



FROM THE EDITOR

The current period is usually light on copy, but not so this time with contributions from all around the globe and within NZ. So instead we have a very full issue, covering Free Flight, Radio and Control Line as an addition to the mix. Thanks go to all those contributors to this issue.

Tomboys are high on the content list with the Auckland MAC series inaugural event and the Italian Tomboy results and comment. I took the liberty of adding the results of the NNI event at Ngatea results so those who flew Tomboys they will be getting their name spread world wide.

I guess it is around the time that those who intend going to the Nationals in Carterton should be getting ready with their models. Include in this issue is a good article on the Nostalgia 1/2A FF class that should give some good clues as to what works. Your Editor's efforts have yet to start despite many promises of new and better models to come.

A while ago the Vintage group scrapped the builder of the model rule for their events and there is an article included in this issue that gives a good reason why this was done, with the restoration of a model built by one of the stalwarts of the hobby who recently passed away.

Now Control line is not normally featured in these pages but who could resist not being nostalgic over a 1.5 cc diesel powered job that I would guess many of us flew as young men, thanks Dmitri for the memory.

The Nationals programme is now set so the events are repeated in this issue there are also a couple of rule reminders and also a notice of the AGM with some Remits for you to ponder.

The coming contest schedule looks very full for those in the North of the North Island so if you can make it to those it would be good preparation for the Nationals. The SIG Committee is also looking at other venues and if you thought your area could help with a meeting that would be welcome.

Auckland and Tuakau Clubs have instituted a monthly Tomboy and 1/2A Texaco event with one being held in July, the August round having been postponed due to weather as at the time of this edition. Maybe an idea for your area

Well that's my lot for now good flying to all *Graham Main*

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NEXT TIME

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AUCKLAND MAC TOMBOY AND 1/2A TEXACO

Auckland MAC have embarked on a monthly contest for Tomboy and 1/2A Texaco with the first round held at Karaka in July. Here is some news on the first event

Firstly from *John Butcher*

The first Tomboy and 1/2 Texaco meeting on 21st July held at AMAC, Karaka field, was very successful with 14 -15 people attending and 7 putting in times. our next planned event is at Tuakau field on the 11 August. we would like to extend and invite all flyers to bring any tTxaco models for fine tuning in preparation for the coming Vintage contests.

Results for 21st July

Tomboy IC best 2 flights

| | |
|----------------|---------|
| Charles Warren | 844 |
| Angus McDonald | 617 |
| Keith Trillo | 598 |
| John Butcher | 575 |
| Michael Taylor | attempt |

Tomboy Electric

| | |
|----------------|-----|
| Ross Northcott | 308 |
|----------------|-----|

1/2A Texaco

| | |
|----------------|------|
| Charles Warren | 1403 |
| David Gush | 986 |
| John Butcher | 986 |

Then from *Keith Trillo* for the AMAC magazine,

A very good day with good attendance for general flying and a joint competition of AMAC and the Tuakau Club flying Tomboys and 1/2A Texaco. This competition was instigated by John Butcher from the Tuakau Club and will be held monthly at alternating club sites, so dust off your Tomboys and 1/2 A Texaco's.

It was foggy start for the day with Martin Evans checking the cloud base round 250ft with his mini Eros, but as the morning progressed the base lifted and the cloud cover broke to partly cloudy with light winds but not many thermals.

There was a strong showing of scale rubber, with Ricky Bould trimming his fleet of 5. George Fay did some very graceful flights with his Warring Wakefield and Don Spray had a very good flight with his DH Puss Moth. John Bercich had his modified Modelair Kingfisher and Rearwin Speedster present. Paul Evans had his MisfortuneX, Voltimer, and Cherub. Martin Evans had a Hyperion Sniper, Mini Eros, Meadowlark Minor and a Pfalz E1. Michael Taylor's Tomboy had trouble defying gravity and would not climb so was out of the competition, but he flew his E rubber model Convertible.

For the Tomboy competition, you could fly up to 6 flights with the aggregate of the best two flights to determine the winner, guess who found the one and only thermal?

Ross Northcott flew his electric Tomboy but had no competition at this stage.

his times: 2.41 and 2.27

As John Butcher put up one bottle of wine for each competition, Charles took home both bottles. Helpers and Timers for the day were Paul Cosbrook and Gary Turbot which was much appreciated and David Gush brought along Ron McGill who watched from David's car.



Top left:: general view of the Karaka Flight line
Top Right: Left to right, Angus Macdonald's Tomboy, Don Spray's DH Puss Moth and Wittman Tailwind with Angus' Humming bird at right
At Left: Michael Taylor with his E Rubber Convertible
All photos from Keith Trillo

L'AQUILONE SAM 2001 TOMBOY RALLY 2012-2013.

Dear friends, the fifth edition ended on 31st May, 2013, but, no worries since the 6th Edition will be immediately followed up by a new one, on June 1st (save the date!!). Gianfranco Lusso and I, are very proud about the results and the number of the entrants from Italy, France, Swiss, New Zealand and Australia. 31 modelers had flight in 36" ws Tomboy event and 4 with 48"ws Tomboy events, and the winner is Briand Deason, who, for the first time in the history of SAM 2001 Tomboy Rally, won the first prize in both the events. From the next edition we will introduce a new category reserved for 36" Tomboy F/F with IC engines up to 0.75 c.c. as suggested by some modelers who have sent me e-mails, demanding the opening of the new category. Gianfranco Lusso and I, have announced a special prize in memory of David Baker, founding member of L'AQUILONE SAM 2001. The modelers interested in F/F flight and who would like to try out a new challenge with their Tomboy, will find the rules attached to this report.

TOMBOY 36"WS EVENT

The winner of the classic event of 2012-2013 is an old friend of Tomboy Rally, Brian Deason from Australia, that has beaten all the other contestants with his old electric model. He has stopped the chronometer of his best flight at 25'35". Brian, however, could have already done his best flight on April 2013, but the capricious weather of the Australian summer prevented it. Bravo Brian!

Many compliments for your great results and for your efforts. Graham Main, from New Zealand, the Editor of AVANZ News, who is also another old friend of SAM 2001, got the second place with 21'36". On April 8th, 2013, has also gained the prize for best flight with his electric Tomboy. He wrote me that *"I have made one good time in the Electric class last month on April 8th, the weather was good, light winds and there was some thermal activity around, so I put up my Electric version Tomboy for a flight. I was demonstrating it to a new member of our Club so did not expect to have a long flight. However I was wrong and the Tomboy rather liked the conditions and flew on picking up the rising air and so flew for 21 minutes 36 secs. A nice flight but rather longer than the demonstration flight I had planned!"* Graham has also sent us the result of an event flew in Ngatea south of Auckland, on May 25th, 2013, where all the models flight with Mills 0.75, following the rules set-up by that event. The names and times of those seven entrants placed in our Tomboy event are: 18° Angus Macdonald 7'25", 19° Rex Bain 7'23", 20° Keith Trillo 7'20" (Keith has built the lightest Tomboy I've ever remembered, just about 8 ounces, that is hard to get back once in lift, said Graham), 21° Charles Warren 6'48", 27° Graham Main (with IC Tomboy) 5'12", 28° Rex Anderson 5',06", 31° John Ryan 3'26". The third place is for Mick Walsh, from Australia, time 21'13". This year he has gained his best flight in a weekend, just when his daughter, Melody, was feeling sick. Luckily enough, his mother lives nearby, and he could leave the little princess with her grandmother. Now, let's leave Mick talking about his experience:

