

# AVANZ



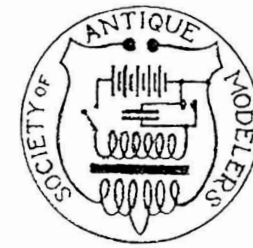
# NEWS

**Fostering Vintage and Traditional Aeromodelling in New Zealand # 203**





# Committee Notices



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### Rule tweaks for Vintage Electric Duration and Classical Electric Duration

The Committee is considering ways to solve a problem that is having an increasingly detrimental effect on the flying of Vintage and Classical Electric Duration events.

These events rely on a formula involving C-rating of batteries to define battery power, a method that has worked very well since the introduction of electric events.

However, of late, battery manufacturers have been greatly over-stating the C-ratings of their products. This distortion means the formula is now inappropriate for determining which batteries may be used.

There is on-going investigation into alternative methods of determining power use, methods that do not involve C-ratings.

Once an acceptable solution has been found, fliers will be notified by email for input and later for voting on any proposed rule changes.

**COVER:** Small Glider / Big Sky at the last Nationals

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# IRREGULAR COMMENTS from the Editor

( Irregular: occasional, improper, unofficial, rough )

## Where have all the meetings gone ?

Over the past few years, our Vintage rally and contest scene has diminished in the the Northern and Southern regions. Only the Central region has maintained its regular gatherings, the excellent reporting of which highlights to those not attending the Levin meetings the lack of events in other areas.

Once regular gatherings at Tuakau, Airsail, and Black Foot have not materialised of late. But, even if they had been organised, would we have been there? We certainly did not throng to the February and May meets organised by Robert Berger at North Shore.

One way to explain what has happened is to blame Covid, that handy scapegoat for any anything that is not going according to plan. The restrictions placed on gatherings got us out of the routine of contest and rally attendance and, when restrictions lifted, we were unprepared or unable to get up to speed again.

Other less comforting reasons might include our decline in one or more of the following: energy levels, enthusiasm, health, spare time, resources. Everyone who these days feels a little less involved in their flying than they previously did will have their own set of circumstances and their own way of dealing with them.

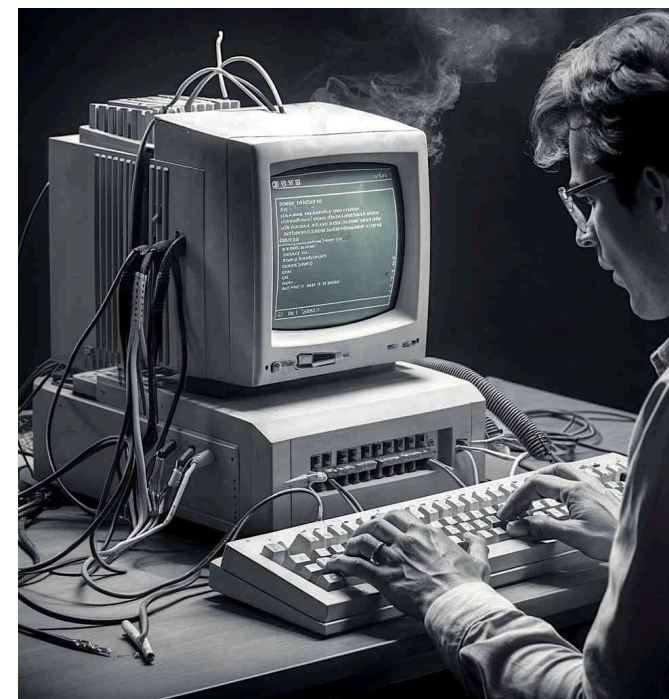
*But wait ....*

The **Rotorua Vintage and Classical Weekend** on 16<sup>th</sup> and 17<sup>th</sup> November could be what we dormant Northmen need to get us back into doing more than just flying on our own patch.

For those who have *been there, done that* with our long-standing classes and could benefit from a new challenge, the *Hummingbird* event introduces us to Classical 1/2A Texaco. This is an area for which we have no written rules, though these are hardly needed as anyone intending to fly in this event can just follow the Vintage 1/2A rules, omitting the age bonus reference.



Overclocking the Commodore 64 ...



### RUBBER STRIPPER

Peter Townsend

Rubber stripper needed.

Peter Townsend  
027 252 5109  
09 238 8647

[petert2@outlook.co.nz](mailto:petert2@outlook.co.nz)

### PLANS

Chris Charnley

“Alwyn Graves gave me his plans for Vintage Glider, Rubber, and HLG. There must be 150+ of them. Feel free to ask if there is a plan you are after, I’m happy to help.

Also, does anyone have a full size plan of the **Crackerbox** P30 by John Oldenkamp?”

