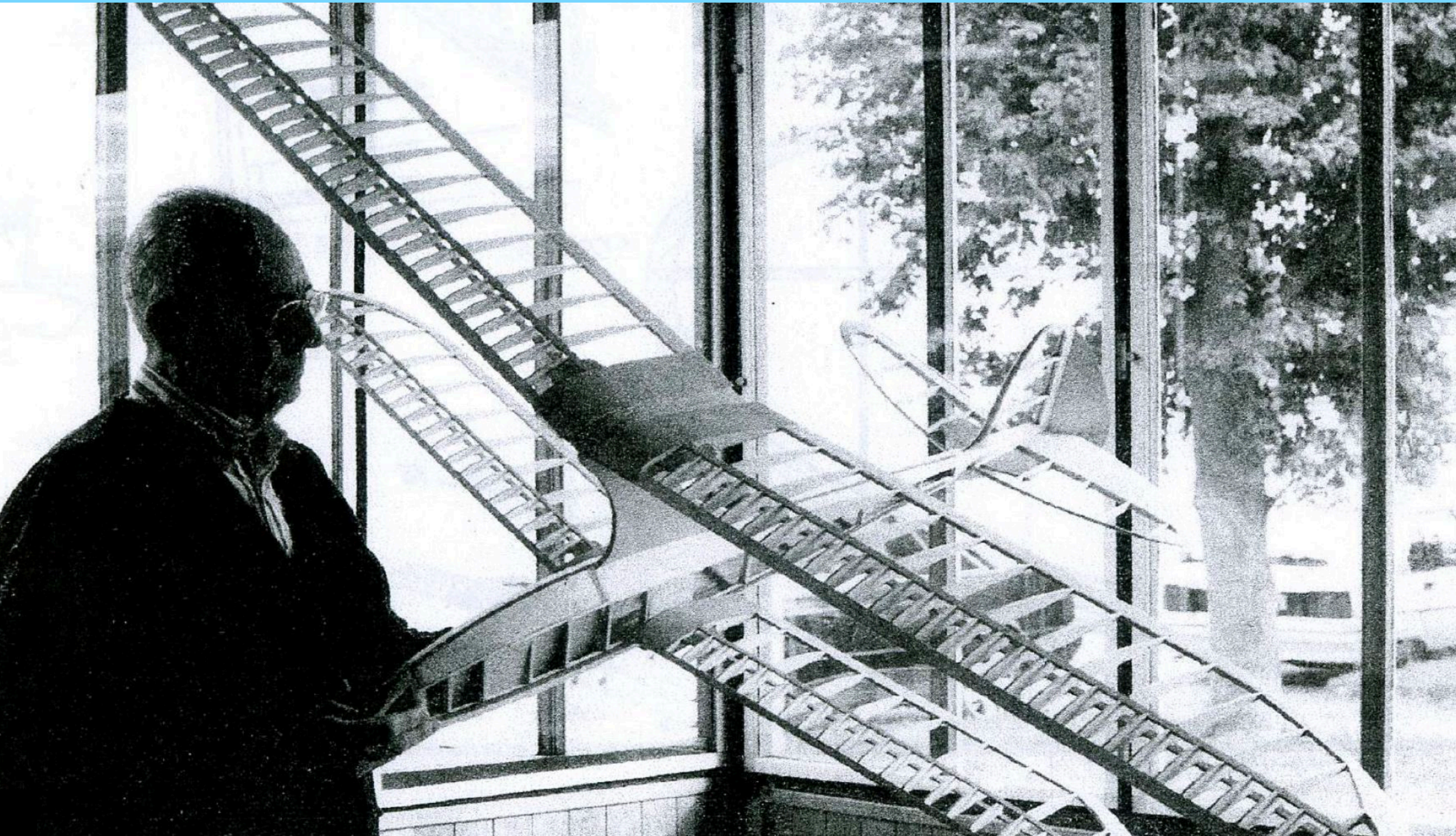


AVANZ



NEWS

Newsletter of the Vintage Special Interest Group of Model Flying New Zealand #182





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Rule Rationalisation

At the 2021 AGM, a section of rule 4.1.9 was questioned. In Vintage IC Duration this rule penalises needlessly long flight times by disallowing landing bonus points when a flight is more than 120 seconds over the round maximum. This penalty is a remnant of the time when there may have been contest fliers waiting for their frequency to become available. Now that 2.4G is in common use this is unlikely to happen and it is the Committee's decision that the penalty is no longer relevant. The section of 4.1.9 that enforced it has been deleted.

All contest fliers are encouraged to download the current rules [January 2021] from the MFNZ website as there have been many changes, especially in the E-TEXACO area, over the past few years.

2022 Nationals Programme

The 2022 Nationals event schedule is printed on page seven.

2022 Nationals FF Contest Director

The Committee has been advised that Bernard will not be available to CD Vintage Free Flight. A replacement CD is required. VFF will be spread over four days and although a single CD is the norm, the role could be split to suit. Advise your availability to any Committee member.

AVANZ News

There will be a seventh AN this year in mid-December to distribute last minute information about the Nationals. Revised contribution cut-off dates for all issues are noted on page 3.

Contributors to this Issue

Wayne Cartwright Tony Gribble Dave Crook
Kevin Barnes Richard Fallas Randy Crumble
Barry Hall Barry Lennox Alan Knox

On the Cover: 1946 Free Flight Biplane Glider - page 17
NZ Logo: The "Four Square Store" - miscellaneous page

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		Peter Townsend		Barrie Russell	barrierussell@xtra.co.nz

2021 NZ Vintage Championships

	March	06-07	RC	Levin - concurrent with Gareth Newton
	March	13-14	RC	Christchurch at The Willows
	March	20-21	RC	Ngatea Blackfeet Fliers
	March	01-31	FF	<i>Classic Glider, Vintage Rubber</i>
	April	10-11	RC	Awatoto
	April	17-18	RC	Tuakau - to be confirmed
	April	17-18	RC	Christchurch at The Willows
	April	01-30	FF	<i>Nos 1/2A / Min Replica, Classic Power</i>
	May	01-31	FF	Vintage Power, <i>Vintage Precision</i> , Nostalgia Rubber
	May	08-09	RC	Levin - concurrent with Bob Burling
	June	01-30	FF	<i>Vintage HLG, Vintage CAT</i> , Nostalgia Power, Classic Rubber

FF events in italics may be flown twice in the same month. Both scores are recorded as separate entries in the Championship. (This doubling allows each Vintage FF event to be flown twice over the duration of the Championship).
Radio Control events are not limited to two entries, and may be flown in as many events as the flier attends.

Non Vintage Championship Events 2021

May	22-23	2021	Blackfeet
September	25-26	2021	Selby Memorial, Levin

AVANZ News Revised Contribution Deadlines:

APRIL 25th JUNE 25th AUGUST 25th OCTOBER 25th
 DECEMBER 10th (Extra pre-Nationals issue)

FUTURE EVENTS in Christchurch

Come along to the **NZ Vintage Championships** (Southern R1)



Where: Christchurch MAC Power Patch

When : 13 / 14 March SAT and SUN 0900 to 1700.

CD : Allan Knox allan.j.knox@gmail.com 021747950 Call for more info.

Entry Fee: \$10.00 to cover PortaLoo costs.

All Vintage and Classical RC Classes can be flown. Just bring what you have but popular classes are –

Precision, E and IC Duration, 1/2A, A and Open Texaco, Various E Texaco classes and IC and E Sport Cabin Texaco suitable for Tomboys (check Vintage rules for setup. <http://www.modelflyingnz.org/docs/comprules/S04-Vintage.pdf>)



SOUTH ISLAND

FREE FLIGHT CHAMPS

24—25 July 2021

MFNZ members are invited to the revived South Island Free Flight Champs hosted by Christchurch MAC on 24 - 25 July 2021.

Flying at the Willows on Saturday 0730 and Sunday 0730. Hall available for indoor Saturday afternoon.



Christchurch Model Aero Club
Thompson Road,
The Willows,
Christchurch.

MINI COMBINED
3X120
(A1, 1/2 A1 Power, COUPE)

KENNEDY PRECISION
3X120

KIWI POWER
3X120

P30
3X120

OPEN COMBINED
3X180

CLG / HLG / TLG
6X60

HANGER RAT
& INDOOR HLG

1/2 HLG AGGREGATE

1/2 A Texaco

To register and for more information please contact:

Bill Long
billlong@xtra.co.nz

The **Waikato Free Flight Champs** is into its 72nd edition, the longest running NZ Club contest - only the Nationals is older. Although not a Vintage SIG event, four of its six events can (and often are) flown using Vintage designs. If you are interested, but are not on the FF notification list, register with the CD in case changing Covid restrictions require a postponement.

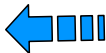
WAIKATO FREE FLIGHT CHAMPS

SATURDAY 13th March 2021

 **PROCTOR ROAD** 8.00am start Fly-offs 2.30pm

Entry point to field will be marked with a yellow sign
Close any gates that you open

Field levy: \$10 CD: 07 853.8847 Bernard Scott

AGGREGATE	30 minutes	Start at 9:00am	
OPEN POWER	3 x 180		
OPEN RUBBER	3 x 180		
KIWI POWER	3 x 120		
CAT / HLG Combined	6 x 60		
E-36	3 x 120		

Free Flight Scale classes at North Island Free Flight Championships, Carterton

Scale will be on Friday 16 at 8am, with rain dates of
Saturday 17, Sunday 18 April

- F4A Power Scale
- F4D Outdoor Rubber Scale
- Kit Scale
- Memorial Flight

Refer to Free Flight & Control Line SIG
link on MFNZ website for rules for these
classes or phone
Stan Mauger 09 5757971

Free flight indoor contest day Indoor Scale at Morrinsville Sunday October 17, 2021

- F4D Rubber Scale • F4F Peanut Scale
Flown to FAI rules. Refer to link on MFNZ website under Scale FF & CL SIG
- Kit Scale
Flown to rules on MFNZ website under Scale FF & CL SIG
- Hangar Rat • HL Glider • Modelair Hornet, will also be flown

VINTAGE CHAMPIONSHIPS at AWATOTO 10th - 11th April

Come and enjoy the lovely Hawkes Bay and Model Flying Hawkes Bay's pristine Awatoto Flying Field.

RC Vintage events may be flown either day and a barbecue lunch will be available on both days with continuous tea and coffee on tap.

Limited billeted accommodation is available - enquiries to CD

Barrie Russell 06 8353896.

barrierussell@xtra.co.nz

Access is off Waitangi Road through the locked gate which will have a combination lock fitted # 2021 for the weekend.

An indication of your attendance would be appreciated. We will arrange a Saturday evening meal venue if you would like it and we have an idea of how many will attend.

Barrie.



2022 VINTAGE NATIONALS PROGRAMME					
REGISTRATION	DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
VINTAGE FF 7am - 12am	Vintage Power Vintage Rubber	Nostalgia Power Nostalgia Rubber Small Power	Vintage Catapult Vintage Glider	Classic Comb R/P/G Vintage Precision	
VINTAGE RC 9am - 5pm	Vintage IC Duration Classical IC Duration Vintage Precision Classical Precision	1/2A Texaco Vintage E Duration Classical 1/2E Texaco Classical E Texaco	Vintage A Texaco Classical E Duration Sport Cabin E Texaco Vintage E Texaco	Open Texaco Vintage 1/2E Texaco Vintage E Rubber Tex	Rain-date for RC
		AGM			
	... Unlimited max events.				
	... 8, 10, and 15 minute max events.				
	... 3, 4, and 5 minute max events				
			PRIZEGIVING : Timing and format yet to be decided		

Notes: The 2022 programme expands by eight hours the time allowance for RC events. This is achieved by using 9am to 1pm for RC on the first two days, periods that at the last Nationals were earmarked as FF-only. With FF events spread over four days and starting earlier than RC there remains a token FF-only period each day, although a pair of rapid skates will be needed by those who fly both FF and RC.

A CONTEST THAT WON'T GET CANCELLED- HOPEFULLY...

Stuart Darmon, Theddingworth, Leicestershire, UK

After the frustration of the 2020 season, recent vaccine trials provide a glimmer of hope, but the first half of next season (at least) is still far from guaranteed. Therefore, in order to provide some opportunity for purposeful Free Flight activity within the twin vagaries of Covid restrictions and the weather, The 'Birmingham MAC Classic A1 research group' has organised an 'email international' contest for the Classic A1 glider class, in which competitors can fly on a date of their choice between January 1st and July 1st 2021, submitting results by email (or post if they prefer).

In order to encourage participation, and hopefully confer a degree of prestige, high-value prizes are on offer; many thanks to the sponsors for their generosity.

1st. prize- Complete stand-alone RDT system (donated by Peter Brown & Leo Bodnar electronics) plus trophy (hand cut lead crystal champagne glass engraved with 'Classic A1 winner')

2nd. Prize- £50 voucher for goodies from Free Flight Supplies, (donated by Mike Woodhouse, <https://freeflightsupplies.co.uk/>)

3rd. prize 12 month subscription to Aeromodeller magazine (donated by Andrew Boddington & Doolittle Media).

Top junior (aged 16 or under on the date of participation) will get an engraved glass trophy and a laser cut Classic A1 kit donated by Bernard Guest from Hummingbird Model Products.

<https://hummingbirdmodelproducts.com/>

And finally, 'team prize' for highest aggregate score by three members of the same club, each of whom gets an engraved whiskey tumbler.

Entry is free, and welcomed from anywhere in the world – the dates are such as to give both hemispheres the chance of some decent weather.

A few FAQs before we get to the rules.

Q. Why Classic A1? A. The models have a basic performance of 2 minutes or less and are therefore suitable for smaller flying sites. They are easy to fly but challenging to consistently max with. They are recognizable as duration models by followers of modern classes but also appeal to old-timer enthusiasts because of their traditional structures. Many are extremely simple and can be built in a few hours.

Q. Is there a minimum weight? A. No. There was a wing loading (8g/sq. dm.) in the fifties but it was not felt necessary today, as very light models have negligibly higher performance

Q. Do I have to use tissue covering? A. No. Structural materials not available in the fifties (carbon in particular) aren't allowed but non-rigid coverings like Polyspan & Mylar are fine. Turbulators are also allowed, as is any form of DT including RDT. No circle towhooks though, even fixed offset ones.

Q. Is there a catch? A. Nope. Entry is totally free, no data collection, no spam, just a model aeroplane contest and nothing else.

Email address for entries is in the rules below, but won't

be checked regularly until the start date, so any enquiries or comments should go to

stuardarmonfla@yahoo.com

or call Stuart Darmon on 01858 882057 (United Kingdom). Those who don't use email can post their entry to 1, Post Office Cottages, Main Street, Theddingworth, Leicestershire LE176QP United Kingdom, but they must get here before July 07 2021.

