

PETONT CLUB MAGAZINE

LUTON AND DISTRICT MBC



... A CLUB NOT JUST FOR BOATS ...

DECEMBER 2014

Editors Notes

First of all, Season's Felicitations. I would like to say a big thanks to all those who attended the recent show at Warwick, and our display at Hitchin. Both went very well indeed. I have not written an article on Warwick as we never attended as a club. We have a display coming up in Hitchin on the 14 December, please try to attend, even if only for a couple of hours. This display is in conjunction with Hitchin market, who are holding a Gala Day in the main market square. There is a car boot in the market area, and we will be by the river. Car parking is free on Sundays, although it can get busy still.

The lake clean-up is ongoing, although we have to report that the contractors have lifted out the landing stage and have damaged it. We, at present cannot assess the full extent of the damage but we are in contact with the council over the matter.

Well, not a misprint on the front, but as it's Christmas, and Tony Dalton and I wrote all the articles, why not! Snigger!! It's not easy to write a whole quarterly magazine, but if anyone can write a few lines, it would be much appreciated.

Graham Rumble HAS sailed a boat this year! We even have pictures!!!

We would also like to welcome Dave and Sharon Thompson to the committee. They were duly in lassoed at the AGM. Dave takes over as Membership secretary and Sharon as Treasurer. Also a big THANKYOU to Terry Martin who stepped down from the committee to look after his wife Jill. It came out at Black Park that she has had him baking cakes!!! Very nice it was as well!

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THE ST ALBANS MODEL ENGINEERING EXHIBITION 2014

This year we decided to take our own tables, last year we used the children's canteen tables with integral seats; although acceptable they were not ideal. Thus a group of volunteers met at the park on Thursday evening to load the trailer with tables, stretchers, support boxes and table covers ready for the following evening set up, the arrangement being to meet at Townsend School on Friday 26th September at five pm.

On Friday afternoon I set off from my house (Luton) at about 4.15pm leaving me three quarters of an hour to get to St Albans. I considered this to be plenty of time, until my first hold up, a traction engine chugging along the New Bedford road by the park. It then decided to stop and fill up with water creating an even bigger delay; finally I got past and continued up the London road hill to the round-about at junction 12 of the M1. Very busy there, but got round onto the Harpenden road only to be held up (yes you guessed correctly) yet another Traction Engine, this one was small and going even slower, after about a mile I managed to get pass and proceeded on my way, trusting that this was the last of the hold-ups (no chance) got to Harpenden to find it was the Farmers Market Day and absolute traffic chaos. After a stop-go drive through the town I got clear of the traffic and proceeded to St Albans and Townsend School, to find everybody engaged unloading the trailer.

I joined the team carrying tables and stretchers, then after a short discussion we set the tables up on the stage and covered them with the blue sheets, this was a bit tricky as a number of people had brought their models which required us to move them from table to table in order to fit the covers.

At this stage a number of people had to leave due to prior commitments, which left Tom Chapman, Graham Rumble and myself laying out all the models, this we managed to accomplish by quarter past six. During this time the steward from the St Albans Club came to see us regarding our ¾ hour time slots for sailing on their artificial pond and we were duly allocated the last time slot for both Saturday and Sunday.

Members had brought a good selection of models with quite a few boats some of which had their lights illuminated, also some Trucks and Tanks (by John Weedon) Plastic Models (by Tony Martin), Wood Sculpture Models (by Lynn Martin) and an Auto Gyro (By Tom Chapman).

I arrived 9 am Saturday morning to find that Peter Carmen was already there and down with the guy that sells the plastic kits helping him sort them out. I noticed that he had brought along a few boats and a Tank to add to our display. I took a walk around to see who was there and took a number of photographs of the different stands. All the boat Clubs were in the main hall, us (L&DMBC) being situated up on the stage giving us a grand view of the entire hall.

This year the Gym was used to house the Model Train layouts, Meccano models, Model Traction Engines and the gentleman with the Card models of all the ships.

The back room (where we were last year) was devoted entirely to trucks and tanks with two layouts one for the big boys and another, in the corner, for children. There they could test their skills controlling a truck; this seemed to be very popular.