Chris Charnley  
[charnleyfrr@gmail.com](mailto:charnleyfrr@gmail.com)

# 2024 NATIONALS

# Radio Control

As explained in previous issues, a rally style of programming for Vintage events was on trial at the 2024 Nationals and, after feedback from fliers, a decision was to be made as to whether this format would be used at the 2025 Nationals. That decision has now been made, based on flier feedback (see below), and is detailed in the minutes of the 2024 AGM on page 3.

The timetables of Vintage events for the next Nationals are presented in this issue to give ample time for intending fliers to prepare.

The following events have a combined entry:

- 1 R/C Sport Cabin Texaco IC + Sport Cabin Texaco E
- 2 R/C Classical Duration IC + Classical Duration E
- 3 F/F Vintage Power + Nostalgia Power + Classic Power
- 4 F/F Vintage Rubber + Nostalgia Rubber + Classic Rubber
- 5 F/F Vintage Glider + Nostalgia Glider + Classic Glider

In a combined event, each era of model is flown to its own rules in a single event. Vintage designs retain Age Bonus points.

Previously combining the Sport Cabin Texaco events meant that these two R/C Classical events reached the Championship entry threshold. Hopefully this will work again for SCT, and for the two Classical Duration events as well, this year.

In F/F, combining will be by class. For example, Vintage Power, Nostalgia Power and Classic Power will be flown as one event. This gives a more equitable contest than combining by era, such as combining Vintage Power, Vintage Rubber and Vintage Glider flown into one event.

The background to changes to the Nationals program format and fliers reactions to their trial can be reviewed at:

- Issue 198 Committee Notices pg.2
- Issue 199 Committee Notices pg.2
- Issue 200 Survey Comments pg 11 - 15

**Radio Control events** may be flown on any of the four flying days, as suits you best. Once you have flown an event it may not be re-flown even if better conditions occur later in the week. Contact the editor if you need clarification.

## 2024/5 NATIONALS VINTAGE RADIO CONTROL EVENTS

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
V PRECISION	V PRECISION	V PRECISION	V PRECISION	ADMINISTRATION
C PRECISION	C PRECISION	C PRECISION	C PRECISION	
V IC DURATION	V IC DURATION	V IC DURATION	V IC DURATION	MEETINGS
V E DURATION	V E DURATION	V E DURATION	V E DURATION	
C IC+E DURATION	C IC+E DURATION	C IC+E DURATION	C IC+E DURATION	PRIZE GIVING
C E DURATION	C E DURATION	C E DURATION	C E DURATION	
V 1/2A TEXACO	V 1/2A TEXACO	V 1/2A TEXACO	V 1/2A TEXACO	
V A TEXACO	V A TEXACO	V A TEXACO	V A TEXACO	
V OPEN TEXACO	V OPEN TEXACO	V OPEN TEXACO	V OPEN TEXACO	
V 1/2E TEXACO	V 1/2E TEXACO	V 1/2E TEXACO	V 1/2E TEXACO	
V E TEXACO	V E TEXACO	V E TEXACO	V E TEXACO	
V TEX E RUBBER	V TEX E RUBBER	V TEX E RUBBER	V TEX E RUBBER	
C 1/2E TEXACO	C 1/2E TEXACO	C 1/2E TEXACO	C 1/2E TEXACO	
C E TEXACO	C E TEXACO	C E TEXACO	C E TEXACO	
V + C SCALE TEX	V + C SCALE TEX	V + C SCALE TEX	V + C SCALE TEX	
SC TEXACO IC + E	SC TEXACO IC + E	SC TEXACO IC + E	SC TEXACO IC + E	
V = Vintage	C = Classical	E = Electric	IC = Engine	+ = Combined

# 2024 NATIONALS

# Free Flight

**Last National's flexible program is not being repeated for Vintage Free Flight events. VFF events are assigned to a specific day. Each event may have scores recorded only on its assigned day.**

## 2024/5 NATIONALS VINTAGE FREE FLIGHT EVENTS

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
<b>POWER COMBINED</b> <i>[See Note 1 below]</i>	<b>RUBBER COMBINED</b> <i>[See Note 2 below]</i>	<b>GLIDER COMBINED</b> <i>[See Note 3 below]</i>	<b>No Flying</b>	<b>ADMINISTRATION</b>
				<b>MEETINGS</b>
<b>NOS/VIN SMALL POWER</b>	<b>PRECISION</b>	<b>V CATAPULT GLIDER</b>		<b>PRIZE GIVING</b>
		<b>V HAND LAUNCH GLIDER</b>		

**Note [1] POWER COMBINED :**

Power designs from the Vintage, Nostalgia and Classic eras are flown together in one event.