"(...) I went out flying. It was a perfect day - 25 degrees, sunshine and no wind. And yes - I took the Tomboy out as well as some other planes. I made one good duration flight of 21:13. At one point it was so high in a thermal I had to spiral down. I have pretty good eyes but it was just a speck, the sunlight flashing off the wings occasionally. It must have been well over 2000 feet (based on my larger Old Timer contest models which are fairly easy to fly at 2000'). So that will be my official flight this year. The little CS Mills replica (AKA Boddo Mills) is running very well and easy to start, even for me. I use an 8x4 APC electric prop. They load the engine up well and are very efficient, but they do break easily on landing. Yesterday I

didn't break any though. I also use them on Cox 1/2A contest. In the afternoon I had a lot of fun launching the Tomboy from my comfy chair and performing tricks just in front of us, then landing almost at my feet each time. I never quite perfected the landing so I didn't have to get up from the chair, though... Need to keep practicing! So we had a lot of fun with the Tomboy yesterday!" Honestly, I use an 8x4 APC electric prop for my CS

Boddo Mills or for my MPJET 0.6 Diesel and I have found the same prob-





lems that Mick was talking about, i.e: it breaks on landing. I don't think that the problem lies in the lack of landings practicing, but in the prop's structure itself, because it is very thin at the root of the propeller blade, and, if your model is not really on a perfect "three points" landing, it is very easy to have them broken once knocking against something. Just three seconds separate the third and fourth places, where Dete Hasse, Australian too, has scored 20'10", a time which let him enter successfully again in this contest, after having being absent in the past editions. Welcome back Dete then! This year Dete has gained a very good place in rank. He wrote me:

"Speaking of thermals we held the annual inter club competition last weekend at our field. (VMAA TROPHY) Its the biggest event that we host. After 35 years, my club Northern Flying Group, won the competition for the first time. I was very pleased to get into the placings myself in two events and to coach our Junior (Anthony) to first place in Old Timer. 109% Playboy with Rossi .45 (Very good Dete!!). I had to teach him about thermals at the same time as timing his flight even though he is a very good pilot with an aerobatic model. Old timer is very different. I was going to say that this would have been a perfect day for the Tomboy, very little wind, soft and plentiful thermals passing over the field every 30 mins and they also lasted for about the same time. All thermal tasks, glider, electric glider, old timer, achieved max duration times all afternoon until the sea breeze came in at about 4pm. A magic day that only happens a couple of times a year. Model heaven for a day! Our weather has now turned quite cold as we approach winter and good flying days will be few. Today is very windy with rain on the way. There will be more like this for a while." Yes, this often happens to me too, in particular, when I am able to hit a max, just the day right before the contest! Is this happening to you too? Our Ugo Baldari, the winner of the past two editions,



placed fifth in this edition (What's happened to you, Ugo? Did you feel tired?!). He told me that he has made his best flight on May 11th, after a year or so from his last flight. Yes, we need to say, on May 2013, in Italy was windy and rainy (all the contests of SAM 62 and SAM 2001 were cancelled!) but Ugo, luckily found a day in which the sun was shining, the wind was calm and the birds were singing... in a word idyllic, and he had hit his aim! He wrote me:

"Hi Curzio, this morning, after one year or so, I have made some flight with my Tomboy, some cumulous in the sky, 21°C of temperature and light wind. I have made my attempt at the same field of past years, than you well-know, at Gallicano del Lazio (near Rome). At first flight my Barbini B38 is started at the first time and is running very well. I have made 4 flight and each one was better than the previous. I have not made good time like in the past edition, but I am truly satisfied of my time, 18'39". I could not do better". Thank for your efforts Ugo, and see you soon.

Let's now move on to the sixth place, where we find Gary Dickens, from Australia, with 16'07"; He is ranking first of a numerous patrol of proud guys of SAM 270, captained by Paul Baartz. Like in the past editions, Paul has organized an event, in Oakford (*I suppose*), just for participating in SAM 2001 Tomboy Rally, and the results are excellent. Twelve entrants! and I would like to mention them all in order of ranking: 7° placed Paul Baartz con 14'56" (very good Paul!); 8° Ian Dixon 13'57"; 10° Rod Mc Donald 12'55"; 13° Richard Sutherland 10'32"; 15° Ray Silbereisen 9'14"; 16° George Car 9'09"; 17° Troy Latto 8'01"; Rob Bovell 6,36; 24° Kavin Hopper 6'03"; 29° Brett Slys-Daniels 4'35". Another Italian modeler in rank, Antonio Riccardelli, placed 11° with 12'23". For this edition, Antonio has built a new, and well done, Tomboy motorized with an MP JET 0.6 cc Diesel, and with it, he has scored a good time. The MP JET 0.6 cc was used by the overall majority of the Australian's entrants because of its regularity of runs and low consumption. Frankly, I use the MP JET since many years and I've found it being a great engine too. Gian-

franco Lusso, my friend and co-editor of Tomboy Rally, placed 14° time 9'35"; this year his health was not very good, but I am confident he will recover soon and score even better in the next edition! But let's move on to the remaining rankings. At 18° place we find Angus Mc Donald, the first guy of New Zealand's platoon, time 7'25". Our friend has made his flight at Ngatea, South of Auckland, during a Tomboy event held on May 28th, 2013. 19° place is for Rex Bain 7',23"; 20° Keith Trillo 7'20"; 21° Charles Warren 6'48"; 27° Graham Main 5',12" (with a model with I.C. engine); 28° Rex Anderson 5'06"; 31° John Ryan 3,26. All the contestants have used a Mills 0.75 because the Tomboy events in N.Z. are reserved for i.c. engine. In his e-mail, Graham underlines that Keith Trillo's Tomboy is very light, about 8 ounces, so it is very hard to come back home once is in lift. Wow! For being so light I think you have done a pretty good job Keith! Is there someone out there who would like to try beating this record? An hard challenge, I suppose. 23° placed, time 6'23" Maurizio Sagnotti, finally in contest after a year of attempts failed for bad flight, structural breakages and...yes...battery pack left at home! But now, Ladies and Gentleman, We are very proud to introduce the youngest contestant ever, Helio Dufurne, from France, placed 25° with time of 5'50". Helio, under the supervision of Gianfranco Lusso, has built himself his Tomboy just in time to participate to this edition of Tomboy Rally. Leo finished his model but, finally, he made his first flight only at the end of the month, due to a very bad weather in France (and in Italy too!). I am very happy for the effort of Gianfranco Lusso to introduce to some young guys his



r/c Club , Club modeliste du Pays des Gex, helped also by the President of club Fethy Sarthe. About this effort, I guarantee you, that the results we will see in the next edition. Bravo Leo!! 26° place, time 5'40", Eros Cavallaro, with no more time for modeling because he is currently engaged in the restoration of old motorcycles. And now, I want to thanks Allen Teal, a friend of our contest that has participated at this edition, in truly fair play spirit, with a time of 3'58". Allen is the editor of a Tomboy Rally reserved to New Zealand's modelers, and the first edition of which was concluded at the end of 2012. He told me that he had 10 entrants; 8 in I.C. section and 2 in electric section. The winner of I.C. section has gained a time 22'43" (!!) and has flight an MP JET 0.6 cc, the winner of electric section has gained a time of 24'50" (!!!) Very good Allen and best wishes for the next edition of your contest.