Classic A1 Glider Email International 2021 ELIGIBLE MODELS

A Classic A1 glider is any Free Flight towline glider of total projected surface area not exceeding 18 square decimetres, built in accordance with a design published or kitted between January 1951 and January 1961, as per BMFA Classic Glider rules (<https://britishmfa.sharepoint.com/sites/public/Rule Books>) Maximum length of towline 50 metres under 2Kg. tensile load

THE CONTEST

All flights for each entry must be made on the same day between 01 January 2021 and 01 July 2021 inclusive. All flights must comply with local regulations governing model flying and with the guidelines of the national aeromodelling governing body (BMFA, AMA, etc.) All flights for each entry must be made with the same model. An individual may make up to three separate entries provided that each is made with an entirely different eligible model. A model may not be used by more than one individual over the age of 16 years. Juniors below this age may fly a model borrowed from another entrant. The maximum for the first flight of each entry is 30 seconds. If this is achieved, the entrant is permitted a second flight of maximum 60 seconds, and so on, the maximum increasing in increments of 30 seconds until either a max is not achieved, or flying cannot continue (e.g. because the model is lost or damaged). The score for that entry is the total flight time including the sub-max final flight. All flights must be timed by a person other than the entrant. Procedure for starts, timing, attempts, etc. is per F1H except that a flight aborted by RDT does not qualify for a second attempt, even if less than 20 seconds (in line with BMFA classic rules)

ENTRY

Entry is free of charge. Once the flights are completed, entry is submitted no later than 07 July 2021 by email to classicalpostal@gmail.com by sending the following information: (1) The name and contact email of the entrant. (2) The name(s) of the timekeeper(s). (3) The score, in seconds, in the form of an addition, e.g. 30+ 60+ 90+ 120+ 124= 424. (4) The name of the model and where it was published. (5) The country and location where the flights were made. If entrants aged 16 or under wish to be eligible for the junior prize they must include their age in years (D.O.B. not required). Juniors are also included in the overall results and are eligible for the other prizes. In order to qualify for the team prize the entries of all three team members must be submitted in the same email, also stating the name of the team. Entries received in this way

will also be included in the individual results. Information about the flying, the site, etc. plus photographs will be very welcome and will help in reporting the contest in the modelling press.

CLASSIC A1 GLIDER

The Classic A1 Glider class is not an attempt to 'dumb down' duration Free Flight; it is not suggested as a substitute for high performance competition, nor is it predicated on the dubious notion that things were somehow better when model aircraft were made of sticks and paper. It's simply a pragmatic way of flying more Free Flight, either on sites such as Buckminster (near Grantham in the UK) or as a second string class at traditional contests where the existing 'minis' have either a five-flight format, too much performance, or both, resulting in a decline in the practice of flying multiple classes which was once the norm. In the year and a half or so since I began touting the idea, about twenty-five models have been built to my certain knowledge (including by several former & current international flyers), and no doubt there are others of which I'm not aware.

The considerable amount of flying to date, including two well supported contests last year, has yielded information which may be of interest to anyone considering giving it a go. Firstly the fearsome reputation of small gliders (especially early ones) seems unfounded. Given the right warps (a little tip washout with fractionally more on the outside of the turn), a reliable tow trim is simply a question of adjusting the rudder and the towhook position, which as a general rule ends up more rearward than one would expect. Only one of the designs built so far, a V-dihedral model named 'Mock Turtle', has proved in-

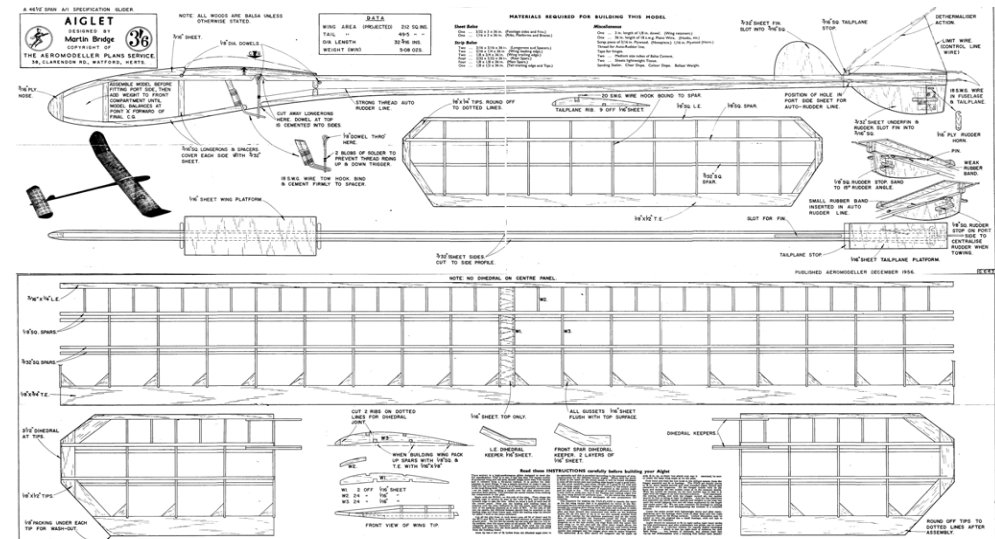
herently problematic, the two individuals who've built it each reporting an incurable divergence on tow. Generally, the performance of the more conventional designs is roughly similar at around the two-minute mark- when everything goes right.

Of these, the most popular is probably the 'Aiglet', at least half a dozen of which are doing the rounds, and which is now even available as a kit from Mike Woodhouse. A wise modification to this design is spruce top spars in the centre panel, as a couple of people have folded them so far (albeit one was Peter Tribe, who I sometimes think does it on purpose). Bernard Guest (Hummingbird Models) has introduced no fewer than three classic A1 kits, including Ray Hansen's starkly functional design from the 1959-61 Zaic book, a scratch-built version of which won the inaugural UK Nationals contest and seems to have performance to spare over the two-minute max.

Unsurprisingly, models with surface spars tend to glide noticeably better than those where the airfoil has been kept intentionally smooth, as was often done. The rules do permit thread turbulators, which are known to have been in use at the time, but despite one of these, Gavin Manion still isn't satisfied with his 'Pluto' (which has spars threaded through the ribs and out of contact with the covering), and would like to hear from anyone with evidence that invigorators were in use in 1958. By way of encouragement, a few of the designs built and flown successfully thus far are: Pjerri 75, Everest, La Mouette, Hatchetman, Santanita, and Jetstream, all of which can be downloaded free from the Outerzone plan sharing site. (outerzone.co.uk)

Free Flight Quarterly January 2021

An example of the A-1 designs mentioned in the article is the Aiglet, from Aeromodeller, 1955. The plan from Outerzone has been considerably improved from its original by skillful graphic specialists.



Airsail MAC RC Vintage and Classical Contest and Rally 20 – 21 February 2021

With Auckland at alert level 3 only days before the event we were quite unsure whether the competition would be able to be held. Thank goodness the Prime Minister realised that Vintage must go ahead at all costs and lowered the alert level accordingly. I'm sure a certain boat race happening at the same time was just a coincidence.

As it happened the weekend was a corker with a massive high over the whole country. At our location at the Airsail MAC field conditions were ideal with nice thermals passing over regularly with little or no breeze to speak of. Saturday was the hotter and the better of the two days with the wind swinging 180 degrees and picking up from Sunday lunchtime onwards.

The usual suspects came out to play and it was good to catch up with everyone once again. In particular John Ryan, Dave Little and David Thornley up from Rotorua. Much appreciated lads. Some very good times posted by everyone in nearly all categories.

John Butcher's newly finished E Rubber "Toots" came under close scrutiny as John had built it to an incredible 2 3/4 ounces per square foot wing loading. The plane was covered with mylar and under ideal conditions which we had on both mornings the plane was in its element. I think it's fair to say that the aircraft was not built for a windy day. There are pluses and minuses with all aircraft and building for certain weather conditions is but one of them.

Don Mossop had his lovely Dixielander along but unfortunately mechanical issues put pay to any results on the scoreboard. Similarly, Dave Crook with his Dixielander which had just undergone motor and electronics changes so trimming flights was the order of the day there. Don did make up for the pain by winning in the E Duration Class. Wayne Cartwright flew his lovely Strato Streak to first place in the 1/2 E category with some excellent flights. I won't mention that Tony Gribble accidentally left his wings behind at home for his Glow Worm. Oops just did.

Our thanks go to John and Sharon Danks for hosting the Vintage SIG at their field, a terrific venue.

Dave

Don casts a long shadow With his E-Dixielander



Eschewing a recent fad for stubby aerals,
Dave Thornley gets his Bomber away.
Photo by Tony Gribble



● ○ ○
SHOT ON MI 10T PRO

		R1	R2	R3	F/O	Total
Vintage Precision						
Dave Crook	Miss FX	200	200	200	190	790
Tony Gribble	Miss FX	199	200	200		599
John Ryan	Coronet	200	200	199		599
Bernard Scott	RC 1	195	191	200		586
Dave Little	Simplex	200	188	187		575
David Thornley	Lanzo Bomber	179	200	189		568
David Thornley	RC 1	179				179

Classical Precision

David Thornley	Satellite	187	198	168		553
Bernard Scott	Raider	193	0	198		391

Vintage IC Duration

David Thornley	Lanzo Bomber	253	244	260		757
John Ryan	Coronet	251	196	142		589
Dave Little	Simplex	150	95	250		495

Vintage E Duration

Don Mossop	Playboy	285	320	309		914
Bernard Scott	RC 1	193	166	176		535
Pete Townsend	Civi Boy	310				310

Classical IC Duration

Bernard Scott	Raider	152	87	300		539
David Thornley	Satellite	300	74	140		514

Vintage 1/2 A Texaco

Wayne Cartwright	MG 2	375	162	416		953
Bernard Scott	Stardust Sp	272	334	140		746
Dave Little	Simplex	168	183	177		528

Vintage A Texaco

Bernard Scott	Super Simplex		427	319	392	1138
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Vintage 1/2 E Texaco

Wayne Cartwright	Strato Streak	1190	1649			2839
John Butcher	Baby Playboy	1156	1232			2388
John Butcher	Brigadier	953	1179			2132
Tony Gribble	Folly II	887	737			1624

Vintage E Texaco

Dave Crook	Lanzo Bomber	1349	1444			2793
Wayne Cartwright	Cruiser	1724	593			2317
John Butcher	RC 1	925	525			1450
Tony Gribble	Lanzo Bomber	539	888			1427

Vintage E Rubber Texaco

John Butcher	Toots	2393	2177			4570
Don Mossop	Stormont	1851	1984			3835
Dave Crook	Toots	1629	1059			2688
John Danks	Ascender	1192	1341			2533
Tony Gribble	Smith Mulvihill	969	1057			2026

Classical 1/2 E Texaco

Tony Gribble	1/2A Train	624	858			1482
Dave Crook	Hot Dog	679	758			1437

Sports Cabin E Texaco (Best 2 of 3)

John Butcher	Kea	931	1451			2382
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Tomboy - E (Best 2 of 3)

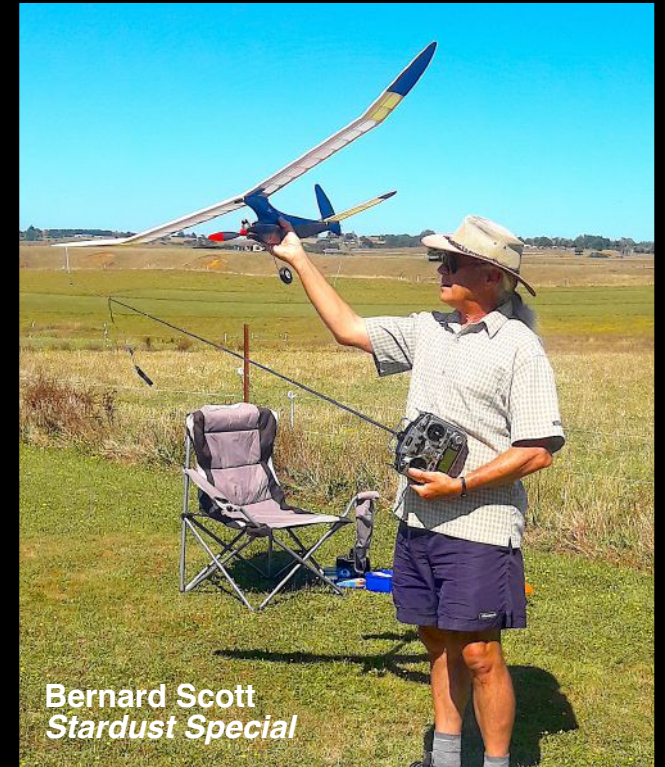
Pete Townsend	Tomboy	1467	1048			2515
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**John's incredible
2.75 oz/sqft Toots**



Toots again



**Bernard Scott
Stardust Special**



**John Ryan and
Dave Little prepare**



**Tony Gribble
Smith Mulvihill**

RADIO CONTROL

Vintage Precision

D Crook	790
T Gribble	599
J Ryan	599
B Scott	586
D Little	575
D Thornley	568

Classical Precision

B Robinson	589
A Knox	574
B Russell	557
G Main	553
D.Thornley	553
S Nicholas	472
B.Scott	391

Vintage IC Duration

D Thornley	757
J Ryan	589
D Little	495

Vintage E Duration

D Mossop	914
B Scott	535
P Townsend	310

Vintage 1/2A Texaco

A Knox	2072
B Treloar	1416
W Cartwright	953
S Cox	758
B Scott	746
D Little	528

Classical E Duration

Classical IC Duration

B Scott	539
D Thornley	514

Vintage A Texaco

B.Scott	1138
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Vintage Open Texaco

Vintage 1/2E Texaco

W Cartwright	2839
J Butcher	2388
T Gribble	1624

Vintage E Texaco

D Crook	2793
W Cartwright	2317
J Butcher	1450
T Gribble	1427

Vintage E Rubber Texaco

J Butcher	4570
D Mossop	3835
D Crook	2688
B Russell	2687
J Danks	2533
T Gribble	2026
S Nicholas	1566
A Knox	1566

Classical 1/2E Texaco

T Gribble	1482
D Crook	1437

Classical E Texaco

Scale Texaco

Sport Cabin Texaco IC

Sport Cabin Texaco E

J Butcher	2382
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How these RC results are compiled

Scores from meetings in the *Vintage RC Championship* are added to this list of events. When a flier contests the same event at different meetings, only his best score appears in the listing for that event.

Championship points will be determined by position in the contest and by the number of competitors in the event using the Nationals system as defined in General Rule 3.5.5 This system ensures that placings in vigorously contested events are more highly rewarded compared with events with few entries. An event must have a minimum of three fliers to receive points.

Final positions and scores will be known only after results of the last RC meeting are in.

Vintage RC Championship fliers will have their scores sent by event CDs to Wayne Cartwright who prepares the Leader Boards and Competition results for publication in AVANZ News.

FREE FLIGHT

Vintage Precision

B Scott	266
L Rodway	227
J Beresford	201
S Morse	149

Nostalgia Glider Duration

B Scott	273
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Classic Power Duration

Classic Rubber Duration

Classic Glider Duration

Vintage Power Duration

B Scott	466
R Bain	423

Vintage Rubber Duration

Vintage Glider Duration

L Rodway	236
J Beresford	77
B Scott	33

Vintage HLG

Vintage CAT Glider

Nostalgia Power Duration

B Gibson	469
B Scott	462
K Barnes	431
Rex Bain	85

Nos/Vin Small Power

Nostalgia Rubber Duration

B.Scott	368	0
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How these FF results are compiled

Scores from the events in the *Vintage FF Championship* are added to this list of events. Only a flier's best score appears in the listing.