Engine/motor run-time as per rules for the model's era.

Vintage era entries receive age bonus points as usual.

For Nationals entry and scoring purposes, the Combined events will be listed as:

**Note [2] RUBBER COMBINED :**

Rubber designs from the Vintage, Nostalgia and Classic eras are flown together in one event.

Vintage era entries receive age bonus points as usual.

Vintage FF Power Combined  
Vintage FF Rubber Combined  
Vintage FF Glider Combined

**Note [3] GLIDER COMBINED :**

Glider designs from the Vintage, Nostalgia and Classic eras are flown together in one event.

Vintage era entries receive age bonus points as usual.

The VFF program this year is much simplified by combining the three major events by type (power / rubber / glider). Based on last year's entries, and those of previous Nationals, few of the nine events being combined this time into three events have much chance of making the minimum entry on their own. Here's how it looked last year, with red showing events not reaching the minimum entry number ...

	VINTAGE	NOSTALGIA	CLASSIC
POWER			
RUBBER			
GLIDER			

The same entry number and distribution would have looked very different if events had been combined as they will be this year, with all events reaching the minimum entry level for Nationals points ...

	VINTAGE	NOSTALGIA	CLASSIC
POWER			
RUBBER			
GLIDER			

## June 24

131	VINT	FF Vintage Hand Launch Glider
132	VINT	FF Vintage Catapult Glider
133	VINT	FF Nostalgia Power Duration
134	VINT	FF Classic Rubber Duration
135	VINT	RC Vintage Precision
136	VINT	RC Vintage E Duration
137	VINT	RC Vintage and Classical Scale Texaco
138	VINT	RC Vintage E Texaco
239	FF	Hangar Rat
240	FF	Indoor Hand Launch Glider
241	FF	A1 Glider
242	FF	P30
243	FF	FAI F1A Glider
244	FF	FAI F1B Rubber

## July 24

245	FF	Aggregate
139	VINT	RC Vintage E Rubber Texaco
140	VINT	RC Classical Precision
141	VINT	RC Sport Cabin IC Texaco
142	VINT	RC Sport Cabin E Texaco
246	FF	Open Glider
247	FF	FAI F1D Indoor Rubber

## August 24

143	VINT	RC Vintage IC Duration
144	VINT	RC Vintage E Texaco
145	VINT	RC Classical E Duration
146	VINT	RC Vintage Precision
248	FF	Catapult Launched Glider
249	FF	Hand Launch Glider
250	FF	Open Power
251	FF	Kennedy Precision
252	FF	Open Tissue

## September 24

147	VINT	FF Nostalgia 1/2A Min Replica
148	VINT	FF Classic Power Duration
149	VINT	RC Vintage 1/2A Texaco
150	VINT	RC Vintage A Texaco
151	VINT	RC Sport Cabin IC Texaco
152	VINT	RC Sport Cabin E Texaco
253	FF	FAI F1B Rubber
254	FF	FAI F1A Glider
255	FF	FAI F1D Indoor Rubber
256	FF	Indoor Hand Launch Glider

## October 24

153	VINT	FF Vintage Hand Launch Glider
154	VINT	FF Vintage Catapult Glide
155	VINT	RC Vintage Open Texaco
156	VINT	RC Classical 1/2E Texaco
157	VINT	RC Classical E Texaco
257	FF	P30
258	FF	Hangar Rat
259	FF	Indoor Hand Launch Glider
260	FF	Tip Launch Glider
261	FF	E36

## November 24

158	VINT	FF Vintage Glider Duration
159	VINT	FF Classic Glider Duration
160	VINT	RC Vintage E Rubber Texaco
161	VINT	RC Vintage 1/2E Texaco
162	VINT	RC Classical IC Duration
163	VINT	RC Vintage Precision
262	FF	A1 Glider
263	FF	Coupe d'Hiver
264	FF	1/2A Power
265	FF	Catapult Launched Glider
266	FF	Hand Launch Glider



Preparations are underway for this new event on the flying calendar at a venue not previously used.

Take a mini-break over the weekend of 16<sup>th</sup> and 17<sup>th</sup> November to fly Vintage and to explore the Rotorua thermal area.

Non-competition with one exception, see below\*. Fly all those Vintage and Classic models that we don't usually see at competitions, as well as the regular ones.