While I was there observing people driving their vehicles around the road layout, I noted a gentleman drive his tank off the transporter, traverse the tank main gun and knock a lamp post over-----ooppss

I wandered out the back of the school to the Sailing Pool. This was organised such that time slots were allotted throughout the day allotted to allow visitors (The younger generation?) to have a go controlling model boats, three radio control set-ups were available and this like the trucks was popular.

The steam trains were all fired up and puffing away giving rides to all the children as normal at the St Albans show. Wandering further afield I found the aircraft flying ground, when I got there, late Sunday afternoon they were flying a Quad Copter complete with camera, taking pictures of tanks driving around the field.

Our allocation for sailing on the pool was 4.15 to 5.00 pm on both days. The first day Peter Carmen and I took the USS Hornet 1/700 scale Aircraft Carrier and the 1/400 scale Hood and Bismarck for an outing. First the Hornet was sailed with Pete at the helm, allowing me to take some OTW pictures to go with the article that I had written. Then he sailed both the Hood and the Bismarck together (using

only one transmitter) again, I took photographs for an article yet to be written, on the build of the Bismarck this all taking most of our time slot.

On Sunday I brought along my Police Launch to sail, and initially persuaded Chris Jackson to sail it while I took some additional photos of the Aircraft Carrier USS Hornet. Having completed that task I took it back to our display stand and decided to have another sail of the Bismarck. When I returned to the pool Tony Martin had taken over the sailing of the Police Launch as Chris had found it a little tricky to steer. So into the water with the Bismarck and sailed around the pond making sure I kept out of the way of the Police Launch, did not want to get arrested for speeding or dangerous boating. After a while I got bored with sailing boats and handed the helm to Nicky Martin who did a splendid job of commanding the Bismarck until it was time to pack up, as they had to drain the pool.

I took a number of photographs at the exhibition and these are divided into the different display areas, do hope you enjoy.

Happy Modelling

SinkerD





L&DMBC STAND – ON THE STAGE





FRONT LOBBY ENTRANCE



GYM HALL





SAILING POOL





Hitchin Market

We were approached by Hitchin Market to see if we could put on a display of working boats.

A few questions were asked, a visit to the Market to view the water and where would set up and a decision was made.....yes we could. Tony Martin took the lead on this endeavour, so a big thanks to him for doing a lot of leg work! I will not bore you with the details, but certain things needed to be in place for us to be there and Tony did it!!

When we arrived at the market Dave and Sharon were pacing.....so it was only fair that Mike and myself joined them! Charlotte the market manager came over and the gazebos were going to be organised as was the electric point. We started to unload the cars of tables, boats and other paraphernalia. Other members started to arrive and my initial thoughts of no ones going to turn up evaporated! Gazebos were set up, tables put out, charging point set up, and Club 500's tested for public use.



The display of models was diverse as usual from fast electrics to submarines and a Crocodile!

I think quite a few of were surprised by the amount of public interest, indeed in many conversations I had, it was mentioned that people came down to the market that day as they had seen it advertised that we were attending. Another big surprise for us was that Hitchin Market had laid on free tea and coffee!! It would have been rude to refuse! Thanks to Sharon and anyone else who went to get the refreshments!! Most welcome. Our leader Graham even made an appearance, and below is the rare picture of him sailing!



We took along the club 500's to let the kids of all ages have a go, and this proved very popular. Thanks to Lynn and Jon who did sterling work organising this, plus anyone else who helped!!!

While at Hitchin, it was decided to award Mike Dowsett with his shield that he won for the most outstanding model in the last year. He had made a surface running crocodile and so won the award for being innovative.



Yes, that is the resident club gnome, Dave Abbott! Dave was running his brushless landing craft Watercat by Nautical Marine Models, he has the nickname ASBO for a reason! High speed runs on this narrow water was reckless but he did it more than once!!!

We had a few members of the public who even bought some boats down. One young chap bought 2 boats, both of which were on the water for the first time for him. Another person bought down a motor yacht and a Hegi submarine, both sailed very well.

Many kids sailed the club 500's with a few adults having a go as well. I believe the term Cheshire cat grins could be seen in evidence. A big thanks to Dave Thompson and Dave Seth who let a few people have a go on one of there big boats! It was also great to see Colin Saville bring along his HMS Leeds Castle, not often seen out, it turned more than a few heads.

