 inch gauge 'Simplex'

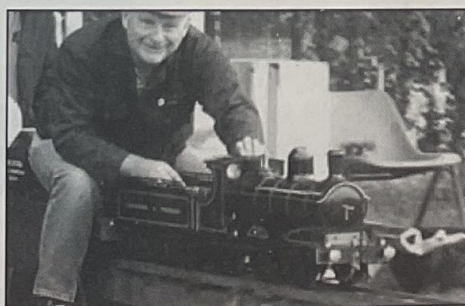
Barabara Milton is a self-confessed 'steam guzzler' and will try her hand at driving anything including full size traction engines and locomotives. She has many IMLECs under her belt and will be driving either David Casserley's 'Mogul' or David Williams 'Simplex'.



Ken Parker

5 inch gauge 'Small Prairie' Locomotive 2-6-2T

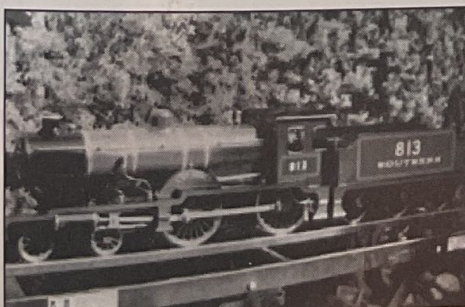
Built by Peter Larkin, with his modifications, to the Martin Evans design. The loco first ran in 1979 and has covered many miles passenger hauling at Malden and visiting other clubs. Re-boilered in late 2004. Previous attempts at IMLEC with this loco, 4th at Guildford 1990, 2nd at Bristol 1991.



Les Pritchard

5 inch gauge Lancashire & Yorkshire 'A' Class

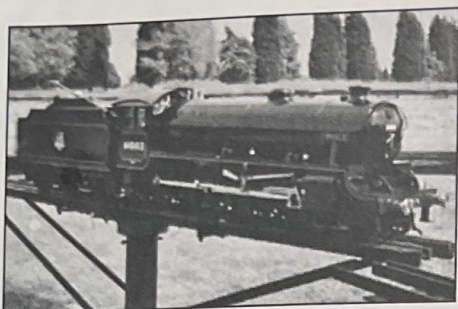
Aspinall Lancashire & Yorkshire 'A' Class locomotive and tender built to the Don Young design. The model was started in 1980, completed in 1990 and has Joy valve gear, slide valve cylinders and a boiler pressure of 100 psi. The loco won a Silver Medal at the Model Engineer Exhibition. Les has won IMLEC twice with a rebuilt 'Royal Scot'.



Karl Midgeley

5 inch gauge 'Maid of Kent' 4-4-0

Third time lucky for loco and driver, as the last two IMLECs have ended with problems for the loco. Last year, the blower was blocked and couldn't regain pressure so had to retire. The loco should feel more at home this year running on Southern metals! The engine took three years to build by owner Ben Healey, and was completed in 1983.



Mike Gibbs

5 inch gauge LNER 'B1' 4-6-0

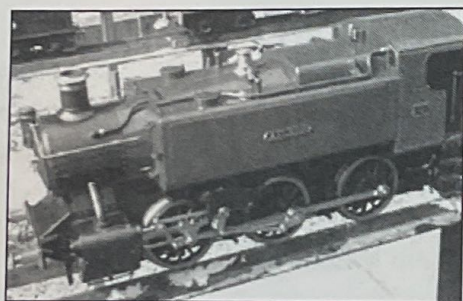
The locomotive is built to Martin Evans 'Springbok' design, being built over an 8 year period by 3 members of the Vauxhall Motors Recreation Club, Model Engineering Section. It is modified using works drawings and has accurately made chimney, dome cover, windows, dummy Wakefield Lubricators and other bits and pieces!



Geoff Wigzell

5 inch gauge LMS 'Ivatt Class 2' 2-6-0

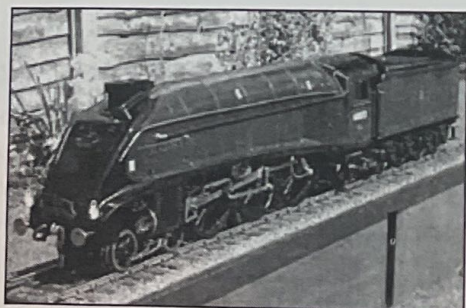
The original drawings were Don Young's BR Class 2, but were very much altered to produce the Ivatt version and make it operate as it should. Geoff was familiar with Ivatt engines in his younger days in North Wales, his favourite being the 2-6-2 tank version. The name 'MORQUISAN' is an amalgamation of the names of his wife & two daughters.