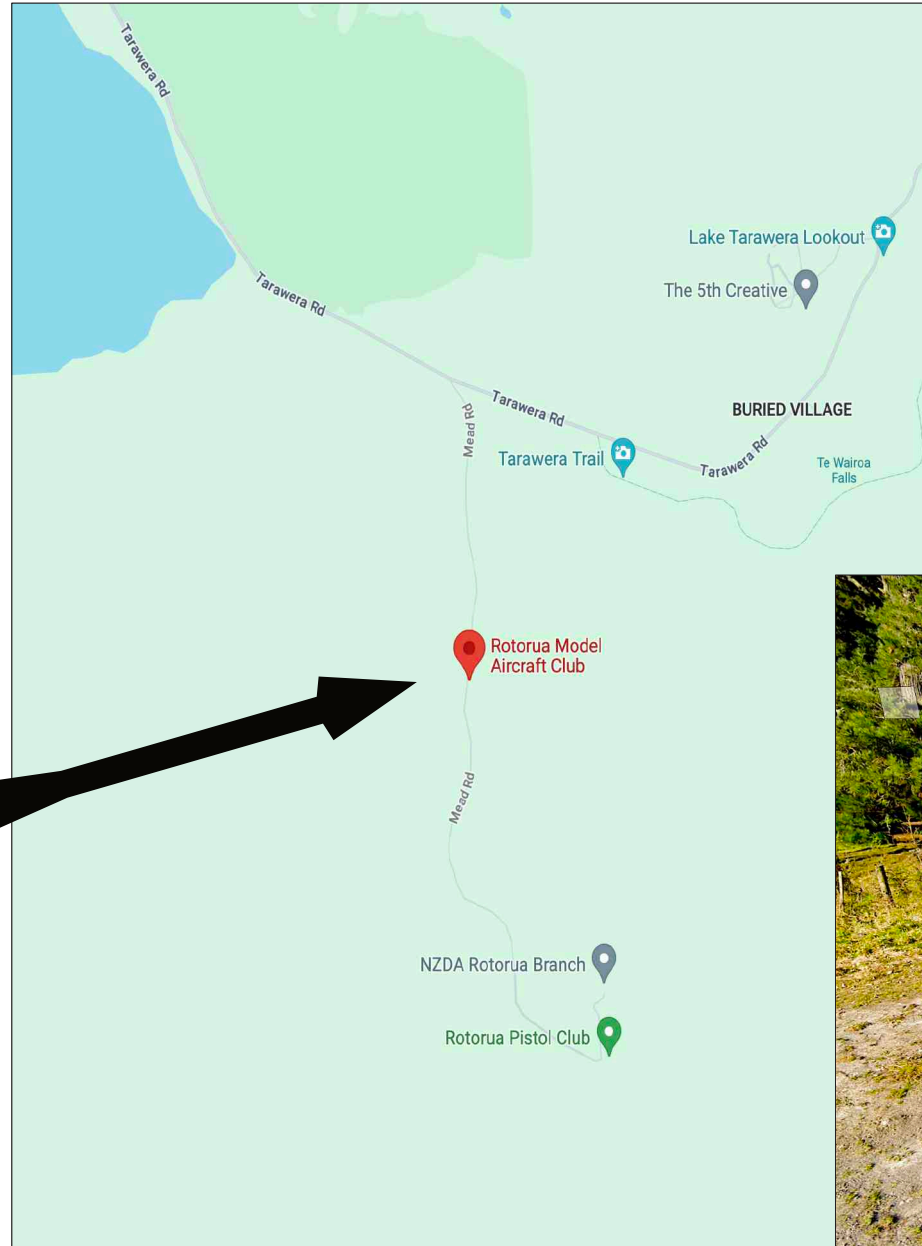
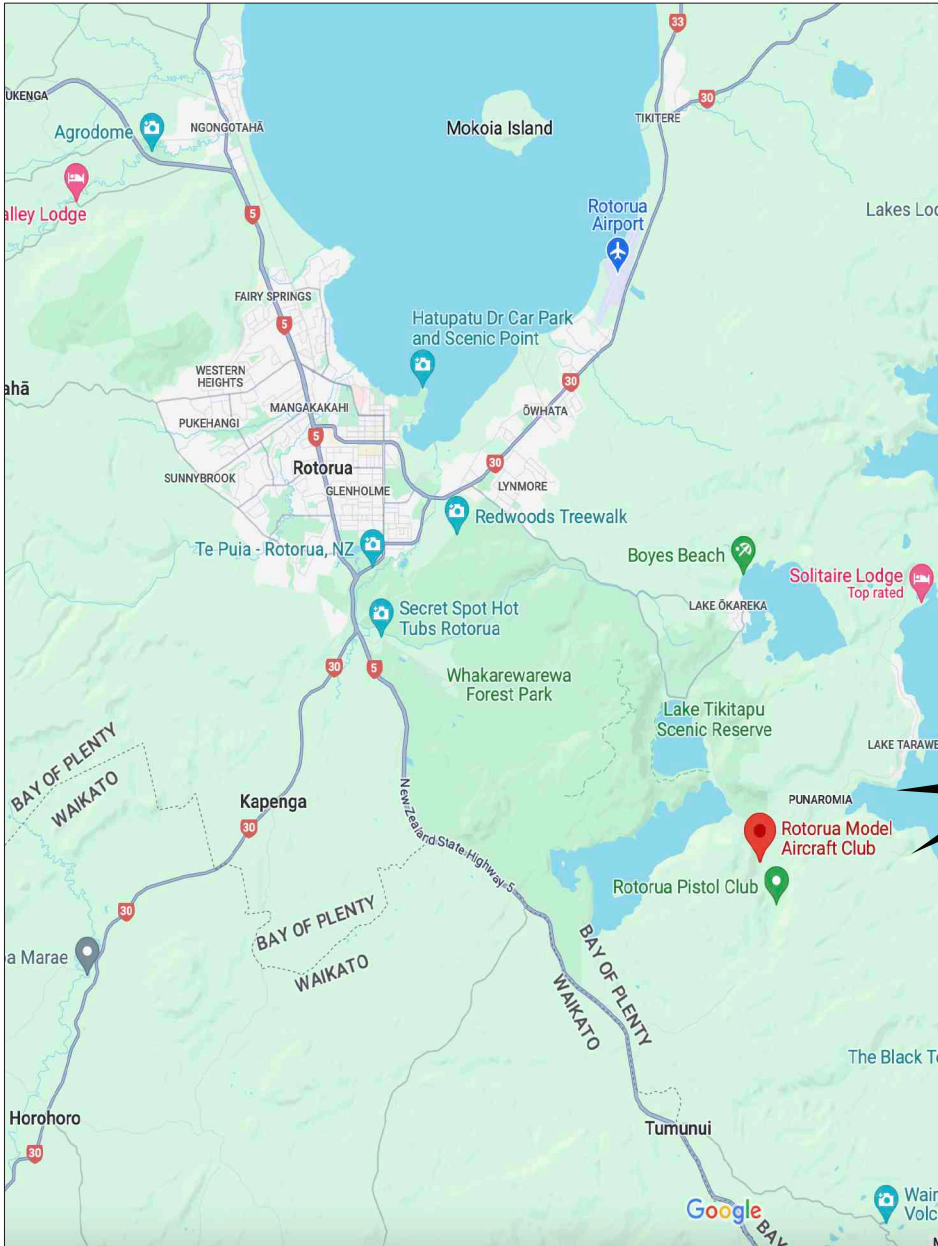
With the interest in single channel emulation 2.4 radios, this will be an opportunity to fly these if you are already involved, or to see them flown if you are still multi-channel.