To turn things to a slightly more humorous light, not long after putting up gazebos etc., Pete Carman managed to rip his trousers to pieces, exposing more leg than was decent in public! This resulted in jibes and merriment at his expense! Including mention of him wearing the rubber outfit again!



Also, as old habits are hard to break the picture below says it all!



And he had more than one of these that day! The look of sheer bliss on his face!!



Some pictures of tugs and submarines above. A mention to Derick and Brian, I never saw the incident, but I saw the aftermath. The corvette they were sailing was broadsided by another boat. The public loved it but please be careful in these confined waters. Damage is all too easy to be inflicted by inattention in these circumstances. Mike Skuse was chief water marshal, helped out by Pete Carman, both being called the Teletubbies!



I believe a good day was had by all, and after a chat to Charlotte the market manager, we have been given permission to sail there on Sunday mornings until our lake has been finished! Also, they have asked us to put on another display on 14 December this year, with the possibility of more displays next year on market days!



BUILDING THE ESSO GLASGOW (Plastic Magic)

PART ONE

I was given the kit by Chris Jackson, a Revell model of the oil tanker Esso Glasgow to a scale of 1/400 (Kit Number 05221), the completed model length is 40mm. The kit was acquired from a stall he helps out on at the Shuttleworth air shows that he attends from time to time.

On closer inspection it turned out to be a water-line model, this would require me to design and construct the lower half of the hull in order to make a full working model to sail on the water, a picture of the kit is shown in **Photo 1**.

Before telling the story of how I went about constructing and modifying the kit, let me tell you about the history of the vessel.

HISTORY

It was built by the Sun Shipbuilding and Drydock Company, Chester, Philadelphia and launched in 1944, as the 'WAUCHATCHIE' for Socony Vacuum. (One of 198 built by Sun to the wartime T2-SE-A1 design), she was registered in Philadelphia and bought by Esso Petroleum Company London, on or about 1/1/1947, and renamed 'Esso Glasgow', Yard Number 452. USNC Number 1785, Lloyds Number 5107475. Call Sign GTXC.

The ship was 523 feet long, 68 feet abeam and had a gross tonnage of 10448, 16613 tons deadweight, 6120 tons net. Displacement was about 21880 tons

The turbo-electric propulsion system comprised a steam turbine of 7420 shaft horsepower from two water tube boilers, which drove a 5400kw generator to turn the propeller. The propulsion machinery was built by General Electric, Lynn, Massachusetts. Her top speed was 13.75 knots with a range 12,600 miles. She had two pump rooms, one forward and one aft, the latter contained six pumps, three of which were of large capacity at 2000 gallons per minute. She had nine sets of cargo tanks. Tanks 2 through to 9 had a main centre tank carrying 391,500 gallons and two side tanks carrying about 165,000 gallons each. Tank 1 consisted of two tanks side by side divided by a common bulkhead. Her 26 cargo tanks totalled 791898 cubic feet. Cargo capacity was about 5,930,000 gallons, 114.200 barrels. There was also a compartment for dry cargo of 15,200 cubic feet located forward of number 1 tank.

It was decided that her tanks and amidships section should be renewed to equip her new role in life and she arrived at the Belfast shipyard of Harland and Wolff Ltd on 14/2/1957. Her new centre section (of the same length as the original – 310ft, which was laid down in December 1956) was launched at Belfast on 14/3/1957 and fitted in April. Her old centre section was sold to Shipbreaking Industries at Fastlane and towed there from Belfast, arriving there on 8/3/1957.

After conversion, she sailed for sea trials 10/8/1957 and then entered the Esso coastal trade. Her conversion allowed her to carry a multitude of grades of refined product – naphtha, paraffin, white spirit, marine diesel, gas oil and petrol's, generally between the refineries at Milford Haven and Fawley and the distribution terminals at Grangemouth, Tynside, Salt End, Purfleet, Avonmouth, Dingle and Bowling.