TOMBOY RALLY 48"
The Super winner of Tomboy Rally 2012-2013 is Brian Deason, (Yes, the same guy of Tomboy 36"ws event). Brian won the 48" event with a time of 41'29", which is the second best time ever of both 36" and 48" events. I am very happy for the performance of Brian in this edition, well done!
As in the past edition, at the 2° placed we find Les Davis, time 24'27" member of the BENDIGO RCAC in Queensland. Les Davis has made a good time flight in this edition. Third place, another surprise of this edition, Leo Marconi-Archinto, from France. He is the younger contestant, 16 year old, Club Aeromodellistico Pays des Gex and he is the other pupil of Gianfranco Lusso. As shown in the pictures, the pupils of Gianfranco have built their models very well and they are also skilled pilots too. Nice work Gianfranco!! 4° place Valeriano Tascone, time 7'14" and, last in rank, Curzio Santoni time 7'10". Apparently, I have not a good feeling with my 48"Tomboy, but I am working on it!

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NEWS FOR NEXT EDITION

There are some news in the rules of next edition. The first one is an updating about battery capacity: allowed enhance up to 450 mha for Tomboy 36" section. The second is an updating from to 2 c.c. to 2,5 c.c. for engine in 48" section and fuel available from 5 c.c. up to 6 c.c.

The second news was suggest by some modelers, like Stewart Mason from England, who have asked me whether it was possible to participate in Tomboy Rally for the F/F model. I talked about it with Gianfranco and finally we decided to schedule, for the next edition, a special prize reserved to f/f Tomboy, in which the rules are based on classical Tomboy 3 contest, dedicated to Hilda Baker, wife of David Baker, founder of L'AQUILONE SAM 2001. So, the rules are: Tomboy 36", engine max 0.75 c.c., 3 c.c. time of flight unlimited. It is possible to use a R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used. What do you think about? Come on Guys, let's try it! And now, at the ending of

this report on TOMBOY RALLY 2012-2013, we would like to thanks all of you for taking part to this edition, but also all the others that have not, like, Giancarlo Di Chiara, Tiziano Bortolai, Giorgio Zenere , Zdenek Slapnicka, Hans Vanleeuwen, Manuel Rojo, who have lost their Tomboys in the sea (!!), and a precious Doonside Mills 0.75, during an attempt. Cristian Alejandro Blanchero from Argentina and Bob Slater, from USA, who has had some health troubles during the last few months, but now he has come back home from the hospital, and he wrote me, he has already his 48" Tomboy ready for the cover on his workbench. To conclude, dear friends we really hope you will join the Tomboy Rally 2013-2014, that will run from June 1st 2013, until May 31st 2014. Good thermals from Gianfranco Lusso and me . Have fun with TOMBOY!!
Gianfranco Lusso Curzio Santoni

TOMBOY RALLY POSTAL CONTEST 2012 – 36" EVENT

| | | | | |
|------------------------|-------------|----|-------|-------|
| 1 BRIAN DEASON | AUSTRALIA | EL | 25,35 | |
| 2 GRAHAM MAIN | NEW ZEALAND | EL | 21,36 | |
| 3 MICK WALSH | AUSTRALIA | IC | 21,13 | |
| 4 DETE HASSE | AUSTRALIA | EL | 20,10 | |
| 5 UGO BALDARI | ITALIA | IC | 18,39 | |
| 6 GARY DICKENS | AUSTRALIA | IC | 16,07 | |
| 7 PAUL BAARTZ | AUSTRALIA | EL | 14,56 | |
| 8 IAN DIXON | AUSTRALIA | IC | 13,57 | |
| 9 CURZIO SANTONI | ITALIA | EL | 13,42 | |
| 10 ROD MC DONALD | AUSTRALIA | EL | 12,55 | |
| 11 ANTONIO RICCARDELLI | ITALIA | IC | 12,23 | |
| 12 CURZIO SANTONI | ITALIA | IC | | 12,16 |
| 13 RICHARD SUTHERLAND | AUSTRALIA | IC | | 10,32 |
| 14 GIANFRANCO LUSSO | SWISS | EL | | 9,35 |
| 15 RAY SILBEREISEN | AUSTRALIA | EL | | 9,14 |
| 16 GEORGE CAR | AUSTRALIA | IC | | 9,09 |
| 17 TROY LATTO | AUSTRALIA | IC | | 8,01 |
| 18 ANGUS MACDONALD | NEW ZEALAND | IC | | 7,25 |
| 19 REX BAIN | NEW ZEALAND | IC | | 7,23 |
| 20 KEITH TRILLO | NEW ZEALAND | IC | | 7,20 |
| 21 CHARLES WARREN | NEW ZEALAND | IC | | 6,48 |
| 22 ROB BOVELL | AUSTRALIA | IC | | 6,36 |
| 23 MAURIZIO SAGNOTTI | ITALIA | EL | | 6,21 |
| 24 KAVIN HOOPER | AUSTRALIA | IC | | 6,03 |
| 25 HELIO DUFURNE | FRANCE | EL | | 5,50 |
| 26 EROS CAVALLARO | ITALIA | EL | | 5,40 |
| 27 GRAHAM MAIN | NEW ZEALAND | IC | | 5,12 |
| 28 REX ANDERSON | NEW ZEALAND | IC | | 5,06 |
| 29 BRETT SLYNS-DANIELS | AUSTRALIA | IC | | 4,35 |
| 30 ALLEN TEAL | NEW ZEALAND | IC | | 3,58 |
| 31 JOHN RYAN | NEW ZEALAND | IC | | 3,26 |

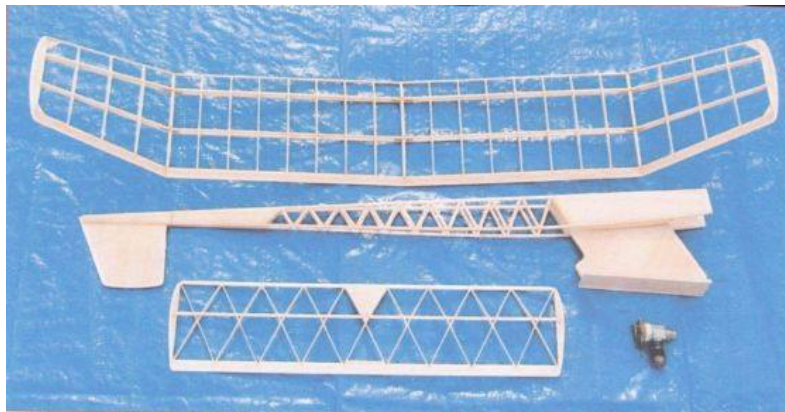
TOMBOY RALLY POSTAL CONTEST 2012 – 48" EVENT

| | | | | |
|------------------------|-----------|-----|-------|--|
| 1 BRIAN DEASON | AUSTRALIA | SRE | 41,29 | |
| 2 LES DAVIS | AUSTRALIA | SRE | 24,27 | |
| 3 LEO MARCONI-ARCHINTO | SWISS | SRE | 11,05 | |
| 4 VALERIANO TASCONE | ITALIA | SRE | 7,14 | |
| 5 SANTONI CURZIO | ITALIA | SRE | 7,10 | |

Space Wamp for Nostalgia 1/2A Power

SPACE WAMP by Stuart Savage was spotted in Frank Zaic's 1953 Yearbook and appealed for several reasons. The rudder is separate from the tailplane so TP alignment would not be critical, it could be built light, the built-up fuselage is different, and I have never seen another one locally so it would be something new. The airfoil seems primitive, but you can't have everything. Size was reduced slightly to fit the Replica rules - 36" wingspan.