Jim Elliot

5 inch gauge 'Speedy' 0-6-0 Tank Locomotive

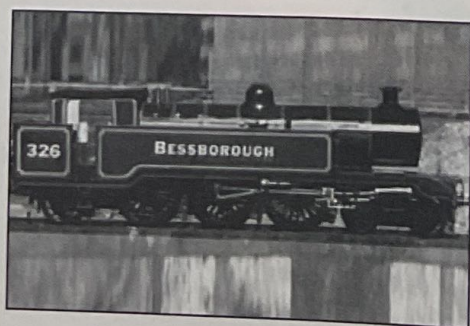
The loco was built to LBSC's design with Don Young valve gear and was completed in 1986. It was rebuilt in 1995 with a 100 psi boiler, radiant superheaters and modified draughting. This will be the loco's 6th IMLEC, the best results being a win at Northampton in 1999 and 3rd at leyland in 2000.



John Barr

3 1/2 inch gauge Gresley A4 Pacific 'Seagull'

The locomotive was purchased in 2005 from its builder Alan Gent of the Butterly Society. Six years in the making it had been a regular runner and required little in the way of refurbishment except the awkward job of attending to a failed regulator, a few new valve gear parts and a little touch up to the paintwork.



David Neish

5 inch gauge LBSCR 4-6-2 Tank 'Bessborough'

A model of an LBSCR J2 class express passenger tank locomotive, it took about five years to make, being completed in 1999 and has run at Guildford MES regularly. The model has a 100 psi boiler based on the 'Nigel Gresley' design, shortened by 1 3/16 inch, and has competed in IMLEC previously, gaining 3rd place at Bristol in 2003.



Mike Casey

5 inch gauge Isle of Man 2-4-0T 'Peveril'

A 5 inch gauge model of one of the Isle of Man Railway Beyer Peacock 2-4-0, 3ft gauge tank locos. The castings for the model were produced at home earning Mike a silver medal with the loco at the M E Exhibition. Mike and the engine have competed in two previous IMLECs, experiencing a blown superheater and a thorough soaking in the rain!



Norman Archer

3 1/2 inch gauge 2-6-2 Tank Loco 'Mountaineer'

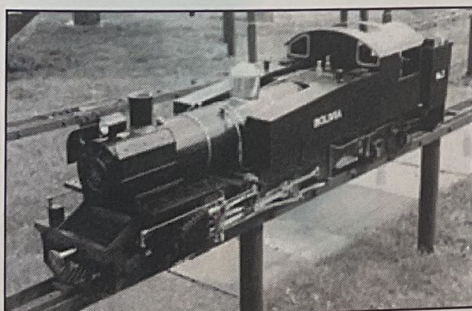
Mountaineer is a narrow gauge locomotive built in 1916 by the American Locomotive Corporation for the War Department to serve in France and is now running on the Festiniog Railway in North Wales. The Model is constructed to 1 3/4 inch to the foot, designed by Don Young and built by Norman Archer and Dave Gibbs.



John Lloyd

5 inch gauge SR 'Merchant Navy' 4-6-2 Pacific

A model of a Southern Railway Merchant Navy pacific in the original form with Bullied's 'air-smoothed' casing and chain-driven valve gear, finished in the SR malachite green livery. The engine has regularly run at the Southampton club track and competed previously at IMLEC in Bristol in 2003.



Geoff Symes

5 inch gauge Dholpur' 2-8-4 Tank Locomotive

Built to the GLR drawings with an enlarged boiler and Mountain Railway outline, with a 2" x 3" bore and stroke. The loco is fitted with 2 injectors fed from a bunker tank, and an axle pump fed from side tanks.