Championship points will be determined by position in the contest and by the number of competitors in the event using the Nationals system as defined in General Rule 3.5.5 This system ensures that placings in vigorously contested events are more highly rewarded compared with events with few entries. An event must have a minimum of three fliers to receive points.

Final positions and scores will be known only after results of the last FF event are in.

Vintage FF Championship fliers forward their own scores either to **Allan Knox** if the scores are for both **NDC** and the **Vintage FF Championship**, or to **Wayne Cartwright** if the scores are solely for the **Championship**. **Allan will need your MFNZ number to enter NDC scores.**

Email addresses for Allan and Wayne are on the cover page.

Hello Editor of VAANZ News. I am writing to thank everyone for making me and my brothers Ransid and Ranji welcome at our first Toy Airplane Nationals and specially to thank the person who took the photograph of the ram taking Ranji's Nikon camera on Day 4. That photograph helped make his insurance company pay out. They said it looked more like a lion at the Auckland Zoo than a ram on the farm, but what do they know - they were not there.

I am writing about something that I saw at the Toy Airplane Nationals and did not at first understand (but now I do). I am not yet a toy flier and maybe you will wonder what a shopkeeper can know about toy airplanes? But, sometimes what you see from outside the train is not what you see from a second class seat with a dirty window.

Last night after a second bowl of Amarilla's lentil curry I was thinking to myself *why do the radio-controlling guys make such long flights?* And the uncontrolling free fighting guys as well - why are they flying to the distant hills and even losing their toys. Why do they have to fly for such a long time to prove who has the best toy?

In the middle of the special pavlova that Amarilla makes for me the answer popped right into my head. They fly for such a long time because they are testing their toys *and they are testing how well they know the weather!* A toy airplane will not stay up for long without the air going up and lifting it, I think you will you agree. So if we could get rid of the weather's help then contests would truly be about who has the best toy. But how could we do this?

Over a cup of Dilmah and packet of Tim Tams I realised that there could be a way to take the weather's help (called lift-pickling, I was told by one of the fliers) out of the flying. Here is how...

The flier does not decide when to throw up his toy and he does not decide where in the sky to fly when he is radio-controlling his toy. Instead, he is told when to throw up and he is told where to fly.

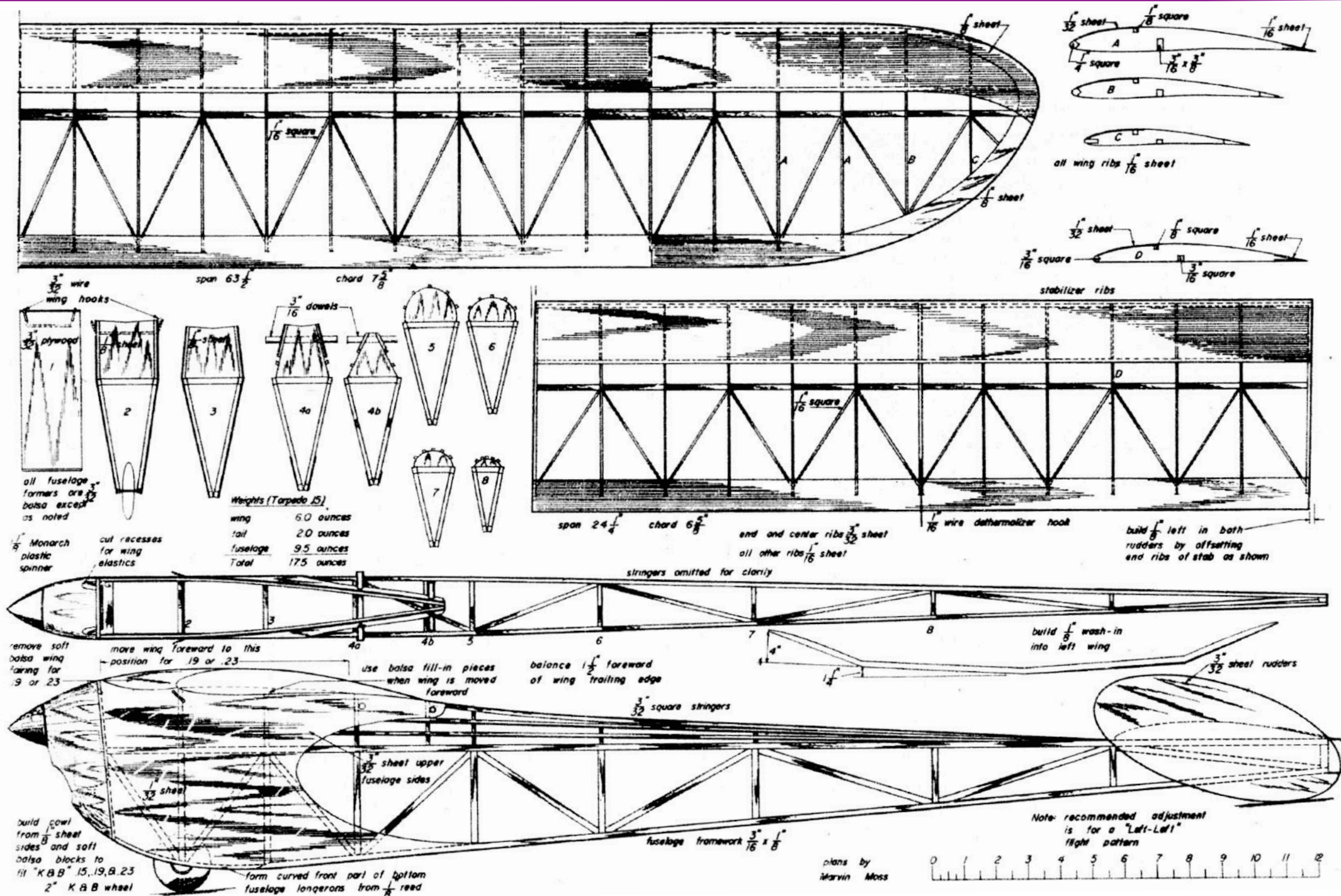


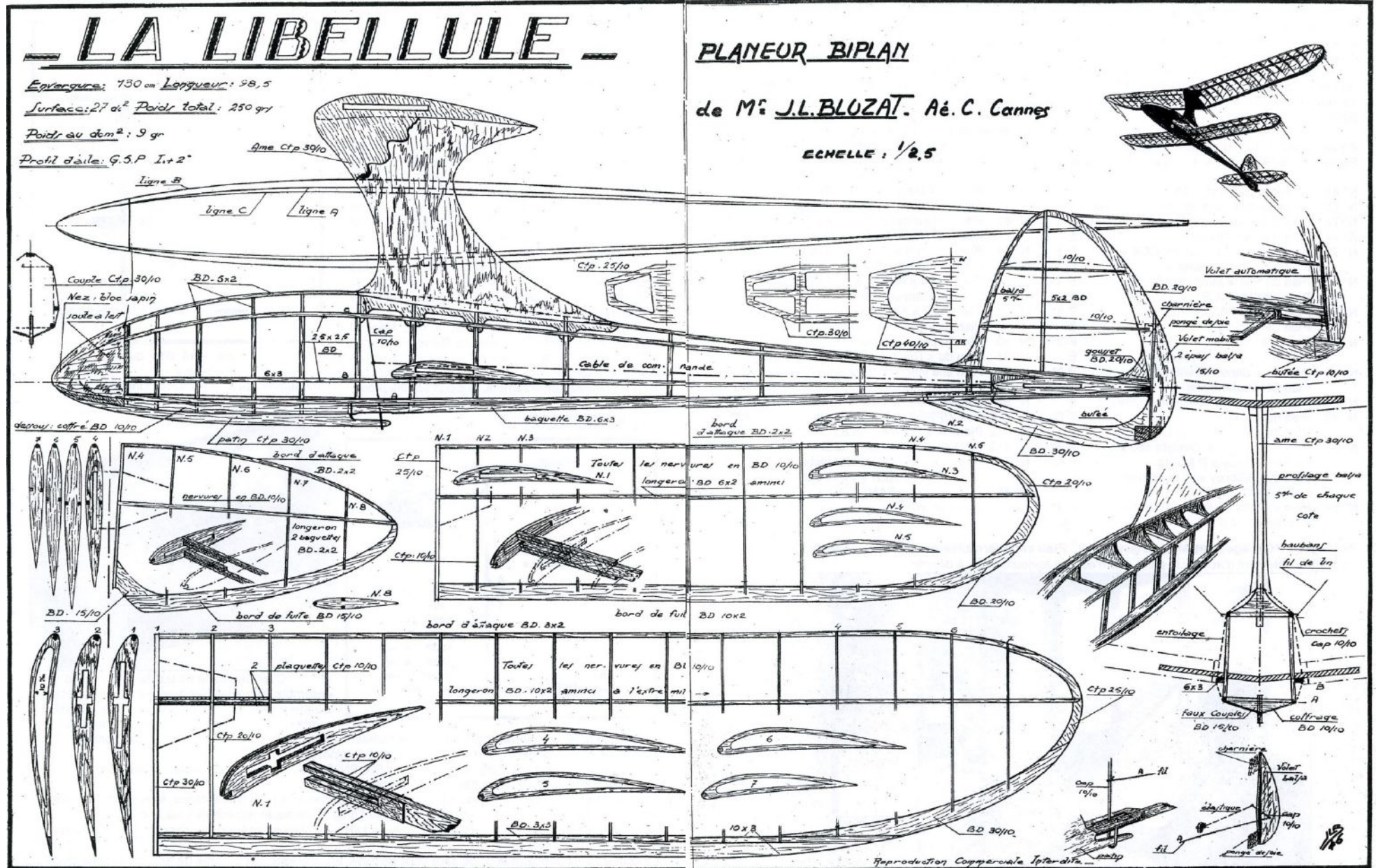
He is told this by the contest boss or the fliers who are not flying. When I explained this to Amarilla she said the not-flying fliers might choose a bad time for the throwing up of the flying-flier. Maybe, but isn't this just what you need for true toy testing? I think it is because when the flying-flier is told to throw up in some air that is not lift-pickling then he has to prove he has the best model and not just the best weather.

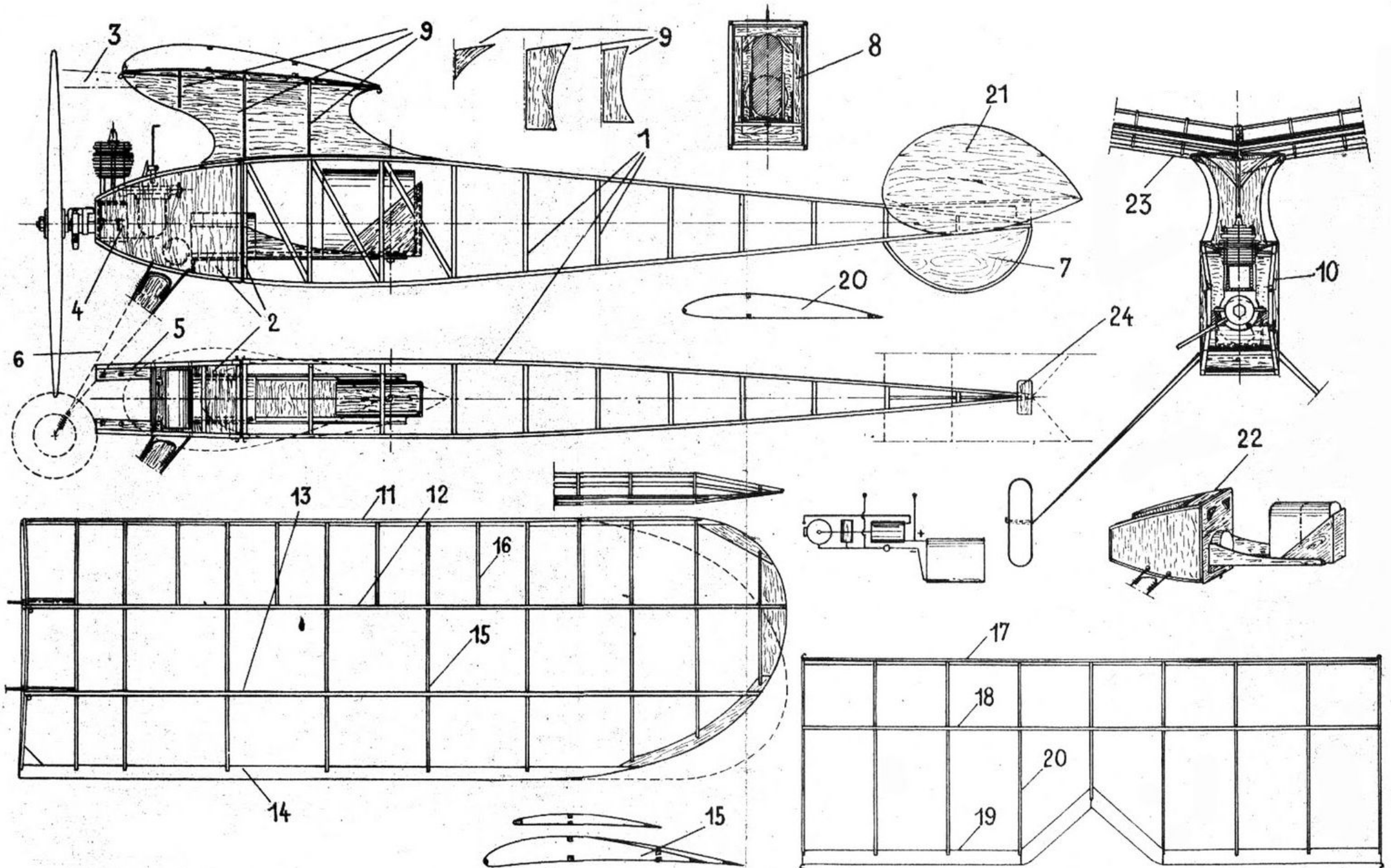
Also when a radio-controlling flier is told where to fly he cannot do a lift-pickle and again he must prove that his toy is the best one (not the weather). And so, with no lift-pickling I think there would be shorter flights, the best toy would win, and there would be no lost toys.

Please feel free to use my ideas to help you make your flying better. See you at the next Toy Airplane Nationals! I liked the fast radio-controlling ones that go around the three pylons and would like to fly one at the next Toy Nationals.

