



2023 NZSCA 1/24th Scale National 8-hour Enduro

Wellington Slot Car Club

Saturday 4th March 2023

“Dislodged front J bars, motors moving, bent chassis, lack of grip, and then there were the crashes...”

This year the event returned to its usual early March date, with five teams running on the eight lane Wellington track. MSCC (Marlborough Slot Car Club) competed as a full Blenheim team of five racers, PEGA with four, while the rest fielded the usual three man line up, this time with no last-minute personnel changes.

The race started fast – Rainbow, MSCC, WOT and PEGA all set a cracking pace, but after the first hour, last year’s winners WOT were in trouble with a noisy gear and too much time in the pits. Rainbow had 11 laps over PEGA, with MSCC a further 13 laps back. 3 Guys had stripped a gear and were struggling for grip.

In the second hour WOT lost even more time, discovering a flogged out can bearing, and changing motors to drop 170 laps behind the leaders. Rainbow stretched their lead to a slim 14 laps over PEGA with MSCC closing to only three laps further behind. 3 Guys were 100 laps back in 4th and WOT were dead last. The pattern of the race seemed set.

PEGA slowed in the third hour, with their motor going a bit flat and with insufficient grip on Purple, losing second place to MSCC. Rainbow had a slow run on Red and WOT got going properly again to set a race record of 640 laps on Green and gain 45 laps on the leaders. 3 Guys continued to suffer from unpredictable handling and a lack of grip, still running on fresh lanes, while MSCC kept pushing, consolidating second place.

Incidents continued - 3 guys had an axle ball race disintegrate, then lost a motor brace - Rainbow team captain Paul Belchambers experienced a hand cramp and buried their car into turn one, requiring quite a bit of chassis flattening – WOT drove much of Blue lane with a dislodged front J bar while blaming the tires for poor handling – and PEGA waited in vain for their tires to “come in”. MSCC smelt blood after Rainbow had issues.

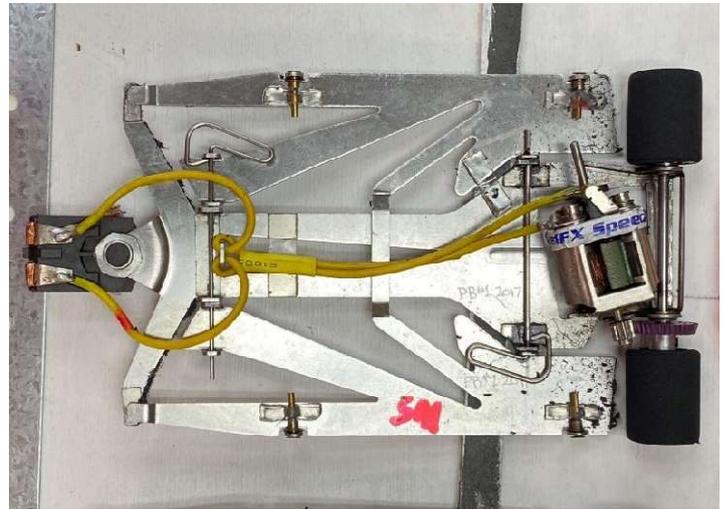
As the final hour approached, Rainbow focused on holding off MSCC who had closed to within 7 laps - WOT chased PEGA for third place - and 3 Guys continued to struggle with handling issues and consequent offs. During the last hour Rainbow extended their lead and WOT overtook PEGA for third place.

A great result for the full Blenheim team, and a close shave for Rainbow, who took some delight in reminding WOT that the score on enduro wins was now 5:4 in their favour. Well-done Rainbow!

In their own words:

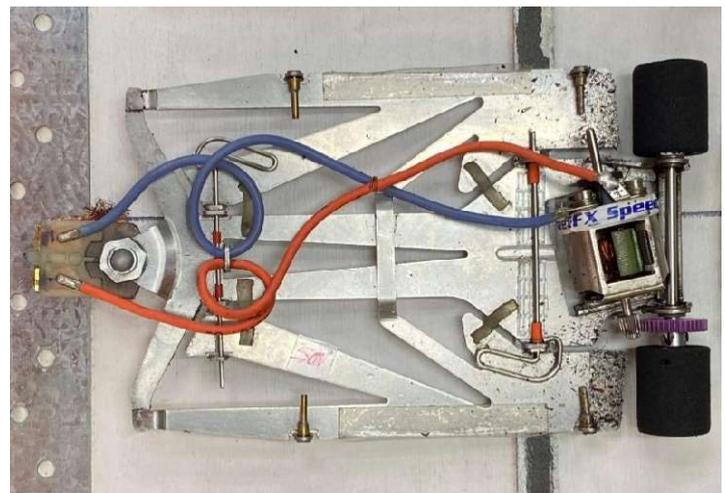
Rainbow Racing – Chris Parkes, Paul Belchambers, Russell Levy – 1st