WING At first glance, the wing appears to have an unusually large amount of incidence, but this is mostly cancelled by a TP set at five degrees. These angles mean that while the plan shows no engine down thrust relative to the fuselage, there is in fact about five degrees down when the model is climbing. On glide, there is a tail-up attitude that puts the fuselage in line with the model's angle of sink. Whether this was accidental or intended by the designer (in a previous Yearbook Zaic suggested keeping the fuse parallel with sink angle to reduce drag), the result makes sense but does make the gliding model look like it is diving when it is really floating along nicely.



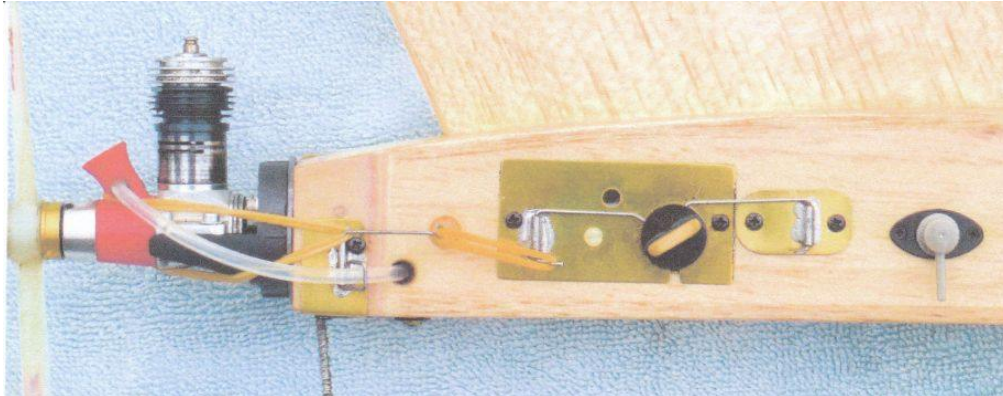
ENGINE My first Space Wamp was powered by a .5cc PAW which gave a respectable, if not dramatic, rate of climb. Hydraulic lock put an end to that and a Baby Bee was substituted. Again, the climbs were good but not spectacular. A Cox Medallion .049 won out over a TD.049 as the next power plant. The Medallion peaks at about 3K rpm less than a TD but still takes the power loading up to the limit of my trimming abilities, so it will remain.

TANKS A small see-through tank for the PAW was hard to find, so the solution was the top of a sports drink bottle glued to a thin aluminium base using Gorilla Glue (the sort that foams as it sets). This is the only glue I found that would resist diesel fuel. With the upright Medallion, the cylinder offered no protection to the tank so a more sturdy a brass shim unit was made.



COVERING Flying surfaces are covered with 5 micron mylar, clear on the tailplane and aluminised on the wing. The fuselage has tissue over mylar. Aluminised mylar seems like it would be good for visibility. In fact, it reflects the colours of its environment and camouflages rather than reveals - hence the pink spray-on.

SYSTEMS A fuel cut off lever is released by a home built timer using Tomy style clockwork - fiddly to make, but weighs less than 10g. The lever to the right of the disc is only added for trimming to allow a quick DT, some 2-3 seconds after engine cut. Flight timing is by a button timer which is notoriously inaccurate but does always work, eventually, and weighs a couple of grams.



WEIGHTS Hard to add weight after making every effort to build light, but even with a super-light tailplane and a rear fuselage as light as I dared, nose weight was needed for the final version. To get the ballast as far forward as possible, a circle of sheet lead was sandwiched between the firewall and the Medallion engine mount.

AUW 120g (4.24oz) : Wing 31g / Tailplane 7g / Fuse 163g.

FLYING A couple of trimming sessions have got the SW climbing safely to a good height. Transitions have been a bit variable but once turn and roll rates are better matched the model should be good for 120 maxes.



Plan on Page 20

Bernard Scott

Control Line Vintage *Comment from Dmitri Zotov*

Why don't you Vintage people have vintage control-line?

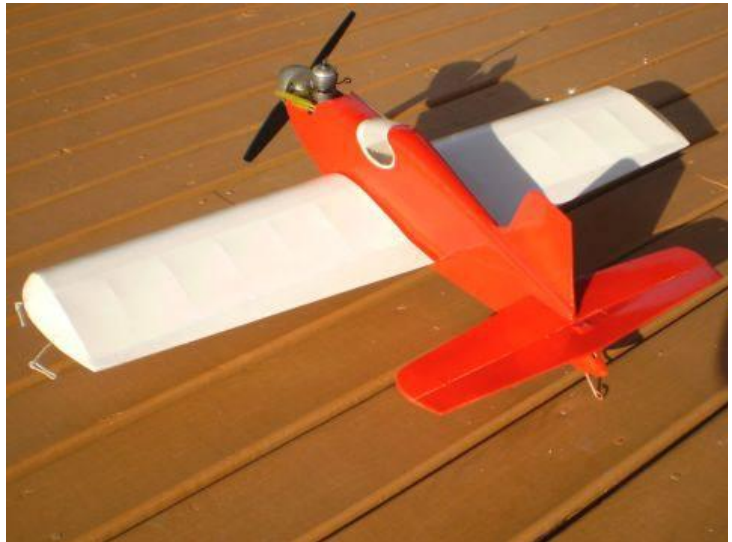
In the fifties in NZ, CL was much more popular than FF, because you generally had to go a long way to find somewhere to fly FF. Vintage stunt and team racing should be great fun.

I had it in mind to build one of my all-time favourite stunters, Ray Brown's Coy Lady, but thought I'd better do something about getting the reflexes reflexing properly first, so built Ron Moulton's Rascal. (AM, May 57).

It was always on my 'might build someday' list, so now it is someday. The engine is a Frog 150 - adequately powerful, but caused a bit of a problem when it came to the cg. The 150 was the heaviest of the plain bearing diesels (3 oz) and I ended up having to put an ounce of lead in the tail. Ouch!

I did some internal re-engineering as, in common with many stunters of its time, there wasn't much holding the front onto the back, and the twain would part in a minor bounce. Some 1/32 ply doublers, and a minor change to the profile to allow continuous sheeting underneath from nose to tail, should have improved that.

Pics of Rascal attached. The fuselage is covered with tissue, then dope/talc mix; wings are Doculam/ Modelspan. Colours are (would you believe) Britfix cellulose, squirrelled away on the 'never discard anything' principle, sprayed with an ancient Badger airbrush, which I prefer to more modern ones for general colouring. Being cellulose and diesel, no fuel proofer is required. Overall weight is 13 oz, heavier than it should be, but it should still do the job of refresher training in loops, eights and inverted. I got a bit carried away with the finish!



One lesson learned with Doculam: the wing has a reflex section, and it would have made a better job if I'd masked the TE, and waxed the bit I didn't want the covering to adhere to, to get a nice straight line. Live and learn.

I used Doculam because I like my models to last (like the 14-year old Tomboy I'm currently flying) - I'm a slow builder. Contrary to what you may have read in some of the blogs, Doculam adheres very well; I primed the wood with dope first, and a test piece stood up to any reasonable force. Also, again contrary to reports, it does shrink. It is better than some standard coverings in this regard. The trick is to use fairly high heat - the 'Hi' setting on my Monokote trim iron is just about right. It leaves the structure fairly flexible, but the tissue fixes that, and the bond between the two seems excellent. I'll certainly use this method again, for tissue-covered originals.

The 150 has always needed a bit of a prime; choking just doesn't seem to do the job. However, by blowing most of the prime out again, I've been able to start at the running setting, so no real problem so far. It would be better mounted sidewinder, but no one told Ron Moulton that! I've found with any radial ported diesel, side mounted, putting the piston up on compression and filling the available port space with fuel works out just right. Turn the prop over once and flick it hard. This usually gives a first-time start even with 'hard-to-start' engines like the Elfin 249.