Randy Crumble

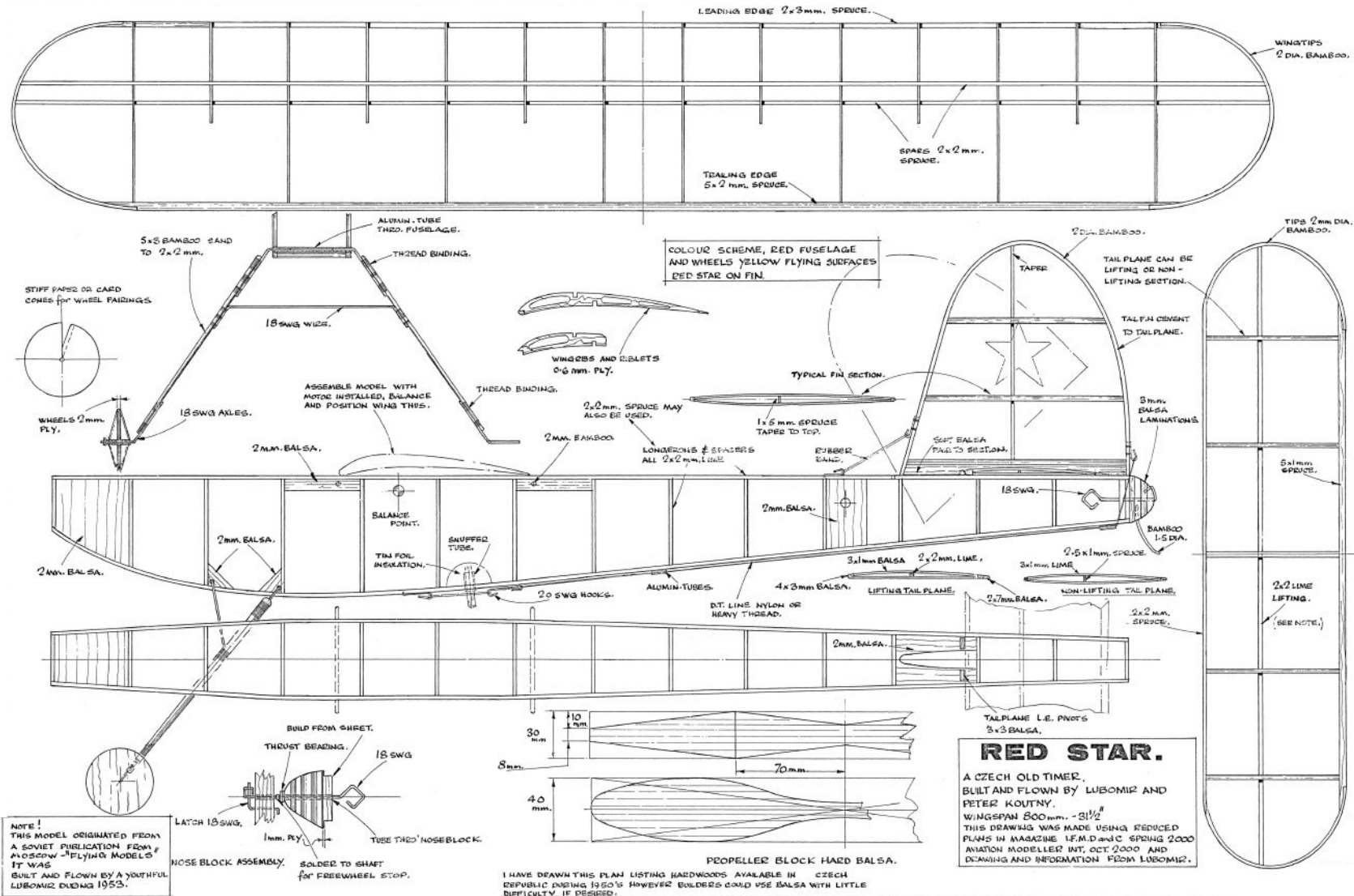




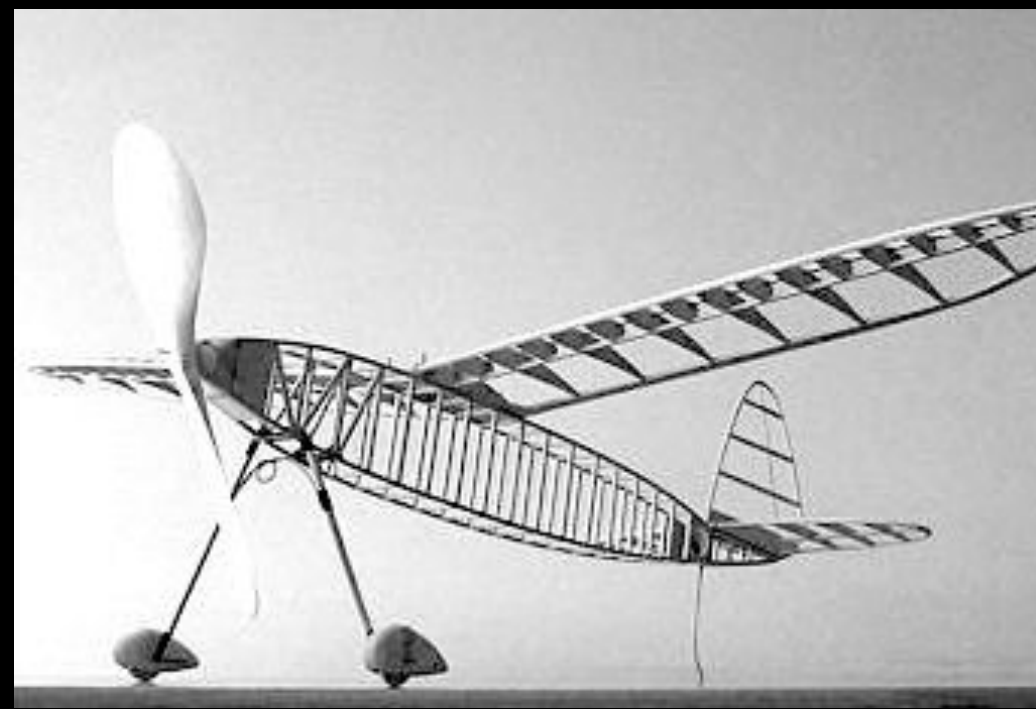


As reported in AMI: **Lubomir Koutny re-discovers a fine-flying Czech Old Timer** "When I visited Brno for the first time, in 1953, I found a very interesting book called *FLYING MODELS*. It was a Czech translation of the Russian original. It was to become a big inspiration for me because I was then just a young boy from a village, out of any contact with a model club. I used plans from this book to build several models. The best was a rubber-powered job".

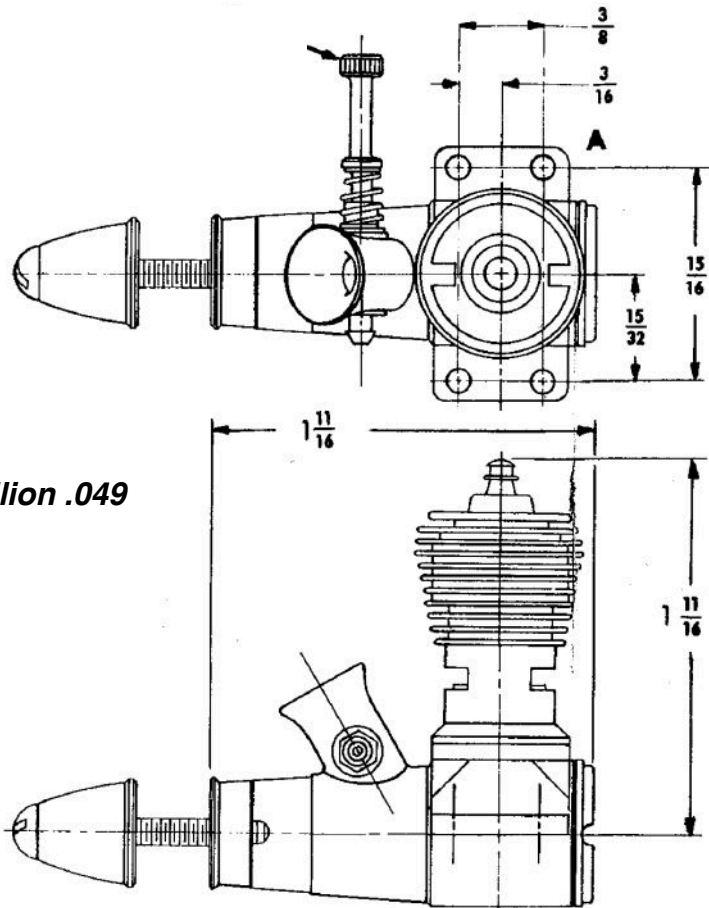
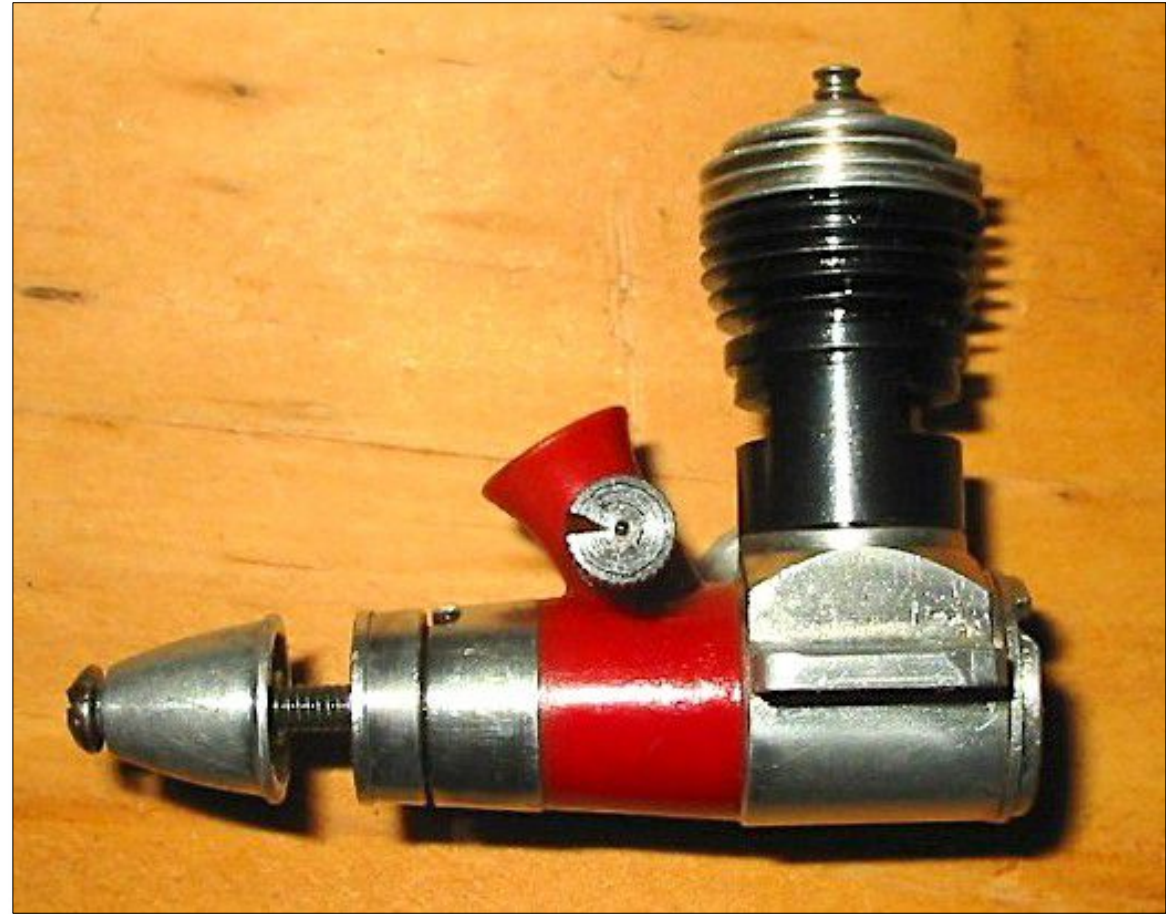
The un-named design was later rebuilt by Lubomir Koutny and christened *Krasnaja Zvezda*, Russian for *Red Star*.



Because sometimes the world looks better in black and white



Known as the *Poor Man's TD*, the Medallions were similar to the TD in appearance but had some cheaper parts so they could retail for less. The cylinder was non-tapered, there were twin bypasses but no boost ports, the crankshaft was drilled out rather than milled like the TD, and the carb body was a one-piece unit with a conventional needle valve and spray bar. The Medallions were marketed as a Sport / Stunt engine as they were much tamer than the TD. They are reliable and easy to use. R/C versions of the Medallions had an exhaust throttle.

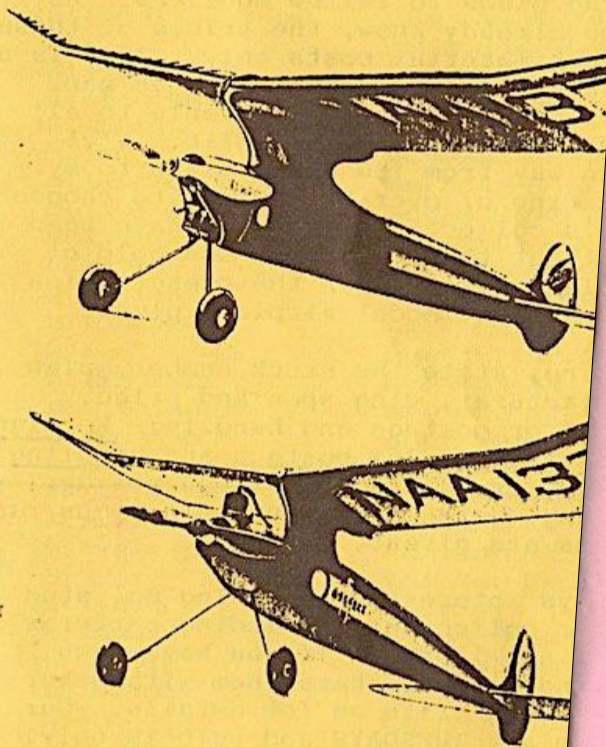


Medallion .049



Cox engines still have a place in a viral age.