\* There will be a Special Competition for the Modelair Hummingbird :

## ***Hummingbird R/C 1/2A Texaco***

Got your Hummingbird organised? We have five starters so far - there's room for more!!

*Organiser: John Ryan  
johnrt6k@gmail.com*



The flying site is at 59 Mead Road. Mead Road is off Tarawera Rd, 10.8 km from the start of Tarawera Rd at SH 30, the main road to Tauranga and Whakatane.

Rotorua MAC:  
[rotoruumac.org.nz](http://rotoruumac.org.nz)

Field entry below:

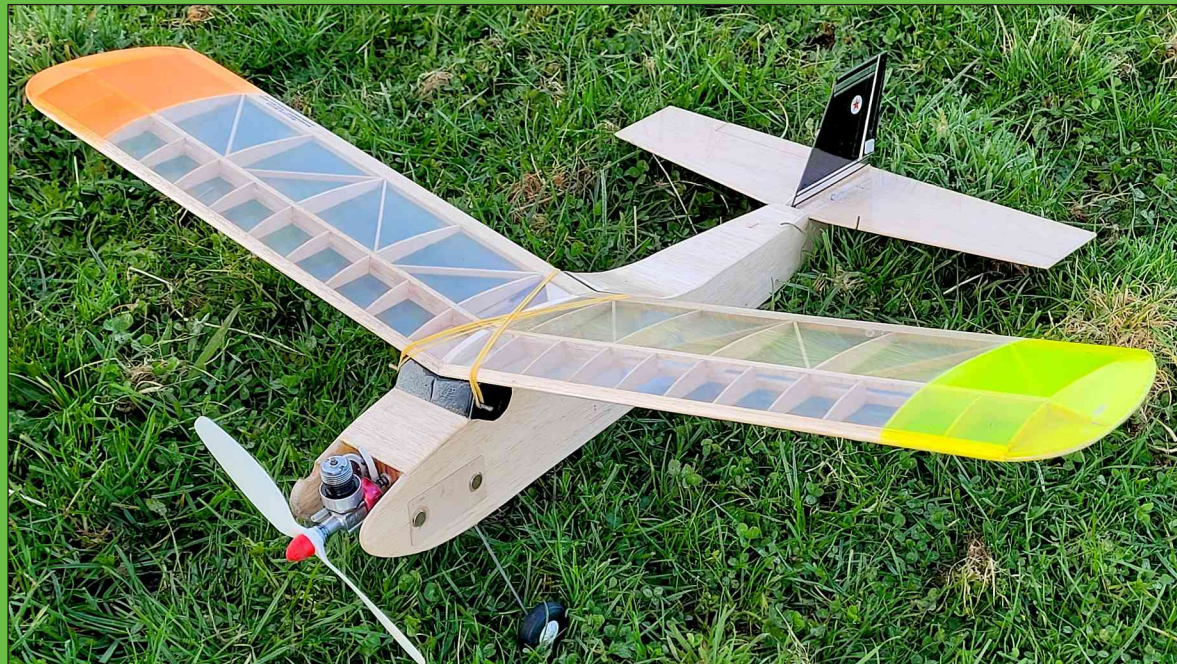


# HUMMINGBIRDS

Compared to some of the sleek 1/2A Texaco models out there, this model does not look like a high performer, but it may surprise you. The Tomboy, a very similar design, was used by all the field at the first Nationals 1/2E Texaco event and all fliers turned in creditable totals.

**Right** from John Ryan : *“Attached is a picture of a flock of Hummingbirds. All three variants are featured: low, shoulder and cabin wing versions. They fly equally well, however we have reduced the dihedral to 65mm under each tip. This makes them a bit smoother in the turns than the super stable F/F set up on the plan. Keep that rudder movement down. I remember flying them single channel in the late 60s with very little. We are only using about 3/32 but with proportional gear it's generally not all used. Ours all fly nicely once we got the engine thrust lines set up. A tad of right thrust and add down thrust until it doesn't porpose. Just like the old days - get the glide right leave the trims alone and set the side and down thrust to suit. The extra weight of the radio (Im using an AAA 4 cell battery pack) makes a faster flying model than the F/F version.”*

**Below** Editor's rather plain Hummingbird. With dihedral as per plan, just 1/16" rudder throws are more than sufficient when under power.