Best regards *Dmitri*

The Vintage control line was passed over to the CL Sig some years ago so they run the events now.

They have a Classic Stunt event for models kitted or published up to 31 Dec 1970. This is quite popular.

also they have Unofficial events. Classic Team Race for designs from the 50's 60's and 70's or lookalikes.

Midge Speed for the Mercury Midge and Phantom Racing for the KK Phantom

I have flown the latter at a couple of Nats. See the MFNZ website Control Line page for details.

Thanks for the details and Pictures great model. I was going to build a Rascal when it was first published but obtained a Mercury Marvin kit and built that and flew it to death with my AM 15. Editor

Vintage Model Revived

Some years ago the Vintage rules were altered to allow models built by persons other than the flier. The idea was that models would have a new lease on life in the hands of their new owner and also remember their old owner/builder. Here is one of those. Over to Dave Richardson.

Hi Graham, How's the Winter treating you? We're slowly climbing out of it here and if my daffodils are anything to go by Spring can't be far away. Anyway, I had a pleasant surprise the other day when Keith Safey unloaded a rather scruffy looking model into my workshop. When Laurie Ackroyd passed away I managed to find a home for all of his modelling gear with the exception of his models. These were kept by his family because his two boys were interested in flying them. However, they recently decided that they had no use for one of his vintage models and so gave it to Keith for "anyone in the club who could use it." Keith didn't want it and since I was the only one remotely interested in vintage he passed it on to me. It's a 51" version of the American Ace with an O.S. Surpass .25 four stroke motor. The wing was in two halves and the rest was pretty ragged. But I ran up the motor which a real goer, and I've fixed the wing. I will test fly it now as is and if it performs well enough I will strip the whole thing down to bare wood and re-finish in acetate material and re-spray with acrylic lacquer.

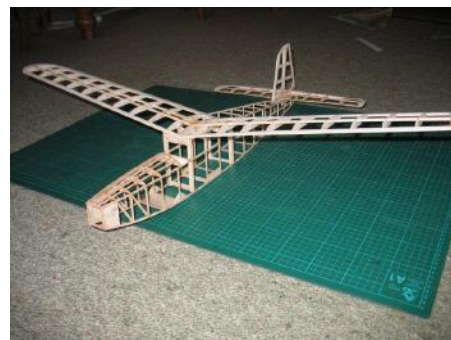
This just to let you and interested vintage modellers who remember Laurie that his memory will live on by way of his 1940 model.

All the very best Dave



E Rubber Texaco Models by John Butcher

After reading and hearing Graham Main on the subject of the KK Gypsy so with nothing to do so, I decided to build one of a suitable size to suit some 120 mah 2s batteries in my collection. A plan was arranged for a 34" w s version. 150 sq inch slightly larger than necessary but near enough. On the subject of E Rubber, Michael Taylor has completed and flown a Convertable rudder and throttle only - I think it was originally flown as rubber, not legal for competition yet and has an 850 mah 2S battery. Wing span 38" 150 sq inch and should run on a 120 mah 2S



The LANCER *from Allan Knox, Marlborough Associated Modellers*

Graham, I thought these might be fun to have in your next AVANZ.

Allan Baker (Pictured) has had an ex Mike Maurice, John Ensoll built, Lancer 72 for some time and now has it flying with a Chinese 52 four stroke up front. It has taken a bit of tuning up but is now a very effective Vintage duration model just like all those Lancer 72s the John built. (4 of them from memory) This one does have ailerons and is flown under the Grandfather clause in the rules. It is a very fine sport flier and you can see the absolutely beautiful construction and silk covering job that are the hall marks of an Ensoll build, no one does it better. The model is light and true as you would expect and the smile on AI's face says it all. Lancers remain my favourite Vintage models whether in 45, 49 or 72 guise. They are all subtly different but still very recognisable. Plans for all 3 are available in our plans library.

**NDC Vintage EVENTS FOR August September and October 2013**

| Month | Event Number | Event description |
|----------------|--------------|-------------------------------|
| August 2013 | 142 | Nostalgia FF Power Duration |
| August 2013 | 143 | Classic FF Rubber Duration |
| August 2013 | 144 | Vintage RC IC Duration |
| August 2013 | 145 | Vintage RC E Duration |
| September 2013 | 163 | Nostalgia FF 1/2A/Min Replica |
| September 2013 | 164 | Classic FF Power Duration |
| September 2013 | 165 | Vintage RC 1/2A Texaco |
| September 2013 | 166 | Vintage RC A Texaco |
| September 2013 | 167 | Classical RC IC Duration |
| October 2013 | 193 | Vintage FF Hand Launch Glider |
| October 2013 | 194 | Vintage FF Catapult Glider |
| October 2013 | 195 | Vintage RC Open Texaco |
| October 2013 | 196 | Classical RC 1/2E Texaco |

Note: Use the updated rules dated January 2013. Available on the MFNZ website. Go to the Vintage page or Competition rules for these

Flights are only to be made at the weekends by MFNZ affiliated members to be valid Results go to the MFNZ Recording Officer via your Club Recording officer.

EVENTS calendar

CPMAA Vintage RC Champs

Date: Sunday 15th September, 2013

Venue: Levin MAC Flying site Tararua Rd, Levin

Times: 9 am -3 pm.

Events:

RC Vintage Duration (IC and E) Vintage RC Precision (IC and E)

RC A Texaco (IC and E) RC 1/2A Texaco and 1/2E Texaco

Contact: CD: John Selby (04)5637739 or (027)6008497

The John Ingram-Seal Vic Smeed Day

In association with Hamilton MAC (inc) and Tauranga M A C (Inc)

Date: Sunday 8th September 2013 at 9 am

Venue: Stobies Farm Waikato or alternate venue in area.

Events: **Vic Smeed FF Precision** (for any Vic Smeed FF design)

Open Catapult Glider

Pre 1970 FF Duration

Tomboy RC

Contact: Bryan Leeves Hibiscus Coast Radio Fliers Ph. (09) 426 5470

or bryan_leeves@xtra.co.nz

Vintage and Classical Contests/Rallies in 2013-2014

The strong level of interest and entries in 2012/2013 has encouraged the SIG Committee to schedule an event in the 2013/2014 seasons each month from October through to May (except December, which is covered by the Nationals). There will be seven events. This will enable people to get in plenty of flying even allowing for some poor weather, and it will also allow more choice of which events to attend.

The prospect of this much flying provides a strong reason to build and prepare models for next season. The preliminary schedule – subject to confirmation and possible change – is as follows

| | |
|-----------------------|--------------------------|
| October 19-20th 2013 | JR Airsail, Pukekawa |
| November 9-10th 2013 | Thames Blackfeet, Ngatea |
| January 18-19th 2014 | JR Airsail, Pukekawa |
| February 22-23rd 2014 | JR Airsail, Pukekawa |
| March 22-23rd 2014 | Tuakau |
| April 19-20th 2014 | Thames Blackfeet, Ngatea |
| May 10-11th 2014 | JR Airsail, Pukekawa |

Tomboy Postal Event

A Tomboy Postal event is being for the 36 inch version of Vic Smeed's Tomboy using either IC or electric power. The rules and entry form has been posted to the Vintage pages on the MFNZ website. The contact for this event is Allen Teal, 18 Cameron Street, Papakura 2110 or email to: allen@tealcare.org

**MFNZ Vintage SIG
Report to Combined SIG Annual Meeting 20 July 2013 (Draft)**

It is pleasing to report that entries in RC Vintage competition flying have more than trebled over the last two years. This upsurge in interest and participation is due to several developments:

1. Organisation of more two-day competition events, especially in the NNI. There have been five in 2012/13 and seven are planned for 2013/14.
2. Introduction of Annual Top-Ten Leader Boards for the official classes as well as Tomboy.
3. Establishment of new classes in the Vintage category (designs up to end 1950) – electric duration, three electric Texaco classes and Open Texaco for IC.
4. Establishment of the first two classes in the Classical period (designs 1951-1975) – electric and IC duration. More Classical classes that are already in the SIGs Rules will be introduced as interest builds further.
5. A popular Tomboy competition at the NNI events.