OLD TIMER Nostalgia

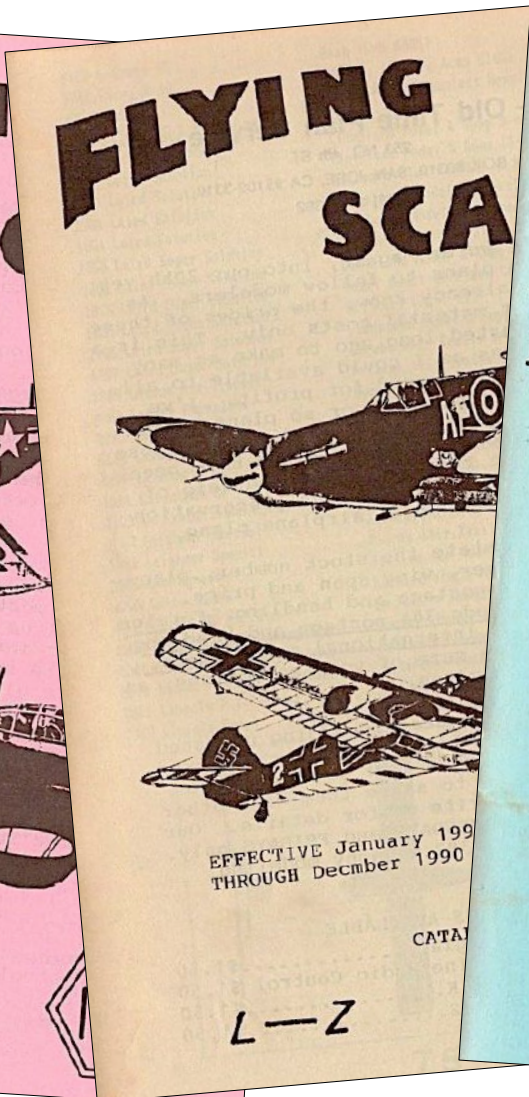
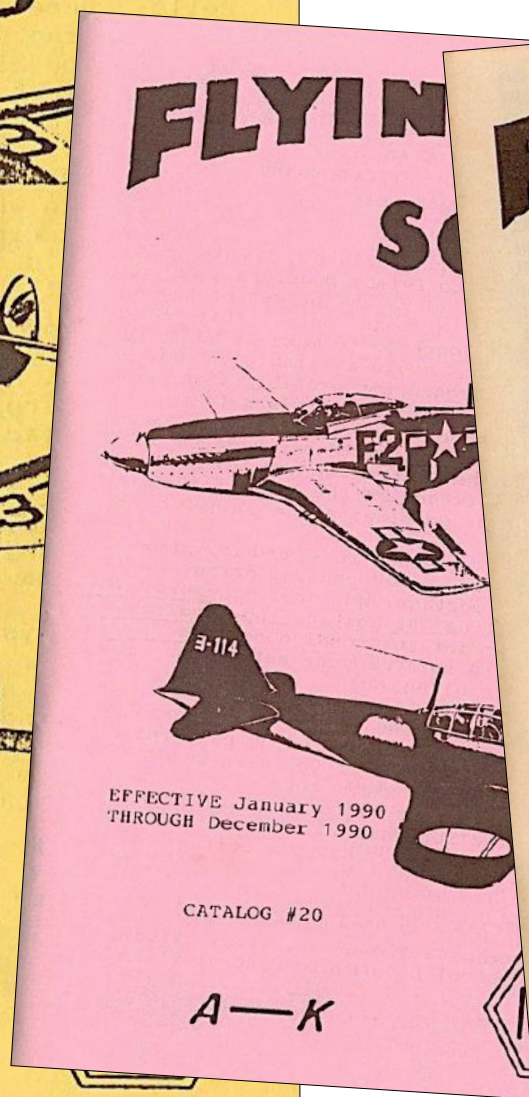


EFFECTIVE January 1990
THROUGH December 1990

CATALOG #20

Pictured are the 1990, 20th editions of the John Pond Plans Service catalogues, indicating that the service was operational by 1970. Model Builder usually carried twelve vintage plans each year, while Flying Models and MAN managed an oldie only now and again, so with no Outerzone or the like, Pond Catalogues were a valuable source of Vintage plans. Each page of about thirty plans shows a silhouette view of only two designs, so selection required the

help of an old-hand with wide experience. More likely, choices would be made by sticking to the safe bets, designs already built and proven good flyers. The page count of the catalogues gives an idea of how the five aeromodeling area they covered were supported - or, at least, the ratio of published plans for the different classes: Old Timer/Nos 37, Rubber 32, Radio Control 4, Control Line 7, Flying Scale 140.



REAL VINTAGE

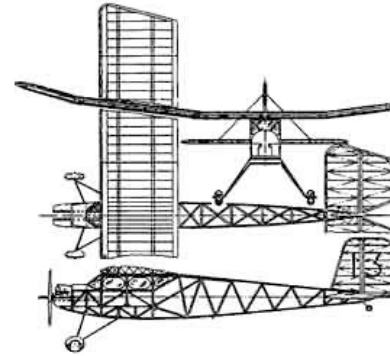
Mass launch of gliders

Germany 1942





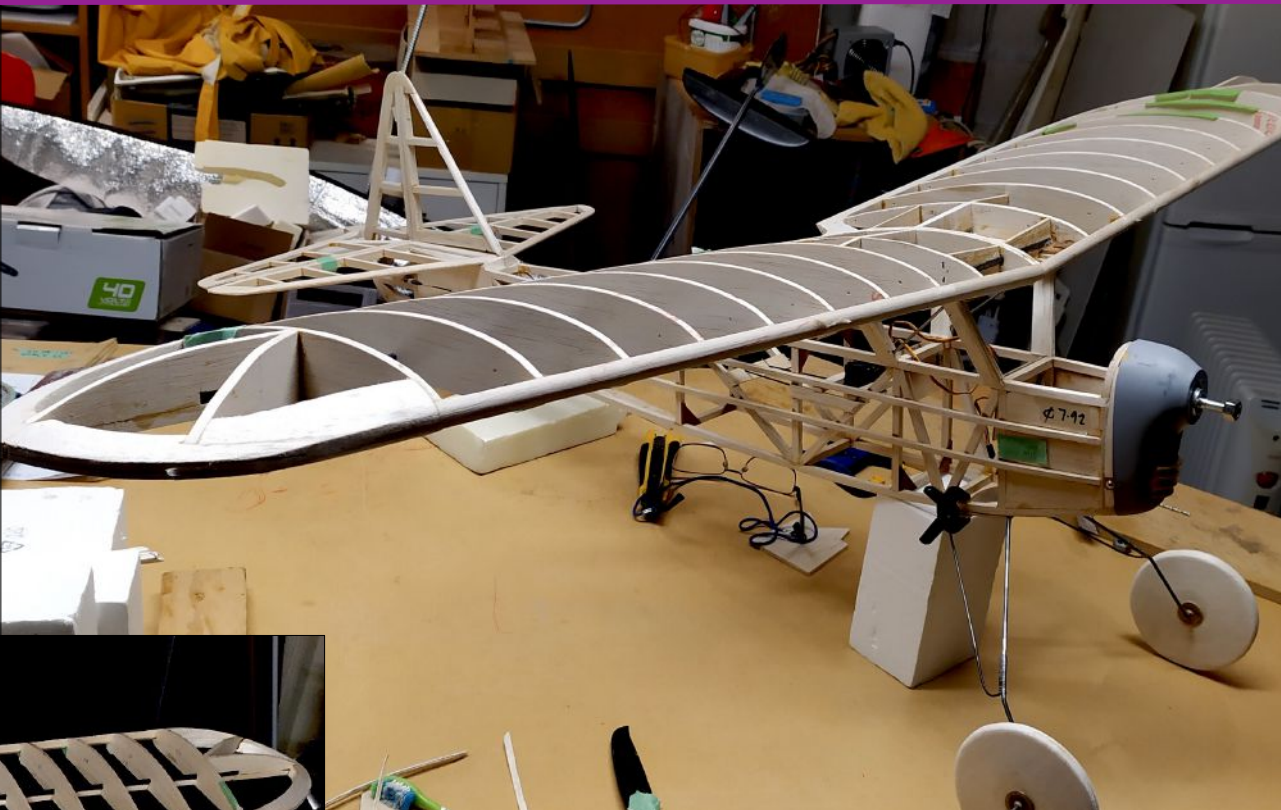
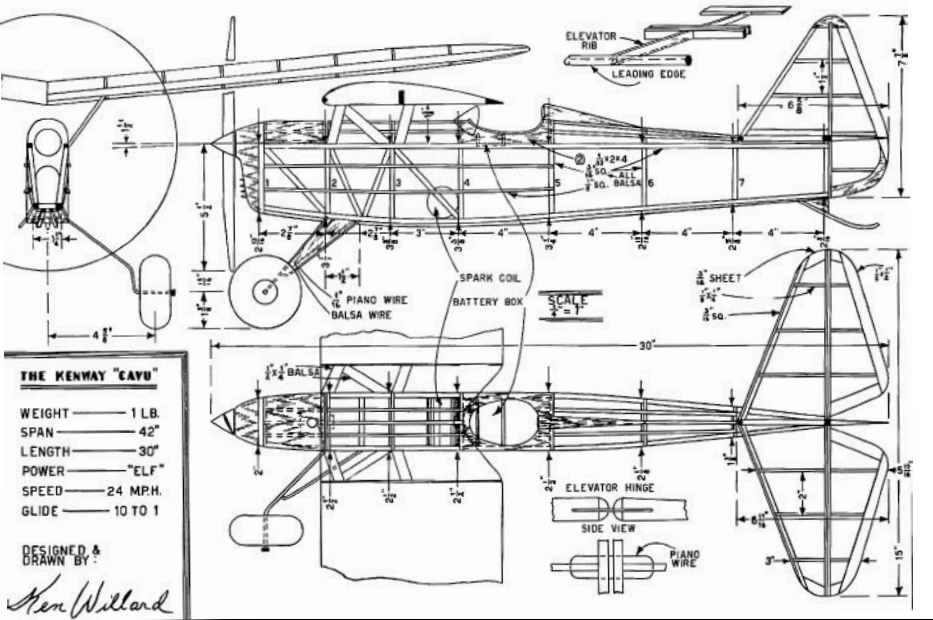
There has been progress on Gary's *Hangar 13*, the partly built frame that was being thrown out. It is now finished and covered. Not something I would normally build but it has a real Model-T look about it that has grown on me. Its set up for A and Open Texaco with a 2.5 PAW. I hope Gary would have approved of the colours ... it's bright. *Allan*



The Hangar 13 is on the SAM list of approved designs, dated 1936 and originally 120 inches wingspan.

Co-designers were Hansen / Conrod.





" Testing and Flying: The ship is easy to test because of its very convenient size and preliminary tests can even be run in the back yard. They consist of a series of successive pushes on the tail, each of increasing force until the model leaves the ground and glides for a short distance. Note carefully whether the model has a tendency to climb too steeply and then squash to the ground, or whether with even a moderately hard push it merely runs along the ground with the tail high. The ship should, with a push, at approximately 18 mph leave the ground about 3 feet from your hand and climb from the momentum to about 4 feet, nose down smoothly and surely and glide in to hit squarely on both wheels. For heaven's sake, be sure when you make this test that there isn't a fence 50 feet in front or else there will be some minor repairs. With these glide tests to start, we next proceed to the primary power tests." K.W.



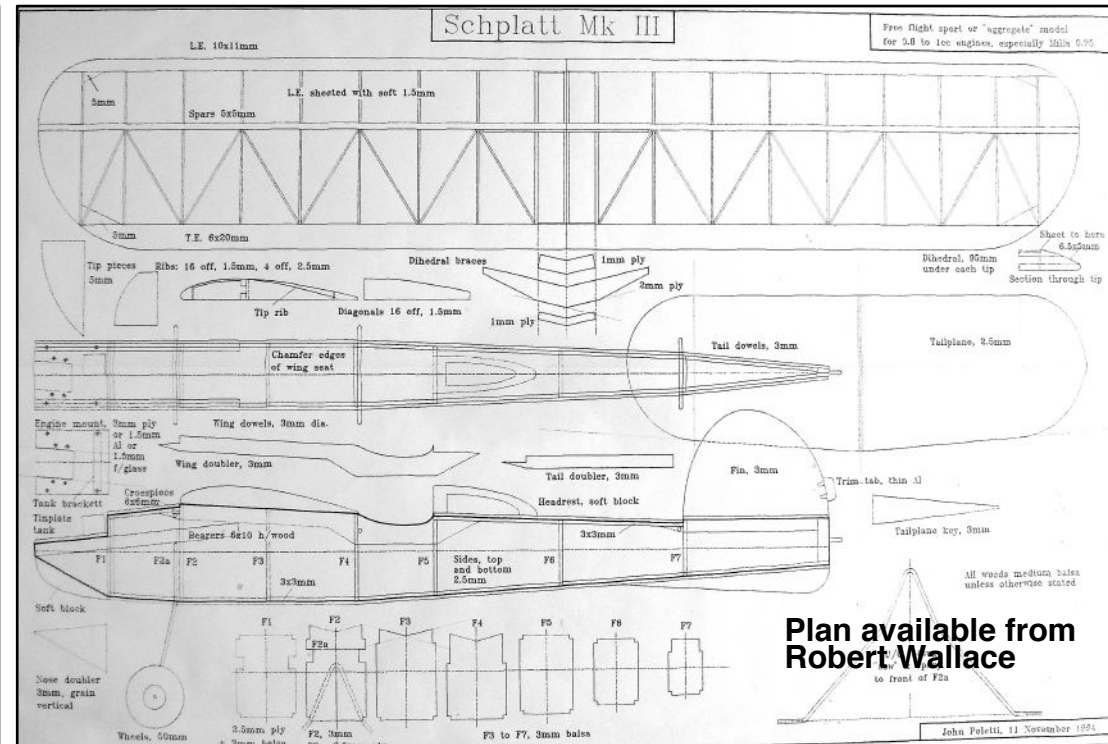
Left: My little Keil Kraft *Slicker* (1947) has been a lot of fun but trims were way out after recent repairs hence moderate success recently. Fully compressed the Dart takes it very high despite radio with two servos!

Right: Progress picture of *Southerner* fuse starting to take shape. Like the *Slicker*, this is a 1947 Keil Kraft design by Bill Dean. It will be overpowered with an ancient OS.35 but it's a good starter and throttled back should make for stress free flying. Now I just need some nice big balloon wheels!





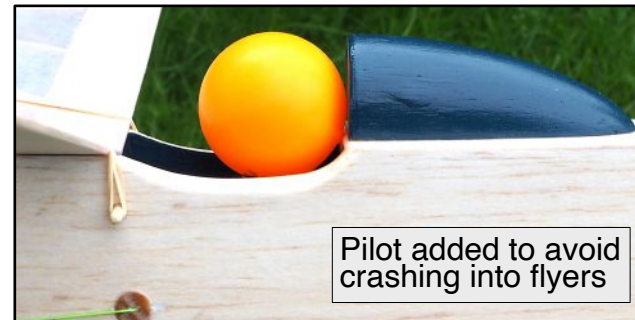
Hi-viz colours. Hopefully this one won't get stomped on !!



SCHPLATT III

John Poletti 1994

A model need not be old to attract the eye of a Vintage flyer - and shouldn't Vintage be as much about encouraging traditional stick-and-tissue building techniques as it is about preserving old designs? This one is outside the cut-off date for VFF but on looks and build it could be from the 1950's. John intended it to be used in Aggregate which explains the heavy-duty construction. Mine was built as per plan with no attempt to lighten the structure. The result has been a sturdy model that flies well in turbulent conditions.



FOREWORD

This book was written to show in a simple manner the past and present progress in Model Aeronautics. I tried to cover as much ground as possible in a rather limited space, and I also tried to fill up as many of the empty blanks in the designing information as possible. I must admit that we have still many things to solve before we can say we are really going about this hobby in a scientific manner.

The past year showed indications that there is a slow but steady swing to our form of model building. This is very gratifying as it will make possible sponsoring more contests since the sponsor will be assured of good attendance. And, also, we can never tell who will spring up the next revolutionary idea, and the *more* we have to work the better are our chances of getting some place. To those of you who are just getting the bug we extend out greetings, and we assure you of a rather pleasant feeling when your brain child works as per expectations. You don't have to tell the rest of the us about your failures as long as you eventually find out what caused them and let us know the results. All this will naturally stir up your brain cells and there is no telling what will become of you.