Our car was fast and easy to drive until the end of Paul's heat on green, almost halfway through the race. He got cramp in his hand, couldn't brake and buried the car into turn 1. Chris limped around to finish the heat when we were due a tyre change. In the pits we found the chassis was severely bent up in the front left. We panel beat, changed braid, tyres and body but the car was never the same, especially as the rubber got low when the bent front end would push badly into corners. The second half of the race was survival mode which led to a close finish with MSCC. Chris and Russell drove the damaged car well putting in steady stints. On the other hand they started calling Paul Crash..... We ran Piranhas all day, used two pairs SCB Super Thin braid, geared 10:36 64p.



MSCC – Andrew Bidwell, Ant Schroder, Hadley Boyce, Neil Bidwell, Nigel Boyce – 2nd

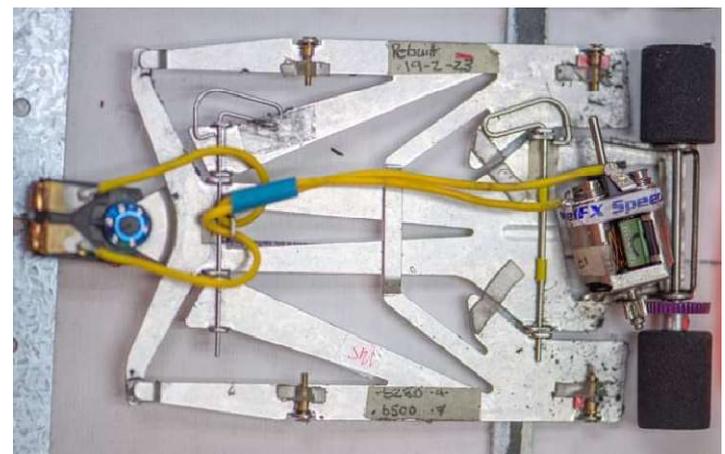
We wanted to compete as a complete Blenheim Team. We've done well in the past achieving a third place on a few occasions, but this time we wanted more! We had good preparation coming into the event testing at our local track, so when it came to practice day we had a good feeling of what already worked and what didn't. We were a lot better prepared. Having 5 drivers made the day run a little more stress-free and kept our drivers fresh and keen to get back on track. We were able to provide two marshals throughout the race at all times and sometime 3. Our highlights were our performances in the gutter lanes, especially where at times we ended up gaining a few laps instead of limiting our losses. Also, our position changed from 3rd to 2nd with Neil driving at the time, it was a good moment. All of our pit stops were done efficiently during track changes, barely losing any lap time. We came within 7 laps of the lead with an hour to go. This prompted us to run Andrew twice in the first and last heat of the final hour. to try and chase down Rainbow Racing. Unfortunately at this point, we suffered a slowing motor so that in the end Rainbow had the advantage and we come a close 2nd, 25 laps behind. 11:41 72p.



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WOT – Allan Tucker, Chris Dillon, Steve Murrey – 3rd

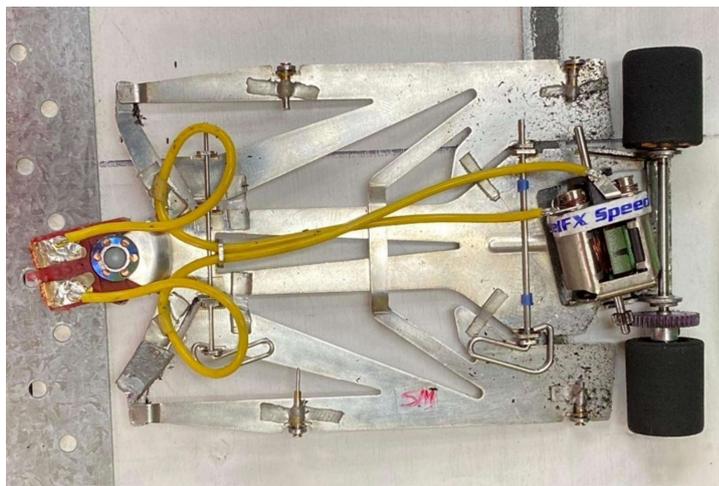
This was the defining event of our race... and yes it was well lubricated. After being 170 laps down, we pulled back 100 laps on Rainbow, and overtook PEGA in the last 20 minutes. No measurable shaft wear from the dodgy bearing. 11:42 72p.