The number of people flying FF Vintage has been steady, and there has been particular encouragement of the small vintage/nostalgia power class. A possible new FF Vintage electric class is in development. These developments have been supported by vigorous communication to SIG members via AVANZ News, MFW, and emailed announcements. Interest in the NDC events that are scheduled each month is only moderate and needs encouragement.

The SIG is grateful for the support of its contest site hosts (Thames Blackfeet MAC, Tuakau MAC, Levin MAC, and JR Airsail/John Danks), and for the strong Club activity in Christchurch and Blenheim. It is fair to say that the Vintage and Classical movement is in very good heart. Increasing numbers of SIG members are enjoying amiable and low-key competition flying.

The Vintage SIG's contributions to the current debate about the Nationals are based on this experience of growth in competition flying. In our view, the main challenge for the MFNZ Council and the SIG Committee is to ensure that the Nationals is organised and managed to capture the growth in interest that already exists. The following four points are especially relevant to the Vintage SIG:

1. The National Championships is the most important contest of the year for this SIG. We actually see the Nationals as a means of providing four kinds of service to SIG members:
 - The core service is providing National Championships for classes of interest to them. In this connection, the SIG Committee is delighted that the next Nationals will see introduction of an overall Vintage National Champion award.
 - The Nationals is a way of establishing new classes of flying in the SIG, thereby expanding opportunities for members. When a new class is flown at the Nationals, members recognise that it has status and likely longevity. This seems to convert to an upsurge in models on the field about a year later. Of course, all new classes are tested at regional contests before being included as Nationals events.
 - Another service is that the Nationals maintains the tradition of members being able to fly classes that go back many years. This applies especially to some of

the Vintage FF classes. Some members wish to continue attending the Nationals to fly in these events even though numbers are declining. The SIG Committee aims to continue to serve these members for as long as sufficient entries are forthcoming.

- The fourth service arises when members who do not attend the Nationals gain enjoyment and encouragement from the reports that are published.
2. The approach to organising and managing the Nationals so that maximum competition entries are attracted is pretty simple. It requires:
- Good contest flying sites.
 - Effective contest management.
 - An effective central system for recording entries and scores.
 - The lowest possible entry fees.
 - Clear communications to members about this 'attractive Nationals competition package'.

There must be very clear understanding between MFNZ Council and the SIGs about who has responsibility for the actions needed to implement these requirements.

Of course, even with these conditions well met, the cost of travel and accommodation is still likely to be an issue for some members.

3. The Vintage SIG supports in principle the extended rally concept as a means of making a Nationals visit attractive to the wider MFNZ membership. However, it follows from (2) that this is unlikely to be a major consideration when active Vintage SIG people are deciding whether or not to enter the Nationals.
4. It seems clear that the way to actually increase the popularity of the Nationals as a competition event is to increase entries from the people who are already active competitors at regional and club levels. Achievement of this depends on the way in which the Nationals competitions are jointly managed and resourced by MFNZ and the SIGs. Of course, the general ambiance and traditions of the Nationals also count.

To conclude, there is one other matter. At a time when the purchase of ARF and finished models for competition has shifted the balance between our model flying sport and our aeromodelling hobby, the Vintage/Classical movement stands out as one where traditional building skills are still required. The Vintage SIG looks forward to ensuring that these skills remain vigorous.

Wayne Cartwright, for Vintage SIG Committee

VINTAGE SIG ITEMS**Annual General Meeting**

Notice is hereby given that the ANNUAL GENERAL MEETING of the VINTAGE SPECIAL INTEREST GROUP will be held on Thursday 2nd January 2014 at 7.30 pm at the Nationals Headquarters, Carterton Showground

Agenda

Apologies
 Minutes of the previous AGM
 Matters arising from the Minutes
 Committee Report
 Financial Report
 AVANZ Report
 Election of Officers
 Notices of Motion /Remits
 General Business.

Remits: Put Forward by the Vintage SIG Committee

Remit 1: That in the rules for Vintage RC IC-Powered Duration, the motor run for four-stroke motors manufactured after 1986 be reduced from 25 seconds to 20 seconds, leaving the motor runs for all other allowed motor types unchanged

Purpose: This remit corrects the bias that has arisen because the original 60% rating used for calculating four-stroke displacement was valid for old open-rocker types but is too lenient for modern four-stroke motors. This has made modern four-stroke motors pretty much an automatic choice because the other motor types allowed by the rules are so disadvantaged.

An increase in the rating to 80% would fix the problem but it would also instantly place existing airframe/motor combinations outside the rules, so is not sensible. By changing motor run time rather than motor capacity, the Remit has a similar effect in achieving similar levels of flight time performance from the various motor types, without disrupting current of model/motor set-ups. The end-1986 cut-off date follows SAM US practice. It captures in pre-1987 period the old style open-rocker types and early low-power enclosed-rocker motors

Remit 2: That the rules for Vintage RC IC-Powered Duration be amended to allow ball-bearing two-stroke Schneurle-ported sport motors (front rotor and side exhaust with sport muffler) with motor run time 20 seconds.

Purpose: The logic of this remit is that ball bearing sport two-stroke motors have similar power to modern four-strokes with 60% rating, which are already allowed. Calculated from manufacturer's data, both motor types deliver around 0.12 BHP per 100 sqin wing area.

Thus, the Remit allows a wider choice of motor types and options with lower cost, without changing the available power.

Approval of Remit 1 and Remit 2 will amend Rules 6.4.4 and 6.4.5 as follows:

- 6.4.4 The motor types permitted are vintage ignition, vintage glow/diesel, non-vintage ignition, two-stroke cross flow, two-stroke Schneurle-ported plain bearing, two-stroke Schneurle-ported ball bearing sport motors (front intakes and side exhausts with standard mufflers), and four stroke.
- 6.4.5 6.4.5 Maximum motor runs are:
- | | |
|--|------------|
| Vintage ignition | 40 seconds |
| Vintage glow/diesel | 30 seconds |
| Two-stroke cross-flow, two-stroke Schneurle-ported plain-bearing, non-vintage ignition, and pre-1987 four-stroke | 25 seconds |
| Post-1986 four-stroke, and two-stroke Schneurle-ported ball bearing sport (front intakes and side exhausts with standard mufflers) | 20 seconds |

Remit 3: That Classical RC IC-Powered Duration Rules 6.5.4 and 6.5.5 be amended to read:

- 6.5.4 The motor types permitted are vintage ignition, vintage glow/diesel, non-vintage ignition, two-stroke cross flow, two-stroke Schneurle-ported plain bearing, two-stroke Schneurle-ported ball bearing sport motors (front intakes and side exhausts with standard mufflers), and four stroke.
- 6.5.5 Maximum motor runs are:
- | | |
|--|------------|
| Vintage ignition | 40 seconds |
| Vintage glow/diesel | 30 seconds |
| Two-stroke cross-flow, two-stroke Schneurle-ported plain-bearing, non-vintage ignition, and pre-1987 four-stroke | 25 seconds |
| Post-1986 four-stroke, and two-stroke Schneurle-ported ball bearing sport (front intakes and side exhausts with standard mufflers) | 20 seconds |

Purpose: This remit simply aligns the wording of the Classical Duration rules with the new wording proposed for Vintage Duration, to avoid confusion. There is no change in Classical motor run times. This remit will be put only if Remits 1 and 2 are approved

Rule Clarification

Due to a misunderstanding in the interpretation of a rules resolution passed at the 2009 and Vintage SIG AGM and confirmed at the 2010 AGM, the modified Rule 21.0 as drafted was unclear. Rule 21.0 has been redrafted and is now as follows. The intent of the AGM resolution is unchanged. This event is included in the 2014 Nationals programme to be flown to the rules below:

21.0 SMALL NOSTALGIA/VINTAGE POWER DURATION

Purpose: To enjoy small nostalgia and vintage competition flying in a class that includes designs from both Vintage and Nostalgia periods, where sufficient equality is attained through specified model sizes, motor capacities, and motor runs.