Whilst inbound to Salt End from Thames Haven on 12/1/1963, she was in collision in a snow storm in the River Humber, 1.5 miles SW of Chequer Light float, 2.7 miles West South West of the Spurn light vessel, with a local pilot cutter 'J.H.FISHER', 461 gross tons, which was holed on the port side in the engine room. The cutter sank within two hours, through without loss of life. The cutters crew took to their boats and life rafts but were taken aboard the 'ESSO GLASGOW' soon afterwards, although the Humber Lifeboat was launched.

On the 4/1/1967 the vessel caught fire after an explosion whilst berthed at No 2 jetty, Fawley refinery. The explosion occurred shortly before midnight as she was loading. There was a second at 1.15am and several of the 160 fireman who fought the blaze were injured, though none seriously. No members of the crew were injured, although her Captain (H.W.Keeble) and 40 others had been on board at the time.

The Port of Southampton was closed for the night as a precaution but reopened on 5/1/1967. Other vessels berthed nearby were moved away. There was no damage to the

refinery or other facilities, nor any reported spillage of oil. The fire was extinguished by 3.45am.

Examination of the damage revealed that the explosion had occurred in No6 centre tank, containing marine diesel oil, of which she had been loading four grades at the time. She had on board 11-12,000 tons of diesel and had a further 3-4000 tons to load at the time of the incident.

The damage report showed severe damage to No's 5, 6 and 7 tanks and internal bulkheads and decking. There was a three feet deep split to No6 port tank, which was exposed to the weather. After discharge of her cargo, she was moved to Cowes Roads on 6/1/1967 and then to Husbands Shipyard, Marchwood, Southampton on 9/1/1967 for temporary repairs to be carried out. She sailed to Rotterdam on 17/1/1967 for full repairs at the Wilton Fijenwood yard, arriving at Nieuwe Waterweg on 19/1/1967.

Prior to purchase by Esso UK, she was a regular visitor to the UK; her earliest visit was to Swansea on 28/12/1944, when new. She also visited Milford Haven, Thames Haven, Avonmouth, Barry Island, Sunderland, Liverpool and Isle of Grain. Her service with Socony Vacuum and Esso UK prior to her 1957 conversion was deep sea, carrying crude oil from point of export to UK and elsewhere.

'ESSO GLASGOW' was the last of the nine wartime tankers acquired by Esso to remain in the fleet, the others having been disposed of in the late 1950s and early 1960s. She owed her longevity to her conversion for coastwise operations in 1957. Her long and eventful career ended in 1971 when she was sold for scrap to Spanish ship breakers at Bilbao, her duties having been taken over by new build tonnage. The decision to scrap her was announced in Lloyd's List on 6/7/1971, for the price of £17 per light ton displacement.

Her final movements according to Lloyds are:

| | |
|--------------|------------------------------------|
| 7/7/1971 | Sailed Avonmouth |
| 8/7/1971 | Arrived Fawley |
| 10/7/1971 | Sailed Fawley |
| 12/7/1971 | In the River Thames |
| 13-16/7/1971 | Esso Jetty, Purfleet |
| 16/7/1971 | Sailed from London |
| 18/7/1971 | Arrived Bilbao under her own power |

NOTES:

Originally there were four electric pumps that were all driven by the main generator, which could be disconnected electrically from the main propulsion motor. The motors were in the engine room and the shaft to the centrifugal pumps passed through the forward engine room bulkhead into the pump room. This system worked very well. However, the cargo pumps on the refurbished Esso Glasgow were duplex steam reciprocating engines, which were designed as vertical steam pumps but were installed horizontally! They were a problem every time they were used.

The ship was originally named for the Battle of Waihatchie, which took place near Chattanooga, Tennessee on 29/10/1863. This was a rare night attack, by the Confederates under General Micah Jenkins on the Union Corps of General John W Geary. The Union successfully repulsed the onslaught through 78 men were killed, Confederate losses amounted to 34 dead.

CONSTRUCTION

I decided to construct the lower hull by making up small bulkheads from plasticard and gluing them to the base of the hull. **Photo 2** shows all the bulkheads cut and profiled to size. **Photo 3** shows the bulkheads bonded into position on the base of the hull.