PEGA – Alex Johnson, Eben Brand, Gill Andrews, Paul de Latour – 4th

We struggled for grip throughout the race, waiting for the rubber to “come in” which it never did. Switched to soft primos towards the end of the race, but too much distance had been lost and the motor was getting flatter. No big disasters, just not quick enough. 9:36 64p.

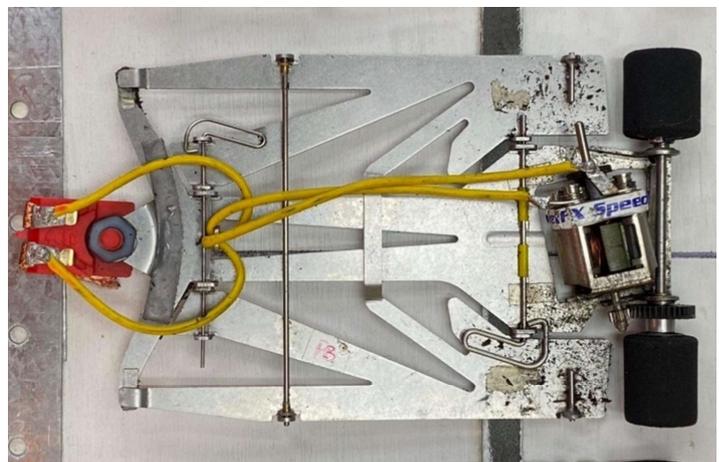
Prior to the race, the Proslot PS9000 motors were the subject of some speculation as to whether they could last the distance. Some teams complained that their motors lost a bit of punch during the race. But apart from WOT’s flogged out can bearing, all the others lasted, and all still had some brushes left. Interestingly the 9000 was not much quicker than last year’s 4002 – the winner’s total distance was only 11 laps more, and overall greatest laps lane by lane was up by only .93%.



3 Guys –John Crothers, Steve Meadows, Tim Fellows – 5th

A litany of issues to deal with:

Starting on Blue, we then had to scrub in Purple, Black and Yellow which had hardly been used. This was after a poorly seating grub screw prevented us qualifying well. Soon into the race we stripped a gear with a motor movement after a rider. Then in heat 4 we had a hard accident (rider) which resulted in disintegrated ball bearing that required replacement. Not long after the motor brace disappeared in an accident, which required replacement. A bent r/f body pin facing down bearing on the track was identified as a handling issue in one of John’s stints. Front J-bar came out in a wreck in one of Tim’s stints, causing handling issues until diagnosed. A change to Piranha Treated didn’t work. The motor went well all race long. We ran 10:35 64p. Piranha Premium was used for most of the day. Piranha Standard (Tim’s tyres) had insufficient grip. Prime Braid. Surprisingly, only one body used all day.



Pos	Driver	Comment	Qualify result	1-Red	2-White	3-Green	4-Orange	5-Blue	6-Yellow	7-Purple	8-Black	Most laps	Total Laps
1	Rainbow R	Paul B Chris P, Russell	15.69	596.60	617.93	577.49	627.46*	599.50	607.10	598.54	570.88	627.46	4795.50
2	MSCC	Nigel, Neil, Ant, Andrew, Hads	15.34	603.37*	587.84	610.50	603.84	611.27	596.53	570.02	586.54	611.27	4769.91
3	W O T	Chris D, Allan, Steve Murrey	15.15	501.51	575.48*	640.71	623.10	590.15	608.42	595.04	591.80	640.71	4726.21
4	P E G A	Eben Brand, Gill, Paul dL, Alex	15.44	581.84	574.12	616.34*	581.84	613.70	594.23	582.05	571.67	616.34	4715.79
5	3 Guys	Steve Mws, John, Tim	10.23	501.88	547.56	491.40	436	584.99*	512	555.53	471.47	584.99	4100.83
	Laps ->			603.37	617.93	640.71	627.46	613.70	608.42	598.54	591.80		

Next Event

New Zealand Slot Car Association
2023 1/32nd Scale Nationals
 Wellington Slot Car Club
 Lydney Place, Porirua

Friday 16th to Sunday 18th June 2023