- 21.1 All Nostalgia Rules 1.0 – 3.0 and 5.0 – 16.0 apply.
- 21.2 Models are *either*
- (a) Scaled Vintage designs (from the period to 31/12/50) with maximum motor capacity of 0.034cu in (0.55cc) and maximum wingspan 36 inches (920 mm)
- or*
- (b) Scaled Nostalgia designs (from the period 1/1/51 – 31/12/60) with maximum motor capacity of 0.034cu in (0.55cc) and maximum wingspan 36 inches (920 mm)
- Or*
- (c) 1/2A designs or any other scaled Nostalgia design (from the period 1/1/51 – 31/12/60) with maximum motor capacity 0.051cu in.
- 21.3 Maximum motor runs are:
- | | | |
|------------------------|--------|------------|
| For models (a) and (b) | Glow | 12 seconds |
| | Diesel | 15 seconds |
| For models (c) | Glow | 7 seconds |
| | Diesel | 9 seconds |
- 21.4 Age bonus does not apply.
- 21.5 Models are hand-launched.
- 21.6 Score is aggregate of 3 flights, each scored at one point per second up to 120 seconds.

66th Carterton Nationals Vintage schedule

| | Day 1 | Day 2 | Day 3 | Day 4 | Day 5 |
|----------------------------------|-------|-------|-------|-------|-------|
| Nos Rubber Duration | X | | | | |
| Vintage FF Power | X | | | | |
| Vintage RC Precision | X | | | | |
| Vintage RC IC Duration | X | | | | |
| Classical RC IC Duration | X | | | | |
| Vintage FF Rubber Duration | | X | | | |
| Nos FF Power Duration | | X | | | |
| Vintage RC E Duration | | X | | | |
| Vintage RC 1/2A Texaco | | X | | | |
| Vintage RC 1/2E Texaco | | X | | | |
| Vintage FF Glider Duration | | | X | | |
| Nos FF1/2A Min Replica Pwr Dur'n | | | X | | |
| Vintage RC A Texaco | | | X | | |
| Vintage RC E Texaco | | | X | | |
| Vintage FF Catapult Glider | | | | X | |
| Nos FF Glider Duration | | | | X | |
| Vintage RC Open Texaco | | | | X | |
| Vintage RC E Rubber Texaco | | | | X | |
| Classical RC E Duration | | | | X | |
| Vintage FF Precision | | | | | X |
| Classic FF Duration Combined | | | | | X |

The Proposed schedule is basically the same as for the last Carterton Nationals with the addition of Classical RC IC Duration and Classical E Duration.

The 1/2A/Min Replica event is combined to Rule 21.0 of the Nostalgia FF rules. The Vintage FF events will run from 7 am to 12 noon at the FF field (Raynor's Farm)

The Vintage RC events will run from 9 am to 5 pm at the RC3 field Gladstone area.

Day 1 is Tuesday 31st December 2013 and day 5 is Saturday 4th January 2014

We plan to have CD's for FF and RC.

Electric Motors Allowed in Vintage FF Precision

The Committee has become aware that there may be confusion about use of electric motors in Vintage FF Precision. The rules actually make no mention of types of motor to be used. Therefore, for clarity, it is confirmed that electric motors *are* allowed. This makes Precision consistent with Vintage FF Duration, that explicitly allows electric motors. The wording of the FF Precision rules will be amended in due course to include this clarification.

Vintage FF Catapult Glider Launching

For the launching of Vintage FF catapult the Committee will allow the use of Rule 2.7 of the Free Flight rules as below for the 66th Nationals. An amendment to the Vintage rules will be put forward at the AGM.

The launching device shall be a single loop, **or multiple loops** of rubber of no more than 6.72 mm² (equivalent of 1/4 x 1/24) in total cross section, 230 mm (9 inches) in length maximum, attached to a handle 150 mm (6 inches) long maximum

Leader Boards 2013 – to mid August

These Leader Boards include the top ten scores in each class. There have been no changes in the FF Leader Boards since the end of March, so readers are referred back to that report for them.

There have been just three additions to the RC Leader Boards during the winter months. Colin Rothery has posted an excellent fly-off score of over 26 minutes in 1/2E Texaco. Allan Knox is now second in RC Vintage Precision – just one point off a perfect score – and he has also recorded the first entry in 1/2A Texaco Scale.

With the weather now sure to improve (?), no doubt further improved scores will soon be posted. The first NNI event in October at Pukekawa will be a good opportunity.

Remember, results from the Nationals and SIG-run contests are entered automatically but all others must be either emailed to me at wcartwright@vodafone.co.nz or mailed to 1 Millennium Heights, Flagstaff, Hamilton.

Cheers, Wayne

RC Classes**Vintage Precision**

| | | | |
|-------------|-------------------|------------|---------|
| P Hall | Buzzard Bombshell | 600 + 200 | 25/5/13 |
| A Knox | Lancer | 600 + 199 | 15/6/13 |
| B Harris | New Ruler | 600 + 198 | 19/1/13 |
| R Anderson | Trenton Terror | 600 + 198) | 25/5/13 |
| D Mossop | Lanzo Bomber | 600 + 191 | 28/4/13 |
| G Main | Miss Trenton III | 600 | 10/2/13 |
| A Macdonald | Buzzard Bombshell | 600 | 28/4/13 |
| J Ryan | Simplex | 600 | 25/5/13 |
| D Gush | Miss Arpiem | 598 | 24/3/13 |
| A James | Red Zephyr | 594 | 10/2/13 |
| G Meads | RC1 | 593 | 19/1/13 |

Vintage IC Duration

| | | | |
|--------------|----------------|-----------|---------|
| A Knox | Cumulus | 780 + 500 | Nats |
| G Meads | RC1 | 780 + 252 | 25/5/13 |
| R Anderson | Playboy | 780 + 181 | 28/4/13 |
| J Butcher | Miss Fortune X | 780 | 10/2/13 |
| D Gush | Miss Fortune X | 780 | 28/4/13 |
| W Cartwright | Lanzo Bomber | 772 | 24/3/13 |
| D Thornley | Lanzo Bomber | 760 | 25/5/13 |
| J Selby | Playboy Cabin | 724 | 10/2/13 |
| C Warren | Scram | 706 | 24/3/13 |
| S Grant | Lancer | 701 | Nats |