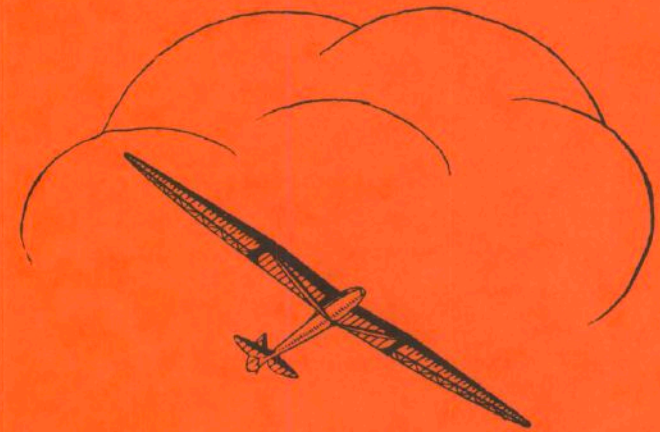
The future progress depends on us. We cannot expect help from outside as there simply is not enough money in the game to make it worthwhile from a business viewpoint. One way of keeping going on is to stop passing the bucket and hoping that someone will come out with something new. Someone called this state of mind "Monkey Thinking," You know, monkey sees monkey does. It is all right to copy a record ship once in a while and also keep one good model for winning prizes but do not give up experimenting as it is a lot of fun.

Another sad factor that needs correcting is that when some of us get into the open class we have very little time for constructing models and all our experience is for naught. Now, if we could somehow get the theories and designs from the older group and give them to Juniors and Seniors to work on, then we would have a combination hard to beat, and would we go places! What do you think?

In a way I am rather proud of this book, but it is up to you to form you own opinion. It was worthwhile spending over two and half months of 16-hour days getting it out. It would have taken much longer if it were not for the whole-hearted cooperation from the contributors and the local super-critics. Thanks a lot, fellars and fellow 'nuts. The king's English might surprise some of the last Year Book readers. You will have to thank John Young for that. I must admit that by the time he was through with his super-proof reading I could hardly recognize my *own* hieroglyphics. Thanks are also due to his sister, Bunty, for struggling through this dry dribble.

This was the last thing that I wrote, and I feel like taking a cruise around the world and sleep during the entire trip, even when we are in the South Seas.

October, 1935 Now York, N.Y. Frank Zaic.



1935-36

MODEL AERONAUTICS

YEAR BOOK — BY FRANK ZAIC

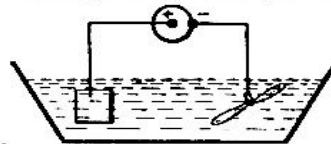
COPPERFILM & SILVERFILM -- METAL PLATING

By John Zaic

The development of the technique for the application of copper-film (copperplating) and silverfilm (silverplating) to wooden objects such as balsa wings and fuselages may be ranked as one of the most progressive steps ever taken in the advance of solid exact scale models. Heretofore, models of the Northrop Alpha, Beta, and Gamma, and many other airplanes with a metal stressed skin covering were only within the range of experienced metal-workers and entirely out of the field of ordinary modelbuilders, if a realistic finish was desired. But by simple plating methods, any one of average skill may truly reproduce the shining metal skin coverings of these planes, as well as propellers, etc. for all planes.

The materials needed are as follows:-

- One 1½ volt dry cell.
- One storage battery metal clip.
- One glass bowl - as large as possible.
- One pure copper sheet - 4" x 4" x 1/32".
- One half pound copper sulphate.
- One ounce sulphuric acid.
- Wood filler, lacquer, and high grade lacquer thinner.
- Package finest copper bronze powder.
- Any of the silver plating compounds sold in hardware stores.



The steps in the application are as follows:-

1. The wooden object to be plated should be given a very smooth finish. Fill the pores up with woodfiller, sand carefully, and finally waterproof the object with several thin coats of lacquer.
 2. In order to electroplate, the surface of the object must be made electrically conductive by coating it with a paint composed of copper bronze powder mixed to a brushing consistency with 10 parts thinner and one part lacquer. Apply two coats with a soft camels hair brush, brushing only in one direction.
 3. Fill the glass bowl ¾ full with water, then add enough copper sulphate until a deep blue color is obtained. Add a few drops of sulphuric acid for better conductivity.
 4. With the aid of some wire and the metal clip, connect the object to be plated to the negative side of the battery and then immerse it in the solution. Connect the copper plate to the positive side, and immerse it also, being sure that it does not touch the object. In about 15 minutes a flesh pink film will form on the object. When a film of the desired thickness is obtained, take the object out and wash it. A buffer, emery paper, and powdered pumice all can be used to good advantage in finishing the object to the proper sheen.
- Note:- If a dirty brick mud-like deposit is formed on the object, it is an indication of either too strong a current or of too weak a solution of copper sulphate. First try adding copper sulphate, then, if this doesn't correct the condition, reduce the voltage by a reostat in series with the hook-up.
5. If an imitation aluminum or duralumin finish is desired, this may be done by merely rubbing the already copperplated object with any of the silver plating compounds or pastes sold in hardware stores. A coat of clear lacquer will prevent the silver from tarnishing and will preserve the lustre.

PITCH = 3.1416 x D x T

PRESENT TREND IN BLANK LAYOUT

NOTES ON PROPS

PROP OUTLINE

SINGLE PROP MODELS	WING AREA	DIA
100-150	12-15	
150-200	15-17	
200-300	18-20	

COVER PROPS WITH PAPER
" " " SILK
WHEN USING 16 STRANDS OR MORE

FREE WHEELINGS

HEAVY DUTY
14 STR. UP

L. GERAMI

AVERAGE
10-16 STR.

F. ZAIC

AVERAGE
8-12 STR.

E. BASHER

SLIP-PROOF PROPSHAFT AND S HOOK

DOUBLE TURN OPEN
BY F. ZAIC

REAR HOOK

BY L.G. LAWRENCE

BALSA PLUG & ALL BRASS

BEND & LOCK SOURCE BOSTON GEAR WORKS - N.Y.C. CHICAGO GEAR WORKS 767 W. JACKSON BLVD. CHICAGO

STEPS - CUT TO SIZE ATTACH - HOLD SHAFTS & LOCK INSERT SHAFTS & LOCK

WT. (INCL. PROPS) .25 ±

SIMPLE REAR GEAR ASSEMBLY by F. Zaic

BRASS SHEET

BEARING By K. Sorenson

TUBES

WIND IN FRONT
LINE IN THE REAR

10 STRAND THREE MOTOR GIVE TORQUE OF ONE 20 STRAND MOTOR BUT WITH TURNS OF A 10 STRAND MOTOR

WIND IN THE REAR
USED IN THE FRONT

"JIGGERS" By GRITZENTHALER

NOTE
DETAILED PLANS
MAY BE OBTAINED
FROM JOE KOVEL FOR
A NOMINAL CHARGE

STABILIZER & RUDDER
AVERAGE RIB SPACING $2\frac{1}{2}$ "

WING
AVERAGE RIB SPACING 3"

POWER
BROWN JR.

HEIGHT 65 LBS

PROP. DIA. 1 1/2" PITCH 6"
BLOCK $1\frac{1}{2} \times 2 \times 1\frac{1}{2}$ "

KG-2
CONSTRUCTION DETAILS ARE
IDENTICAL TO THE KG3
APPEARING IN THE APRIL &
MAY (NEW) ISSUES OF 'MODEL
AIRPLANE NEWS' JUST ADD
THE EXTRA LENGTH TO THE
WING & STABILIZER.

**WORLD RECORD
GAS MODEL**
TIME - 1m 4m 40s
DESIGNED BY
JOSEPH KOVEL
BROOKLYN N.Y.

RIBS BRACED 2"

MADE IN 2 PIECES
WITH 3 NUBBERS
TO FIT TUBE
SNUGLY

NOTES
WING AREA - 169 sq. in.
POWER - 29 STK. & BROWN
TURNS - 750
TOTAL WGT. - 2.2502
PIED HARD BALSA

CLASS D WORLD RECORD
OUTDOOR TRACTOR
TIME 38m 52s
DESIGNED BY
DANIEL CLINI
SPRINGFIELD MASS.

WING CONSTRUCTION
PLOT RIBS - $\frac{3}{8}$ " FOR COVERING
SLIT SPARS AND GEMENT RIBS
NEXT-LEAD & TRAIL EDGES
COVER WITH $\frac{1}{8}$ " STRIPS TRIM SPARS
SANDPAPER
SILK & DOPP
LAY STRIPS FROM EDGES IN

RIBS $\frac{3}{8}$ "

FOR ADJUSTING

RUDDERS
TWO HALVES - HOLLOWED

STABILIZER
CONSTRUCTION SIMILAR
TO THE RUDDERS

WING AIRFOIL 2R₁₂ (Ref. 460)

POWER
BROWN JR.
RUN AT $\frac{1}{4}$ " THROTTLE
(COMPEN) FOR FLYING

DOUBLE PLANKING
ON CENTER

BALSA
COVERING

WEIGHT
TO SERGE 1.0 lbs
AND TAIL 1.5
WING MOTOR 2.5
TOTAL 5.0 lbs

ENTIRE SHIP COVERED
WITH SILK

PINE
RIGHT HAND PROP
1 1/2" DIA. PITCH
BLOCK $1\frac{1}{2} \times 1\frac{1}{2} \times 1\frac{1}{2}$ "

SURFACES
ARE HELD IN
PLACE WITH
RUBBER

RIBSAGE CONSTRUCTION
TWO HALVES - SHAVED TOGETHER
HOLLOWED SEPARATELY - GEMENTED
TOGETHER - DOPED & SHELLACED

**1935 TEXACO WINNER
GAS MODEL**
TIME - 64m 12s
DESIGNED BY
LEO WEISS
NEW YORK N.Y.

INCIDENCE
BLOCKS

POWER
10 STK. $\frac{1}{2}$ " BLACK
1400 TURNS

DOUBLE
DESIGNS

PROP. BLOCK
 $1\frac{1}{2} \times 1\frac{1}{2} \times 1\frac{1}{2}$ "

RIBS SPACED $1\frac{1}{2}$ "

ELEVATOR

HEIGHTS
WING 1.63 oz
PROP 1.90
FRAME 1.02
MOTOR 1.50
E.L.C. .38
TOTAL 3.85 oz

ALL RIBS $\frac{3}{8}$ " STK

WING AIRFOIL

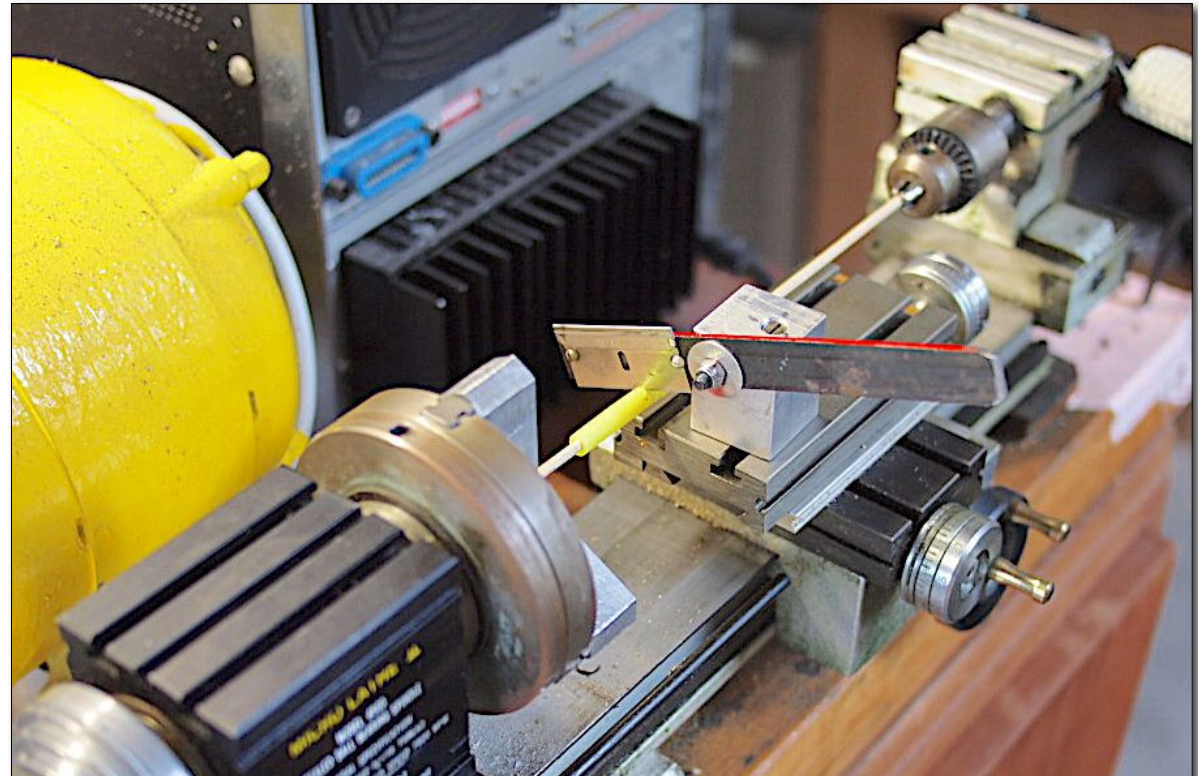
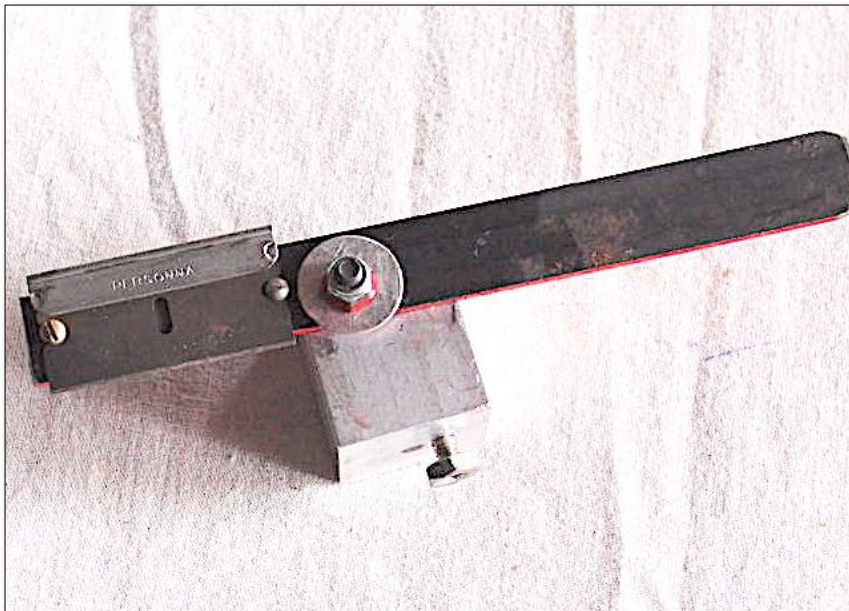
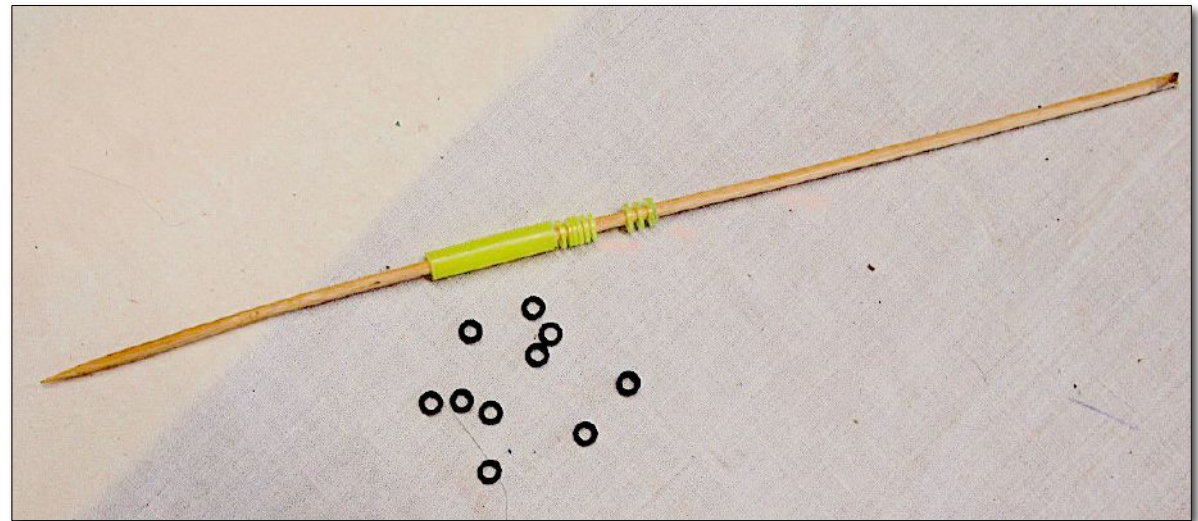
NOTE - WALLACE JUST LOST
HIS RECORD TO DANIEL
CLINI - TIME 38m 52s