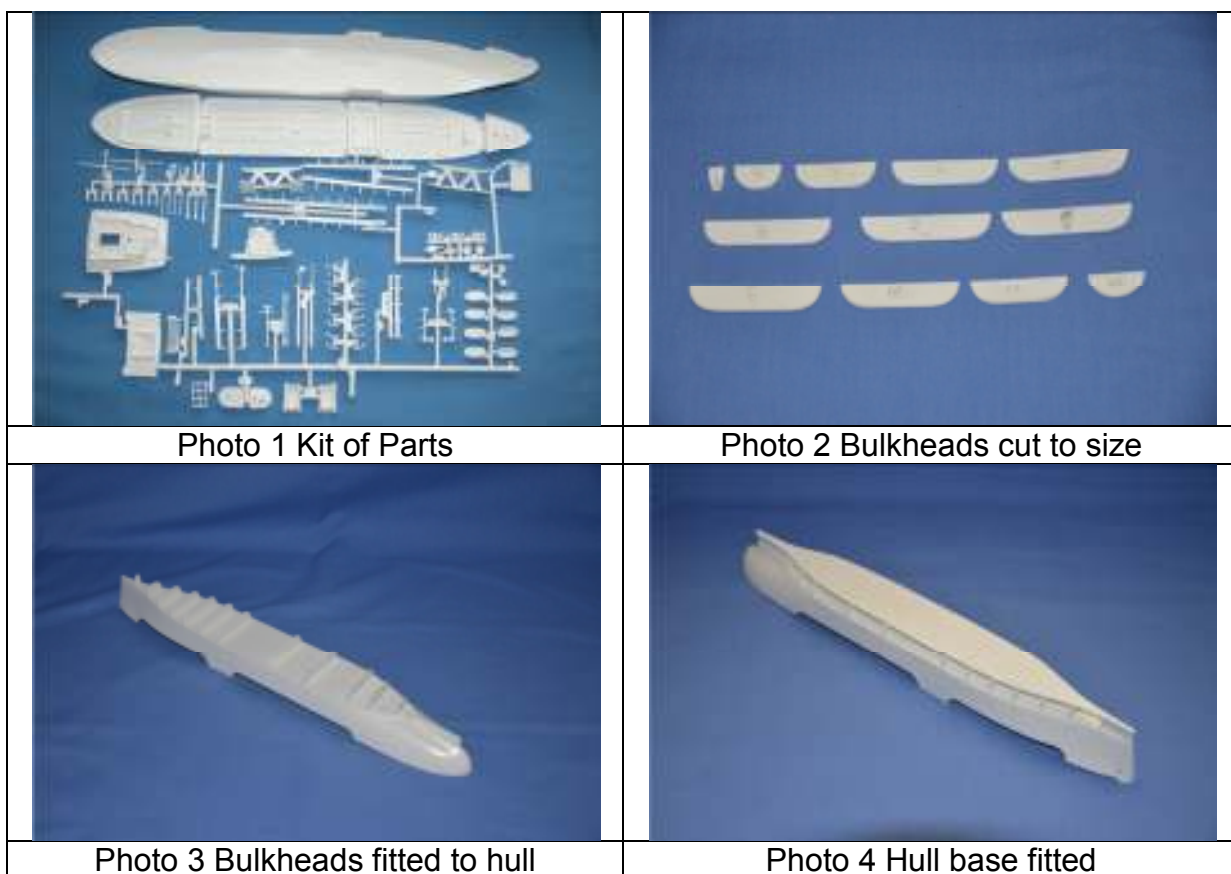
Next the bulkheads needed to be covered to form the hull shape, again using plasticard, a hull base was cut to shape and trial fitted to the bottom the lower bulkheads, it was then trimmed to the correct profile and bonded to the bulkheads as shown in **Photo 4**. You will also note that additional longitudinal bulkhead pieces have been added to support the fore