# Another **HUMMINGBIRD** being fostered by Josh Ryan



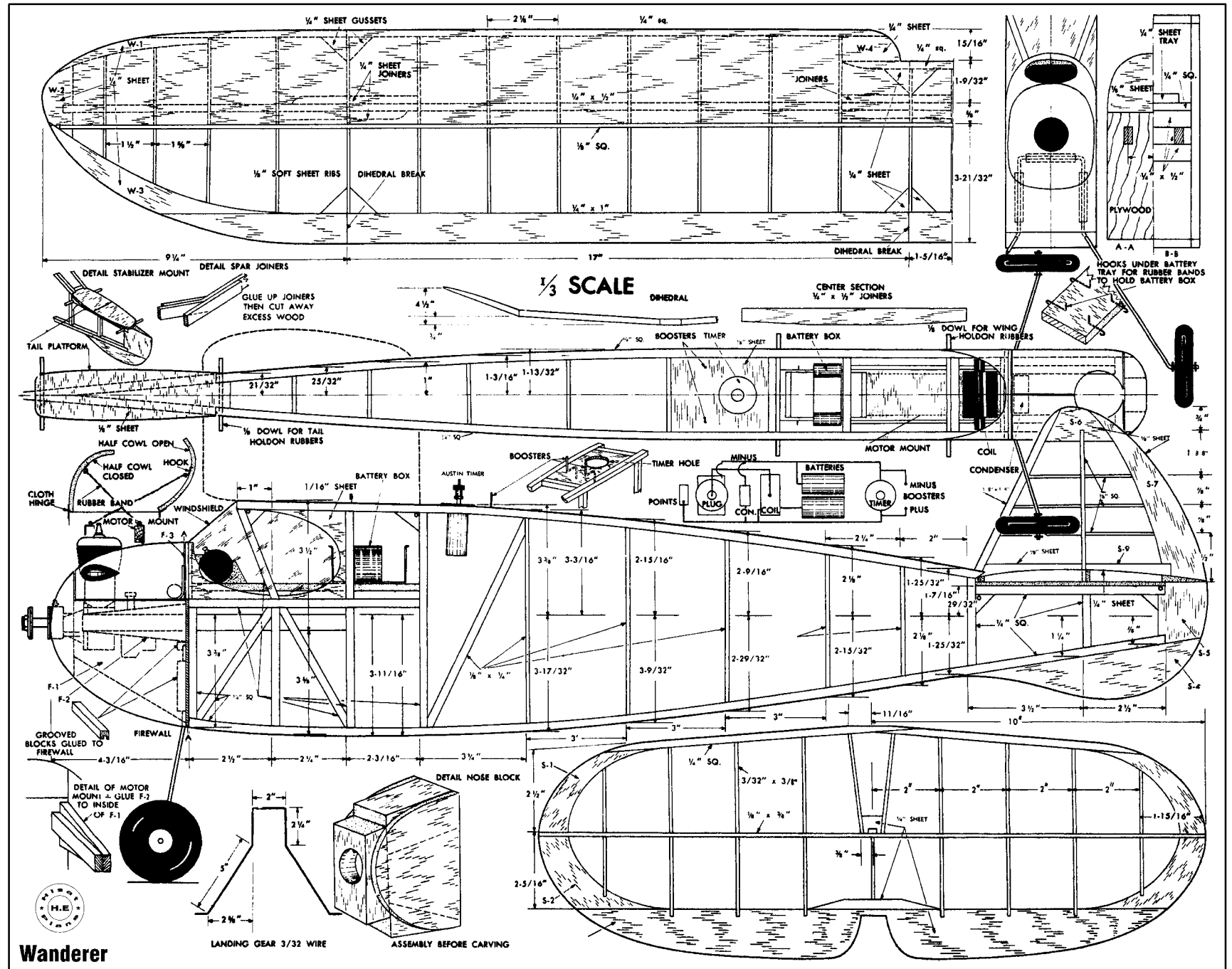
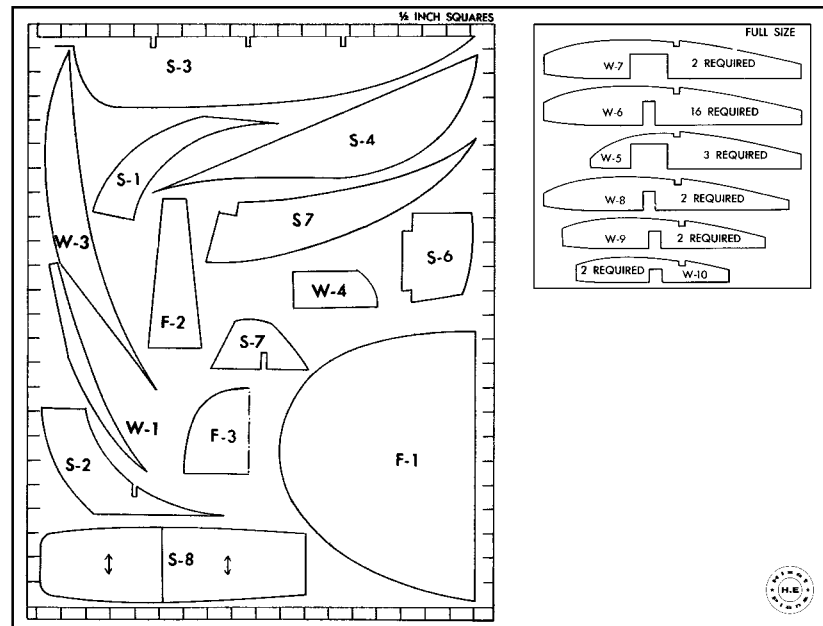
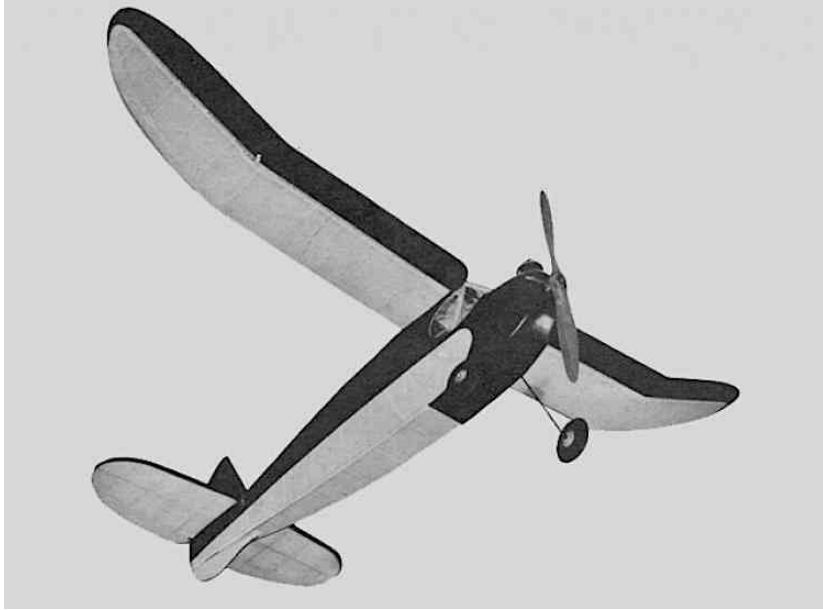
Another Hummingbird underway, this one by John Ryan's grandson, Josh.