**CLASS D
TWIN PUSHER**
TIME 21m 10s
DESIGNED BY
WALACE SIMMERS
NEW LENOX ILL.

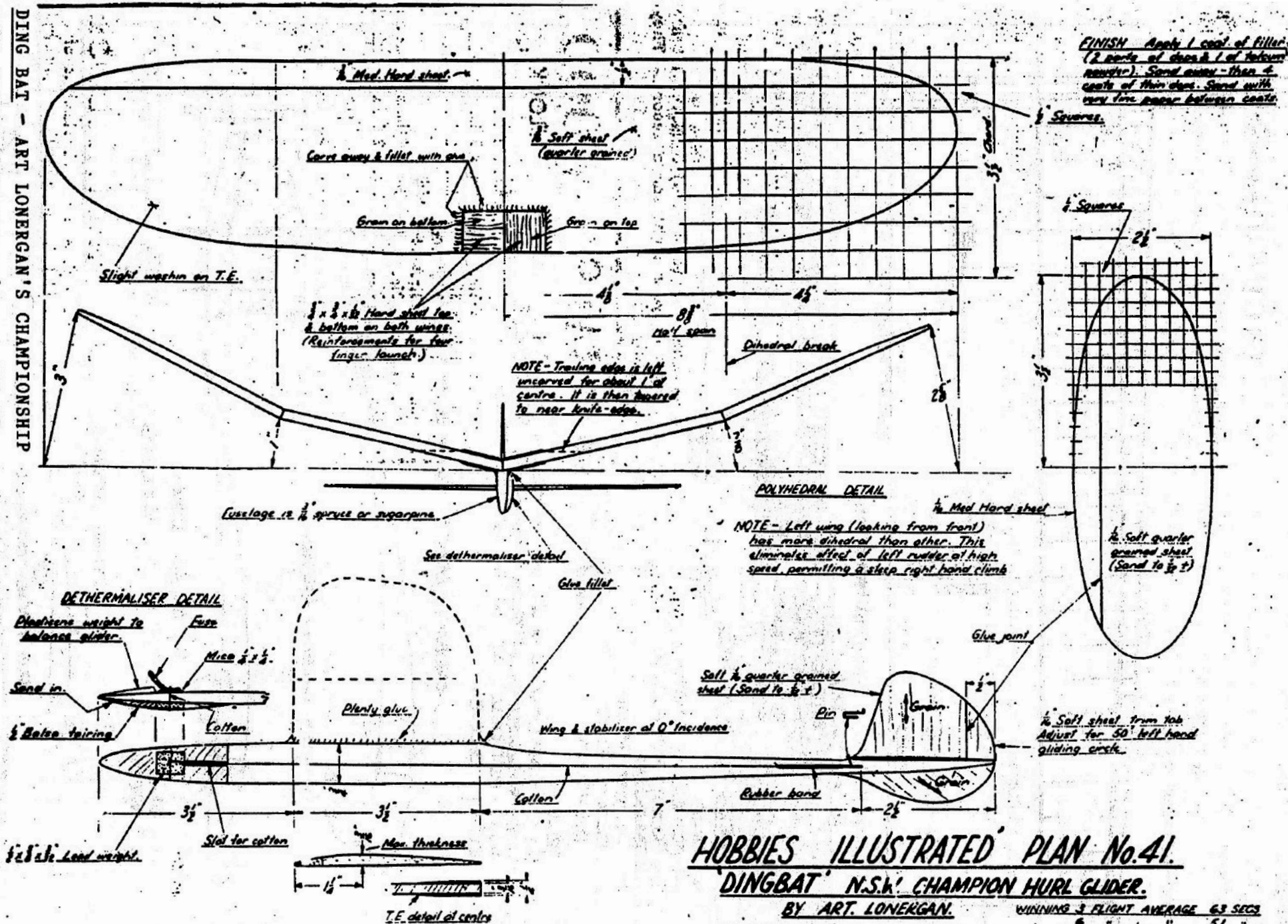
I think I've now perfected the manufacture of these little O rings. See the attached pix. I had to make up a mount for the mini-lathe to hold a single edge razor blade, a bit like a drop-saw.

It's easy and quick to use, just make a cut, then advance the transverse slide the right amount and make another cut. The tubing is pressed onto a bamboo BBQ skewer. The yellow tube is silicon fuel tube and is a bit "squishy" so I find about 29-30 thou is good. The black tubing is neoprene and a bit stiffer, so about 24-25 thou is best. Either seems to work well, but the silicon tube is pretty much a one-shot fit as it tends to split up on removal.

The collection of finished O-rings took about 5 mins to make.



DING BAT - ART LONERGAN'S CHAMPIONSHIP
HURL GLIDER FROM THE 50'S - STILL UP
THERE WITH THE BEST!



HOBBIES ILLUSTRATED PLAN No. 41.

'DINGBAT' N.S.K. CHAMPION HURL GLIDER.

BY ART. LONERGAN.

WINNING 3 FLIGHT AVERAGE 63 SECS

FULL DETAILS IN 'H.I.' FOR OCTOBER 1950

Emerging Trends in Free Flight Retrieval

LE CAREX-FAÇON
(France)



THE HANKY (England)



DAS EINRAD (Germany)



HET MODDERVARKEN
(Netherlands)



LA SIESTA (Spain)

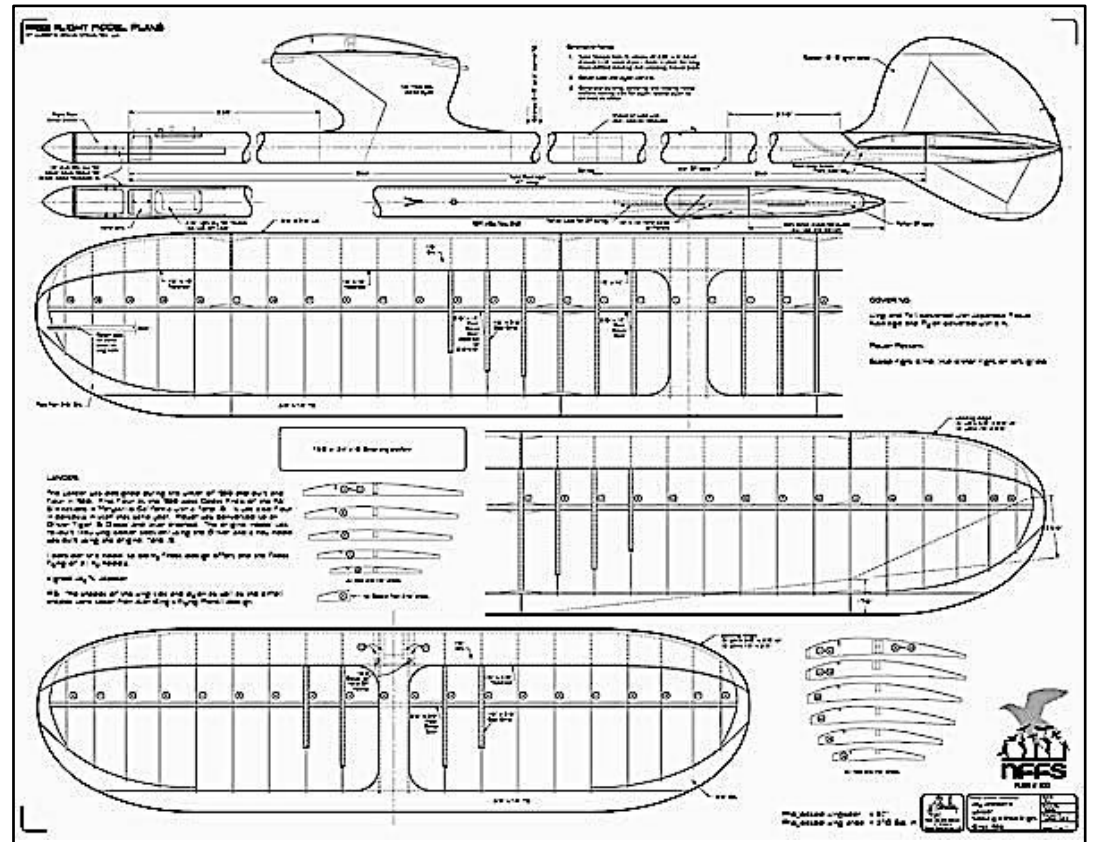


I TRAMPOLI (Italy)





Design identification required by Christopher Pearce :
cpearce56@hotmail.com



Design age required by Peter Townsend :
petert2@outlook.co.nz

Are HBRF readers able to help with dating Noel William's F1A design?

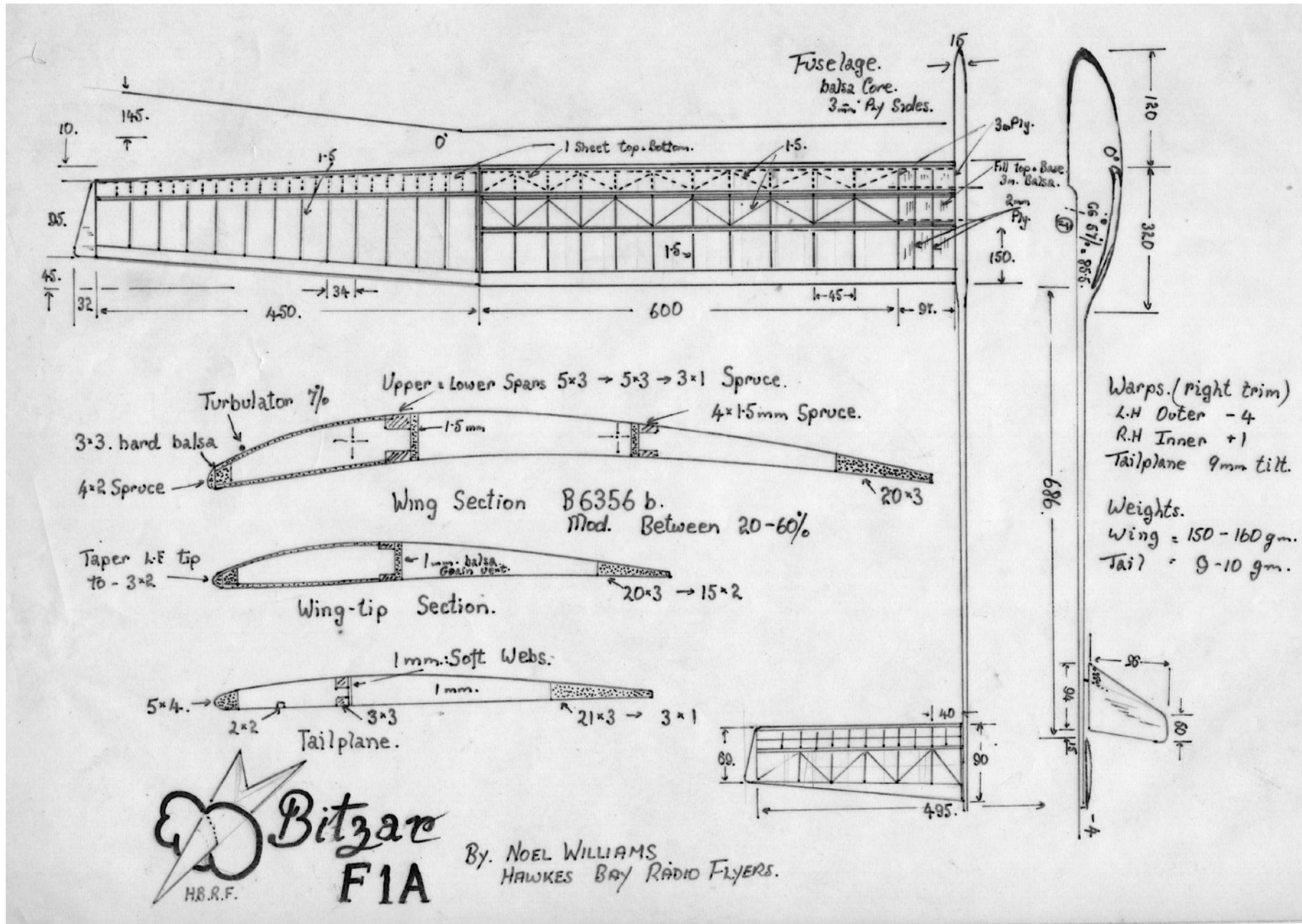
More than thirty years ago I chanced upon a *Bitza* hanging from the ceiling of Alf Leong's model shop in Frankton. Alongside it was an A1 version.

I bought them both to learn how to build to such a high standard. This beautifully drawn plan, and a second sheet of details, came with the F1A.

The circle-tow A1 was given to Robert, but this one remained with me, a restoration project that is regularly contemplated.

It would be nice if it were pre-1971 and could be restored for Classic Glider.

Bernard Scott
scott.scott@xtra.co.nz



The Wakefield Cup can be traced back to the Gold Cup presented by Sir Charles Wakefield in 1911 for a competition held at Crystal Palace, England. WWI intervened and this trophy was lost, but not forgotten. In 1927 the SMAE approached Lord Wakefield concerning the Cup and were offered a new trophy for international competition. This trophy is the present Wakefield International Cup and was first awarded at a competition in 1928. The SMAE developed the international competition up to 1951 when it was handed into the authority of the FAI and became the award for the rubber power category at the FAI World Free Flight Championships.