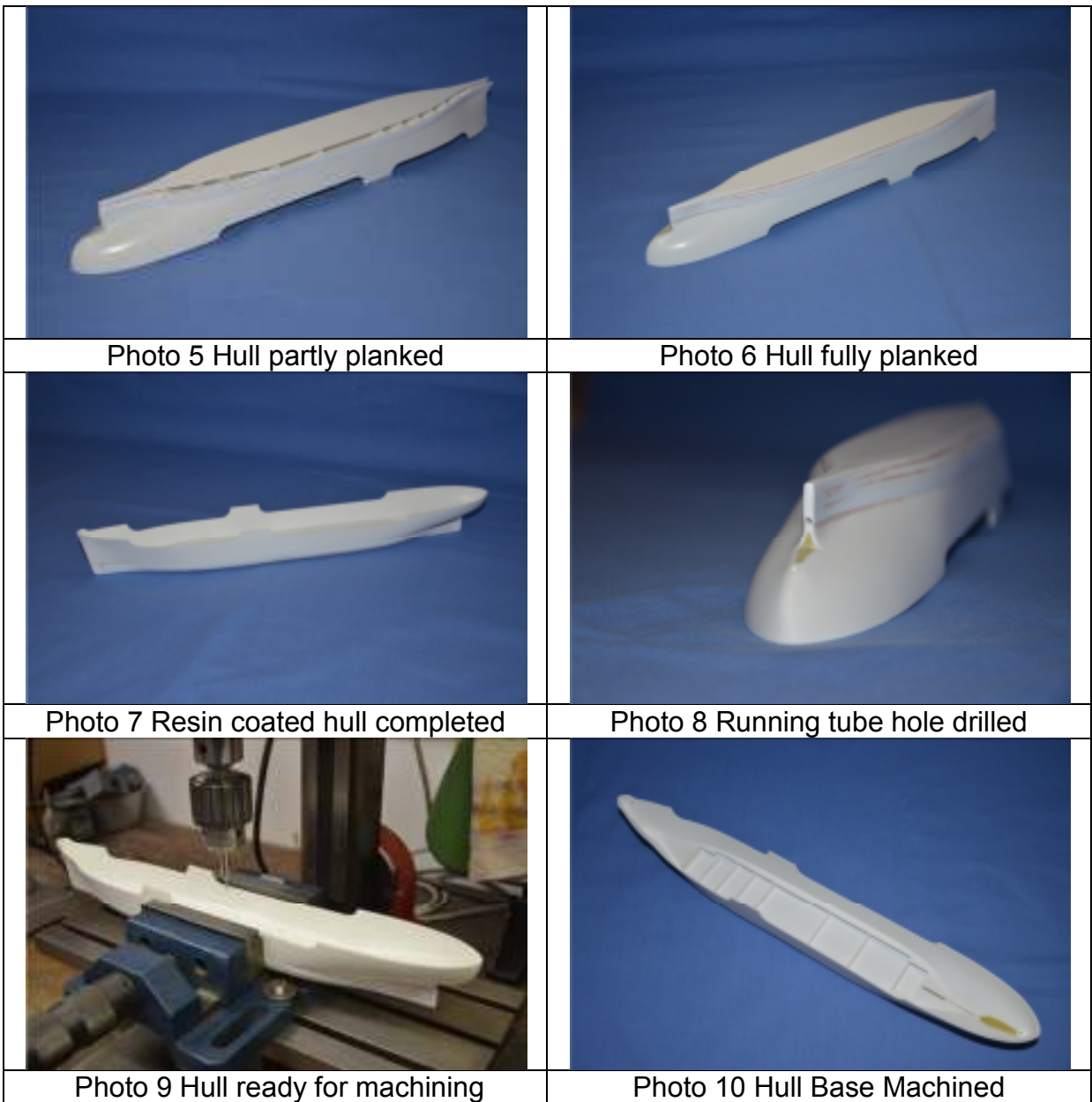
and aft lower base. The aft support piece has a slot cut into it to allow the propeller shaft running tube to be inserted. The remaining gaps at the sides were then planked using narrow strips of plasticard and finally any remaining small gaps were filled using car body filler. **Photo 5** shows the hull partially planked and **Photo 6** shows the complete planked hull.

With the planking completed the lower hull was given a number of coats of Deluxe Materials Eze-Kote finishing resin (water based) in order to fill any irregularities in the hull surface. When the coating was dry the hull was sanded down using wet/dry paper in order to produce a blemish free finish **Photo 7**.

Next stage was to prepare the hull for the installation of the motor and control systems etc. First a small guide hole was drilled into the aft keel just below the inner hull base such that the hole would line up with the slot previously cut into the lower keel. Satisfied that the hole was correctly aligned it was opened out to 2mm to suit the propeller shaft running tube **Photo 8**.