James Brunning

5 inch gauge 'Speedy' 0-6-0 Tank Locomotive

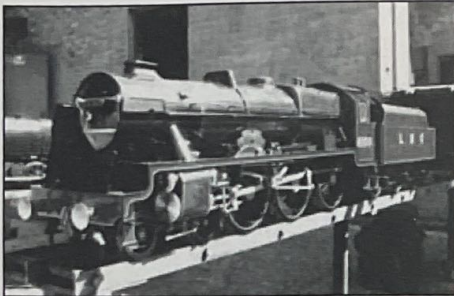
A model of the GWR 0-6-0 heavy duty pannier tank locomotive, built to the LBSC 'Speedy' design and finished in GWR brunswick green livery. The full size version of these engines spent much of their time hauling heavy empty coaching stock trains in and out of London's Paddington station.



Mike Richardson

5 inch gauge 'Simplex' 0-6-0 Tank 'Lionheart'

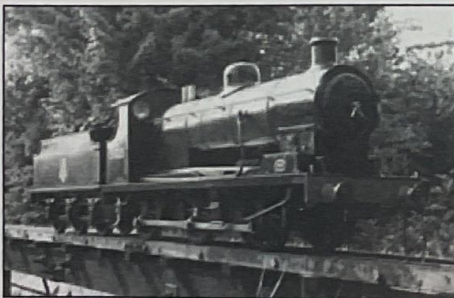
Lionheart took six years to build and was completed in 1988. The overall dimensions of a standard Simplex have been stretched by 2½ inches in length and ½ inch in width whilst leaving the wheelbase the same, allowing a bigger cab with more room to drive, larger water tanks and a longer smokebox. Lionheart finished 13th at IMLEC 1999.



Edgar Playfoot

5 inch gauge rebuilt 'Royal Scot' 4-6-0 Locomotive

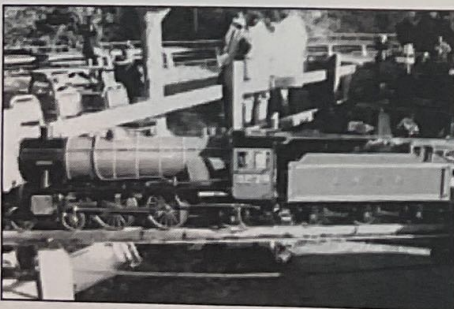
Completed in October 2003, a model of the preserved Rebuilt Royal Scot, finished in LMS crimson lake livery. The boiler is mainly to Martin Evan's design with detail taken from the preserved engine at Bressingham. The tender, complete with working water collection chute, used well over a thousand ¾ inch rivets in its construction!



Paul Tompkins

5 inch gauge 'Minx' 0-6-0 Locomotive

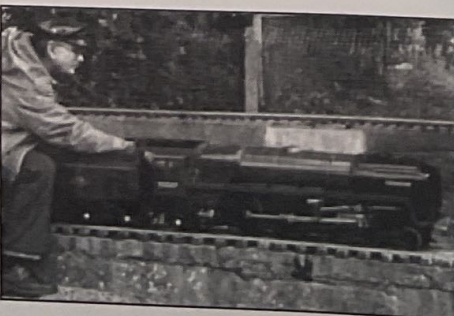
Built by Paul and Dave Tompkins, the Minx design is an excellent choice for a quick and easy loco to make. The loco was made in a year with fellow Guildford club member Len Steel making the boiler. Paul has been in workshops since he was a toddler, and has now built a 5" gauge 7F and is currently building a batch of Britannias.



Paul Collins

5 inch gauge Baby Atlantic 4-4-2 Loco 'Sapper'

No. 3279 'Sapper' is based on Ivatt GNR/LNER class atlantic built at Doncaster in 1905, four were rebuilt at Doncaster in 1915 by Gresley, two with 4 cylinders and two with 2 cylinders with outside Walscheart's valve gear. The model is fitted with the later BI type of tender.



Len Steel

5 inch gauge Britannia 4-6-2 'Coeur de Lion'

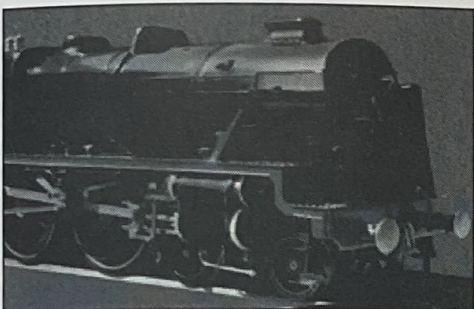
Coeur de Lion was built by Lionel Flippance in the early eighties and entered in the 1985 IMLEC where it came second. Len has been modelling since the age of sixteen and is a member of several clubs. He acquired this engine in 1988 and his IMLEC record includes a win in 1997 at Llanelli and second in 2002 in Leyland.