1928 T.H.Newell (GB)

Rules for the Wakefield Cup were adopted and published by the SMAE who were named as the sanctioning body by Viscount Lord Wakefield of Hythe. The rules had been sent to the sanctioning aeromodelling bodies of all countries interested in entering the Wakefield Cup event. Mr Just van Hattum, a prominent aeromodeller from Holland, received the new rules in time to build and send his Wakefield to be proxy flown at this contest. Unfortunately, his aeromodel did not arrive in time for the original September 2, date so the SMAE rescheduled the competition for September 29.

The six members of team Great Britain were: H T Jackson, J E Pelly-Fry, T H Newell, S R Bradley, S C Herson, and R N Bullock, who had won their places on the team at preliminary trials held on Saturday, September 1, 1928, at the RAF Aerodrome at Hendon. The weather at the trials did not cooperate, as it was very windy, with the result that when R M Bullock flew his aeromodel, he smashed it

against the hangar doors on all three of his flights. Bullock's total time was 58 seconds. Tommy Newell ended up with high time of the day with 88.4 seconds, but he also had the greatest number of flights, a total of seven. The other contestants managed fewer flights, but more impacts.

Saturday, September 29, 1928 was slightly better weather than the trials, with less wind gusts. The only foreign entry, Mr van Hattum of Holland, was flown proxy by B K Johnson, but he experienced a great deal of trouble getting the aeromodel to ROG properly. The Leader Board at the end of the contest shows Tommy Newell to be the 1928 Wakefield International Cup Champion.

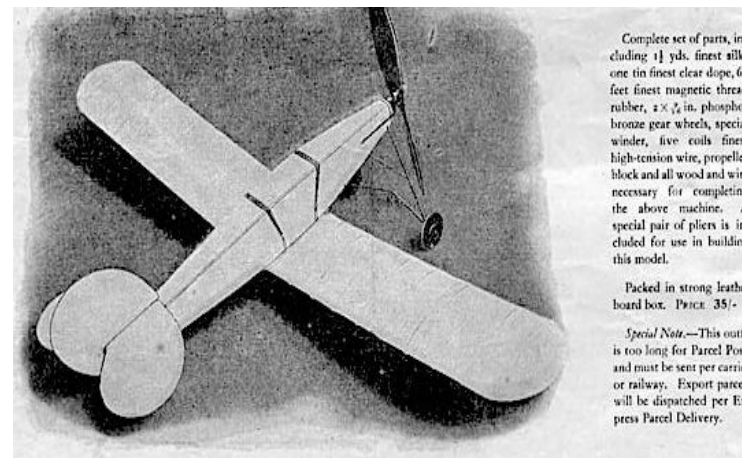
T H Newell	88.4
D A Pavely	53.0
G C Herson	51.2
R N Bullock	48.6
S R Bradley	38.0
J Pelly-Fry	33.0
J Van Hattum	9.5



1929 R.N.BULLOCK (GB)

Attending the July 14, 1929 Wakefield International Cup Contest at Halton Aerodrome were two Americans Joe Culver of Oakland, California, and Don Burnham of West Laffayette, Indiana. They brought models which were unique in that they were made entirely of "balsa wood". They were cabin models to the USA Rules, but converted to the Wakefield Rules. These Wakefields were very light, weighing less than three ounces, including the rubber motor. The airframes of these American Wakefields were covered with Japanese tissue, which was lightly doped with nitrate lacquer. These American Wakefields contrasted with the typical Wakefield flown by Team GB which were made of hardwood, steel wire, and were covered with silk cloth. The weight of the English Wakefields was over nine ounces. This was the first, and the last time a low winged, geared Wakefield would win the cup. R N Bullock's winning time, for the longest flight in the contest, was 70.4 seconds.

Bullock's winning design was kitted by Warnfield as the **Warnfield Wonder**. The kit included silk, dope, bronze gears, winder, "a special pair of pliers" and, wonderfully, no less than *60 feet of finest magnetic thread rubber*.



Complete set of parts, including 1 1/2 yds. finest silk, one tin finest clear dope, 60 feet finest magnetic thread rubber, 2 x 1/4 in. phosphor bronze gear wheels, special winder, five coils finest high-tension wire, propeller block and all wood and wire necessary for completing the above machine. A special pair of pliers is included for use in building this model.

Packed in strong leather board box. Price 35/-

Special Note—This outfit is too long for Parcel Post, and must be sent per carrier or railway. Export parcels will be dispatched per Express Parcel Delivery.

FREE FLIGHT DREAMING

Free Flight Aerotow - 1940's



RC Top 10 Leader Boards 2021

The purpose of the Vintage SIG RC Leader Boards is to increase enjoyment of competition flying by showing fliers how well they are performing relative to others. Scores are posted from the results of contests, NDC, and independently-timed flying.

The Leader Boards run for each calendar year, and are updated throughout. At the end of each year they are cleared and started afresh. However, the record for each class is maintained over time, and shown in blue italics with the year in which it was set.

These are the first Leader Boards for 2021. They include postings from the Nationals, NDC and the Pukekawa RC Vintage Champs event.

Tomboy classes have been deleted this year because this design is now eligible for Sport Cabin Texaco.

Please email me if you spot any errors or omissions.

Wayne Cartwright
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Standings at 23 February

Precision Classes

Vintage Precision

Record: B Russell (2020) 600 + 200+ 200

1. B Russell	600 + 199
2. A Knox	600 + 198
3. D Mossop	600 + 193
4. D Crook	600 + 190
5. T Gribble	599
6. J Ryan	599
7. B Scott	586
8. P Townsend	580
9. D Little	575
10. P Pearpoint	571

Classical Precision

Record: B Harris (2016) 598

1. A Knox	594
2. B Robinson	589
3. D Mossop	570
4. B Russell	565
5. G Main	553
6. D Thornley	553
7. S Nicholas	472
8. B Scott	391
9. M Evans	187

Duration Classes

Vintage IC Duration

Record: S. Cox (2019) 780 + 500 + 391

1. D Thornley	757
2. A Knox	740
3. J Ryan	589
4. B Russell	575
5. R Anderson	515
6. D Little	495
7. S Cox	462

Vintage E Duration

Record: B Harris (2018) 960 + 600

1. A Knox	952
2. B Russell	939
3. D Mossop	914
4. B Scott	535
5. R Anderson	521
6. P Townsend	310

Classical IC Duration

Record: D Thornley (2017) 900 + 600

1. B Scott	539
2. D Thornley	514

Classical E Duration

Record: W Cartwright (2018) and B Russell (2019) 900 + 600

1. D Gush	875
2. B Russell	852
3. P Townsend	772
4. A Knox	752
5. D Mossop	300

Texaco Classes

Vintage 1/2A Texaco

Record: A Knox (2018) 1500 + 1833

1. S Cox	1363
2. A Knox	1338
3. B Scott	1240
4. P Townsend	1239
5. D Gush	1222
6. W Cartwright	953
7. R Anderson	868
8. M Evans	672
9. D Little	528

Vintage A Texaco

Record: A Knox (2018) 1860 + 1870

1. A Knox	1852
2. B Treloar	1844
3. B Scott	1138
4. J Butcher	614

Vintage Open Texaco

Record: B Treloar (2018) 1840 + 1703

1. B Scott	1756
2. A Knox	1026
3. B Russell	744
4. I Munro	686

Classical 1/2E Texaco

Record: D Crook (2020) 2774

1. T Gribble	1482
2. D Crook	1437

Vintage 1/2E Texaco

Record: P Townsend (2020) 3689

1. W Cartwright	2839
2. J Butcher	2388
3. K Fisher	1964
4. T Gribble	1624
5. B Russell	1390
6. B Scott	1313
7. A Knox	736

Vintage E Texaco

Record: A Knox (2020) 3000

1. D Crook	2793
2. W Cartwright	2317
3. J Butcher	1450
4. T Gribble	1427
5. B Scott	1388
6. D Mossop	1188
7. R Anderson	1170
8. B Russell	639
9. A Knox	481

Classical E Texaco

Record: A Knox (2020) 3310

1. D Mossop	2697
2. A Knox	2291
3. K Fisher	1636
4. B Russell	1335
5. P Townsend	1317
6. D Thornley	512

Vintage E Rubber Texaco

Record: B Russell (2019): 5685

1. J Butcher	4570
2. D Mossop	3835
3. D Crook	2688
4. J Danks	2588
5. B Russell	2207
6. K Fisher	2037
7. T Gribble	2026
8. D Gush	1268

Sport Cabin Texaco IC

Record: A Knox (2020) 1245

No score posted to date

Sport Cabin Texaco E

Record: K Trillo (2019) 4457

1. K Fisher	3116
2. J Butcher	2382
3. B Scott	1779
4. R Anderson	1422
5. B Russell	1243
6. P Townsend	1222
7. M Evans	1134

Vintage and Classical Scale Texaco

Record: A Knox (2020) 1680 + 786

No score posted to date

VINTAGE PRECISION

<i>G.Burrows</i>	<i>2014</i>	<i>411</i>
1. B.Scott	NDC	266
2. L.Rodway	NDC	227
3. David Ackery	Nationals	223
4. J.Beresford	NDC	201
5. S Cox	Nationals	200
6. Bryce Gibson	Nationals	193
7. Chris Murphy	Nationals	178
8. S.Morse	NDC	149
8. R. Bould	Nationals	128
10. Kyla Fisher	Nationals	93

VINTAGE POWER

<i>Anderson / Bain / Scott</i>	<i>540</i>
1. B.Scott	NDC 466
2. R.Bain	NDC 423
3. Rex Anderson	Nationals 175
4. C.Muyrphy	Nationals 160
5. A.Koerbin	Nationals 92

VINTAGE RUBBER

<i>McGarvey / Koerbin</i>	<i>540</i>
1. A.Koerbin	Nationals 525
2. P Squires	Nationals 455
3. C.Murphy	Nationals 430
4. R.Pilcher	Nationals 375
5. W.Lightfoot	Nationals 304
6. B.Gibson	Nationals 195

VINTAGE GLIDER

<i>R.Anderson</i>	<i>2018</i>	<i>436</i>
1. D.Ackery	Nationals	277
2. L.Rodway	NDC	236
3. S.Cox	Nationals	220
4. J.Beresford	NDC	77
5. M.Evans	Nationals	38
6. B.Scott	NDC	33

NOSTALGIA POWER

<i>Bain / Scott</i>	<i>540</i>
1. R Bain	Nationals 502
2. B.Scott	Nationals 479
3. B.Gibson	NDC 469
4. K.Barnes	Nationals 465
5. R.Anderson	Nationals 436
6. B.Gibson	Nationals 372
7. C.Murphy	Nationals 281

VINTAGE CAT GLIDER

<i>J.Butcher</i>	<i>2012</i>	<i>339</i>
1. D.Richards	Nationals	297
2. R.Brown	Nationals	255
3. K.Barnes	Nationals	253
4. G.Lovejoy	Nationals	243
5. J. Butcher	Nationals	233
6. R.Pilcher	Nationals	223
7. J.Warner	Nationals	212
8. A.Knox	Nationals	211
9. A.Reed	Nationals	209
10. A.Fuller	Nationals	208

NOSTALGIA RUBBER

<i>L.Vincent</i>	<i>2021</i>	<i>1011</i>
1. L.Vincent	Nationals	1011
2. P.Squires	Nationals	872
3. W.Lightfoot	Nationals	488
4. G.Lovejoy	Nationals	477
5. B.Scott	NDC	462
6. B.Gibson	Nationals	435
7. C.Murphy	Nationals	427

NOSTALGIA GLIDER

<i>M.Evans</i>	<i>470</i>
1. B.Scott	NDC 273

SMALL POWER

<i>B.Scott</i>	<i>2016</i>	<i>353</i>
1. S.Cox	Nationals	261
2. B.Scott	Nationals	253
3. R.Anderson	Nationals	150

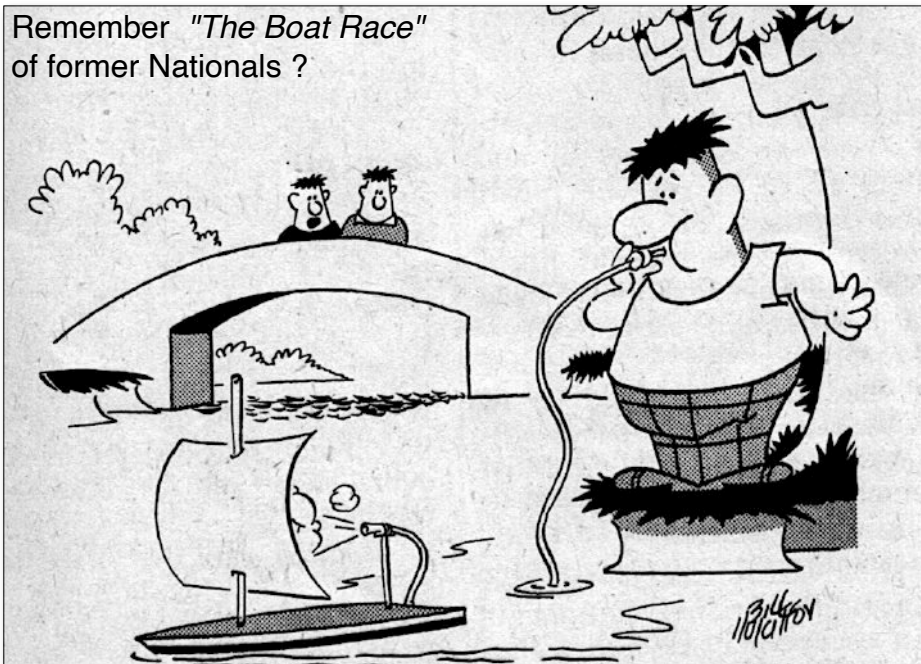
CLASSIC POWER

<i>Bain / Murphy</i>	<i>540</i>
1. C.Murphy	Nationals 540
2. K.Barnes	Nationals 432
3. D.Ackery	Nationals 283

CLASSIC GLIDER

<i>R.Anderson</i>	<i>2015</i>	<i>540</i>
1. R.Anderson	Nationals	400
2. A.Knox	Nationals	294
3. M.Evans	Nationals	197
4. M.Vincent	Nationals	130





NZ ICON #182

Four Square Stores

A chain of NZ supermarkets founded by John Heaton Barker. There are 240 stores throughout New Zealand, mostly in small towns. Four Square was started when its founder became concerned at the manner in which grocery chain stores of the day were making life difficult for independent grocers in Auckland. On 6 July 1922, Barker called a meeting of members of the Auckland Master Grocers Association and presented plans for a cooperative buying group of independent grocers. In 1925 this buying group registered Foodstuffs Ltd, the first of three regional cooperatives based in Auckland, Wellington and Christchurch.



The name Four Square emerged when Heaton Barker, while talking on the telephone to one of the buying group members, drew a square around the 4 of the date on his calendar. He considered this to be a suitable name for the buying group, stating that "they would stand 'Four Square' to all the winds that blew". Early versions of the Four Square sign were produced in the form of red and gold hand painted glass panels for display in members' stores. The "Mr 4 Square" symbol, also known as Cheeky Charlie, was developed in the 1950s. The New Zealand artist Dick Frizzell has used the character in many of his works.