In order to install the control systems it was necessary to cut away the inner (original) hull base. This was achieved by clamping the hull in a machine vice **Photo 9** and using a 2mm diameter end mill to cut away the hull base between the new bulkheads **Photo 10**.





Tony Dalton

End of Part One

Part Two, design and installation of the control systems will be published in the Spring Edition of the Club Magazine

From The Work Bench

This month I have decided to start a new column, dedicated to sheds, tables and workbenches.

It will be a bit serious, as well as funny I hope. My aim is to show the state of the above items plus tools we all use and more importantly what's being built! I'll start off with myself, as you all know I have a few boats, later I will try to list them for you!

My basic tools are what we all have, screwdrivers, metal rulers, scalpels, files etc. for power tools I have a cordless drill, 2 x corded dremels (one with a flexi drive) a belt sander and the old mark 1 eyeball. Also to hand is an ample supply of plasters! Me and sharp implements don't go together! First my sheds, I have 2 used for models, neither of which I can get in! One is full of plastic models, the other full of boats. I will concentrate on this one.



As you can see, full up! The shed is 8 x 6 square and 6ft tall. Tables on 3 sides and shelves on 2 sides. This is the main storage shed, and is very full. At last count there were 90 boats in here.



Believe it or not I know where most stuff is as well. Also in this shed I keep my overspill of glues, paints and bits and bobs. I even amaze myself with what I find sometimes! There are even some old 35 MHz radios from my flying days! You will see from the pictures that there are some club boats in my shed.....please buy them!!! If you look carefully, there are plastic aircraft kits, a 1/16 tractor, sails for boats, paints and even motors if you know where to look!

My workbench in my loft is no better! My battery charging setup is as follows.

1 x variable rate voltage/ampage power supply units, 2 x turnigy excel 16 charging units, 2 x 8aa battery charging units, 1 x spectrum charge unit, 1 x futaba charge unit. This setup covers me for ALL battery charging from nicd through to Lipo balance charging.

My current transmitter set up is:-

1 x spectrum dx7se for sail boats, with ratchet on left stick

1 x spectrum dx7eu for standard boats with self centering on left stick

1 x spectrum dx6i dsmX conversion, currently used for a 1/700th scale USS Hornet

1 x futaba 2 channel 27 MHz system for messing around with.

I also have a robbe F14 set in 40 MHz, which will become my submarine set, as well as a futaba 6ex in 40mhz. with all these sets I should cover most setups I will ever need, plus the spectrum all have 20 models memories!

On my workbench.....hmmmm lots!



In the above picture is a Vic Smeed Panache yacht, currently being overhauled. On the left is an 8aa battery charger, my motor box, 2 x volt meters and a spectrum TX. Oh and a 1/72 harrier that's been on the build table for 10 years! One day I might finish it! There is also a set of helping hands, but in this instance they never tidied up so got buried!!



Some of you may recognise the above boat, HMS Hood. Yes this is the one that sank in the lake much to your amusement! She is at the back of the bench waiting to be refitted, a major task as I need to somehow remove the superstructure, and seal the boat along the current hull split. Not something I'm looking forward to.



Also on the bench is a Griffon 2000TDX. Nearly 4ft long it's a big beast! Made of ply, balsa and plastic. It will be powered by 2 brushless motors, one for lift one for drive. Also in for refit is my Victoria yacht. She suffered some damage to a few fitting through wear and tear, so she is being upgraded with new bits and bobs. Picture on next page of the Victoria.

Right, as promised earlier I will try to list the boats I have.....