Vintage Electric Duration

| | | | |
|--------------|-------------------|-----------|---------|
| B Harris | New Ruler | 960 + 438 | 25/5/13 |
| J Butcher | Miss Fortune X | 955 | 25/5/13 |
| A Knox | Scram | 944 | 17/3/13 |
| C Rothery | Playboy | 833 | 24/3/13 |
| D Gush | Buzzard Bombshell | 762 | 28/4/13 |
| M Venter | Clipper | 694 | Nats |
| D Mossop | Lanzo Bomber | 671 | 28/4/13 |
| W Cartwright | Banshee | 656 | 28/4/13 |
| G Main | Red Zephyr | 159 | 24/3/13 |

Vintage Open Texaco

| | | | |
|-----------|---------|------|------|
| J Butcher | RC 1 | 1836 | Nats |
| A Knox | Lancer | 1188 | Nats |
| M Venter | Clipper | 1112 | Nats |

Vintage A Texaco

| | | | |
|------------|----------------|------|---------|
| A Knox | Lancer | 1860 | Nats |
| J Butcher | RC 1 | 1860 | 10/2/13 |
| J Ensoll | Simplex | 1849 | Nats |
| C Warren | So Long | 1816 | 24/3/13 |
| I Munro | Simplex | 1806 | 10/2/13 |
| J Selby | Turner Special | 1682 | 10/2/13 |
| S Grant | Simplex | 1428 | Nats |
| J Bradbury | Viking | 1203 | 10/2/13 |
| G Main | Simplex | 1077 | 28/4/13 |
| M Evans | Coronet | 756 | 28/4/13 |

Vintage 1/2A Texaco

| | | | |
|-----------|----------------|------------|---------|
| A Knox | Skipper | 1500 + 753 | 10/2/13 |
| J Butcher | Miss Fortune X | 1495 | 23/3/13 |
| M Venter | Atomizer | 1489 | Nats |
| D Gush | Top Hat | 1409 | 21/7/13 |
| C Warren | Bomber | 1403 | 21/7/13 |
| J Ryan | Simplex | 1149 | 25/5/13 |
| G Main | Coronet | 906 | 23/3/13 |
| G Burrows | Atomizer | 640 | Nats |
| J Selby | Playboy | 167 | 10/2/13 |
| B Lennox | Rambler | 153 | Nats |

Vintage E Texaco

| | | | |
|--------------|----------------|------------|---------|
| C Rothery | Playboy | 1860 + 700 | 25/5/13 |
| W Cartwright | Cruiser | 1860 | 25/5/13 |
| J Butcher | Miss Fortune X | 1693 | 23/3/13 |
| I Gribble | Bomber | 860 | 23/3/13 |

Vintage 1/2A Texaco Scale

| | | | |
|--------|---------|-----|---------|
| A Knox | Chilton | 839 | 14/7/13 |
|--------|---------|-----|---------|

Vintage 1/2E Texaco

| | | | |
|--------------|-----------------------|-------------|---------|
| C Rothery | Westerner | 1500 + 1607 | 25/6/13 |
| J Butcher | Tomboy/Miss Fortune X | 1500 + 1556 | 24/3/13 |
| G Main | Tomboy | 1500 + 1095 | 24/3/13 |
| W Cartwright | Strato Streak | 1500 + 912 | 23/3/13 |
| R Anderson | Kerswap | 1500 + 644 | 25/5/13 |
| J Selby | Playboy | 1480 | 10/2/13 |

Vintage E Rubber Texaco

| | | | |
|-----------|-----------|------|---------|
| J Butcher | Gollywock | 1860 | 10/2/13 |
| G Main | KK Gypsy | 1761 | 10/2/13 |

Classical IC Duration

| | | | |
|--------------|-----------|-----|---------|
| E Pimm | Satellite | 900 | 24/3/13 |
| W Cartwright | Amazoom | 168 | 24/3/13 |

Classical E Duration

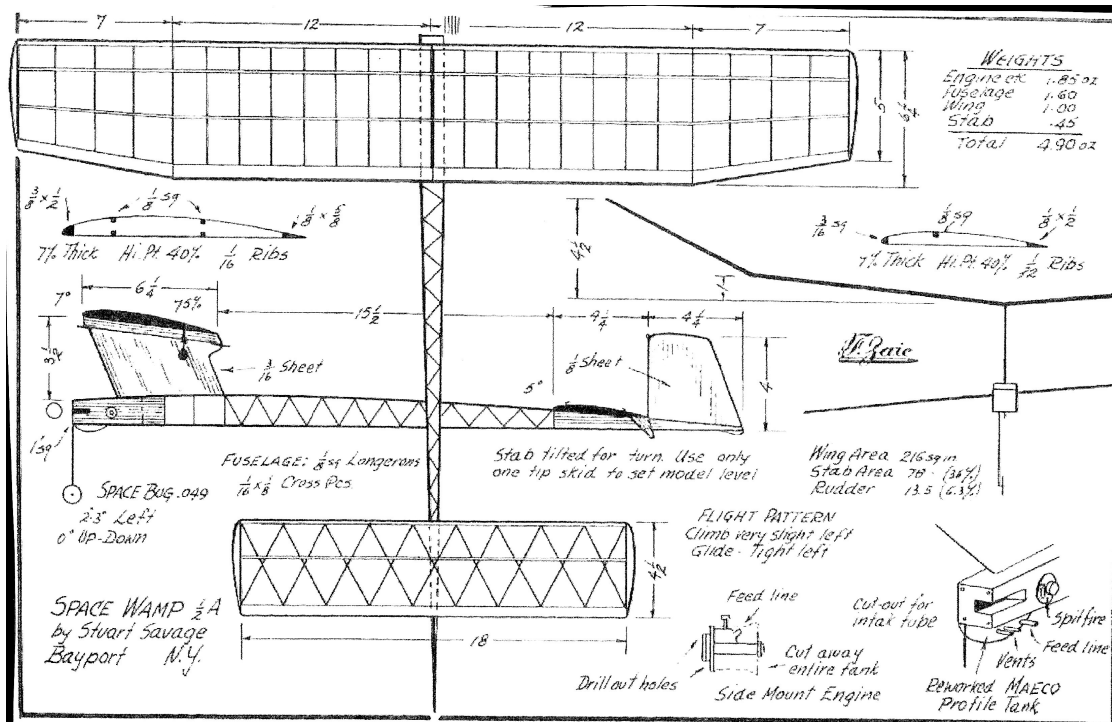
| | | | |
|--------------|---------------|-----------|---------|
| W Cartwright | Nig Nog | 900 + 313 | 23/3/13 |
| B Harris | Texan FAI-ton | 875 | 23/3/13 |

Tomboy IC

| | | | |
|-------------|--------------------|-----|---------|
| C Warren | Mills .75 | 581 | 21/7/13 |
| J Godfrey | Mills .75 | 533 | 23/3/13 |
| A Macdonald | Mills .75 | 393 | 24/3/13 |
| R Bain | Mills .75 | 392 | 25/5/13 |
| R Anderson | Doonside Mills .75 | 388 | 23/3/13 |
| J Butcher | Mills .75 | 333 | 21/7/13 |
| K Trillo | Mills .75 | 317 | 21/7/13 |
| G Main | Mills .75 | 312 | 25/5/13 |
| J Ryan | Mills .75 | 206 | 25/5/13 |
| A Teal | Mills .75 | 166 | 19/1/13 |

Tomboy Electric

| | | | |
|-----------|---------------------|------|---------|
| G Main | Waypoint 2208-30 | 1095 | 24/3/13 |
| T Gribble | | 691 | 23/3/13 |
| J Butcher | Hyperion ZS 2205-34 | 480 | 23/3/13 |



SPACE WAMP 1/2 A NOSTALGIA Zaic Yearbook 1953