Dave Tompkins

5 inch gauge 'Netta' 0-8-0 Locomotive

Another LBSC loco that anyone can make. It started life as a 'Maid of Kent', but the builder changed his mind, realising the cylinders could go on an eight-coupled loco. The tender is scrap aluminium glued together - cheap! Like the family's Minx, it was not intended to be a 'scale job', just something we could knock out quick and give us a lot of fun.



John Hurley

5 inch gauge rebuilt 'Royal Scot' 4-6-0 Locomotive

The second rebuilt Royal Scot in this year's competition, this locomotive is finished in the LMS post-war lined black express passenger livery making an interesting contrast with Edgar Playfoot's example finished in LMS crimson lake.



Kevin Ayling

5 inch gauge 'Leader' 0-6-0+0-6-0 Locomotive

A 5" gauge version of one of the highly unusual 'Leader' class locomotives designed by Oliver Bullied for the Southern Railway after WWII. Only three of these engines were ever completed. Kevin has successfully competed previously in IMLEC, winning the event at Bristol in 1991 and Kinver in 1998 driving a BR 'proposed' 2-8-2.



Lionel Flippance

5 inch gauge BR 'Proposed' 2-8-2 Locomotive

After building and running a BR 'Britannia', Lionel felt his next locomotive needed to have similar characteristics. After seeing outline plans for a BR proposal to build a 2-8-2 locomotive this provided the ideal choice. In reality, the 2-8-2 was never built, being superseded by the 9F. Lionel has won IMLEC with this locomotive on four occasions!

THE COMPETITION

The IMLEC competition has been run annually since 1969, with the honour of staging the event falling to model engineering clubs and societies all over the UK. The overall winner is awarded the Martin Evans Challenge Trophy. Prizes are also awarded for second and third places and for the best 3½ inch gauge locomotive.

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 LI Tank	5"	1.6	B Longstaff, S Durham
1974	Bristol	Nigel Gresley	5"	2.54	F Winsall, Rugby
1975	Tyneside	GWR King	3 1/2"	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	Stirling Single	5"	2.17	D Morris, Urmston
1980	Bedford	BR Class 7	3 1/2"	1.37	P Wood, Private Entry
1981	Bournemouth	LNER J39	5"	2.41	P Wood, Chingford
1982	Leyland	GWR de Glen	5"	1.5	R Amsbury
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, Private Entry
1986	Bournemouth	Nigel Gresley	5"	1.64	A Crossfield, Private Entry
1987	Birmingham	LSWR Adams	5"	2.29	K Moonie, Chingford
1988	Leeds	BR Proposed 2-8-2	5"	4.392	L Flippance, Guildford
1989	Leyland	BR Proposed 2-8-2	5"	3.02	L Flippance, Guildford
1990	Guildford	BR Proposed 2-8-2	5"	3.317	L Flippance, Guildford
1991	Bristol	BR Proposed 2-8-2	5"	1.733	K Ayling, Worthing
1992	Leeds	S & D 7F	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	BR Britannia	5"	1.882	L Steel, ST E A M
1998	Kinver	BR Proposed 2-8-2	5"	2.274	K Ayling, Worthing
1999	Northampton	Speedy	5"	1.78	J Elliot, Staines
2000	Leyland	BR Proposed 2-8-2	5"	3.13	L Flippance, SMEE
2001	Bristol	Competition cancelled due to Foot & Mouth epidemic			
2002	Leeds	LNER BI 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 K1/1	5"	2.0105	B Baker, Lindsey
2006	Fareham	Lanay 0-6-0	5"	1.631	L Pritchard, Harlington
2007	Llannelli				



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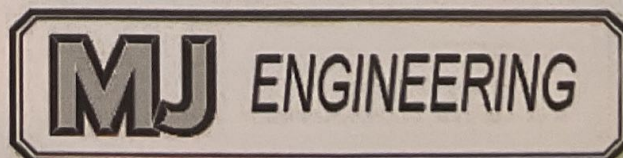
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