1/24 e-boat 30% complete
Solent class lifeboat to be refurbished
Graupner Sydney Star unstated
Graupner Kalle tug unstated
Revell type vii sub unstated
Revell gato 75% complete
4 x flower class corvettes various states
Tt Victoria being refurbished
Footy finished
MFA Piranha finished
2 x Club 500 finished
1/24 Tid tug steam finished
Robbe Atlantis finished
2 hatch coaster refurbishing
HMS Hood refurbish
USS Hornet finished
Fusion 400 hovercraft finished
HMS Unseen sub finished,
Type vii sub refurbishing
Escort carrier 80% complete
escort carrier 40% complete
Tyne tug complete
QM 2 unstated
2 x Queen Mary unstated
herring drifter complete
Empress of Britain finished
seven lifeboat being converted
HMS Britannia unstated
WWI torpedo boat complete
Landing craft complete
LCM3 unstated
Griffon 2000tdx 30% complete
Paladin awaiting new motor
1/32 perkasa finished
Griffon hovercraft small finished
1/72 e boat early version unstated
Kiev class carrier 50% complete
Elizabethan warship unstated



Bismarck awaiting props
graupner F1 awaiting paint job
nikko speed boat finished
1/35 landing craft unstated
M31 Monitor awaiting motor
sea dolphin finished
panache yacht 80% complete

That's enough for now! As you can see there is a complete variety of ships within my collection.

I have more boats, but until I get them out, I cannot remember what I have!!

If you would like to do the same, please write an article, if not let me come round take a few pictures and tell me about what's being built, and I can write the article for you!!

L&DMBC PLANNED ACTIVITIES FOR 2015

Listed below are the planned activities for 2015. It indicates the shows that the club anticipates attending during the year. Dates are correct at time of going to press. TBA or ? against an activity means that the date is unknown or the activity has not yet been decided. All suggestions for possible activities at the monthly club meeting would be most welcome.

Club Nights

| | |
|---------|------------------------------|
| Jan 8 | Display your Winter Projects |
| Feb 12 | Photograph your Models |
| Mar 12 | Bring and Buy |
| April 9 | TBA |
| May 7 | TBA |
| June 11 | TBA |
| July 9 | TBA |
| Aug 13 | Night Sail |
| Sept 10 | AGM |
| Oct 8 | Inter Club Competition |
| Nov 12 | TBA |
| Dec 10 | Christmas Party |

Lakeside Working Parties

| | |
|-------------------|---------|
| March 14 | May 9 |
| July 11 | Sept 12 |
| All start at 10am | |

Themed Sailing

| | |
|-----------|--------------------|
| May 10 | Tugs |
| July 12 | Working Boats |
| August 16 | Warships and Greys |
| Sept 13 | Steam & Sail |

Night Sails

| | |
|----------|---------|
| April 16 | June 18 |
| Aug 13 | Sept 17 |

Open Days & Shows

| | |
|--------------------------|-------------------------------|
| Jan 17/19 th | Alexandra Palace |
| Mar 8 | Shuttleworth Plastics Show ** |
| April 15-19 | Intermodelbau Dortmund |
| April 26 th | IPMS Milton Keynes |
| May ? | IPMS Hendon Museum |
| May ? | Stevenage Scale Regatta Day |
| May 23-24 | Wicksteed Park Mayhem |
| Jun ? | Alfold Show |
| July 19 th | Luton Open & Themed Day |
| Aug ? | Stevenage Family Fun Day |
| Sept 6 th | Black Park Regatta |
| Sept 26/27 th | St Albans Show |
| Nov 6,7,8 th | Warwick Show |

Please note that the Club will not be exhibiting at the Alexandra Palace or Warwick Model Engineering Shows for 2015.

** We have 2 x free entries, but if we register members early we can get tickets to Shuttleworth for £5 instead of £10.

STOP PRESS

Christmas day, for those interested, is on a Thursday, so there could be sailing on the Sunday at Wardown!

Also, between Monday to Thursday, 29-31 December, I am sure we could have a lunchtime get together with a meal for those who did not have enough grub over the festivities!!

Please do not forget, we have still got some boats for sale in the club, please see Pete Carman, as they at his.

If you need anything from the club shop, please ask Mike Skuse, remember it is stored in the club hut!

Please remember to pay the club subs!!! They are due now! See Dave Thompson for ways to pay.

Please, please, please write an article for the magazine!!! About anything that could be relevant!!!

Please Note:-

The article entitled “History of Nordec Model Racing Engines 1948-1950” written by Tony Dalton originally published in this issue of the Club Magazine is not included in this online copy of the Magazine. This is necessary due to the size of the article affecting the amount of web space allowed for our website. The article is still available as a separate publication from the magazine publisher.