Now, that's a real workbench!

Also, a great use for all those extra sockets that have accumulated over the years.



# Wanderer 56" Sidney Michaels 1946 Air Trails Annual





# Reader's Model

Barrie Russell

"I've been having some success with my *Flying Pencil* in Vintage E Texaco. I'm looking forward to the warmer weather and some good lift. Vintage E Texaco seems to be a balance between form drag and light wing loading. Too big with too much drag and too small with a small battery - always a trade off. I'm hoping, given the right conditions, I have the *Flying Pencil* about right".

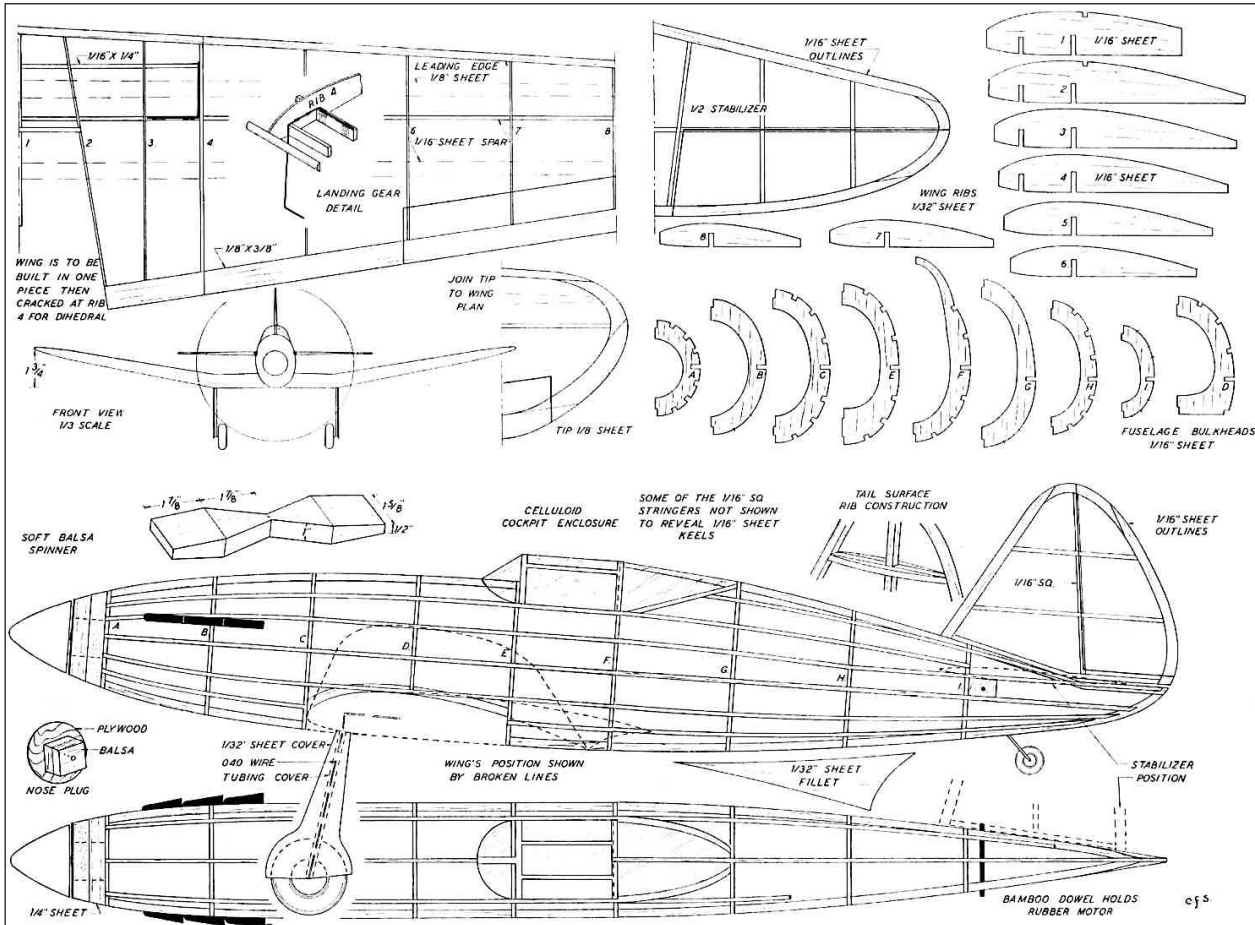
*Barrie Russell, Hawkes Bay*



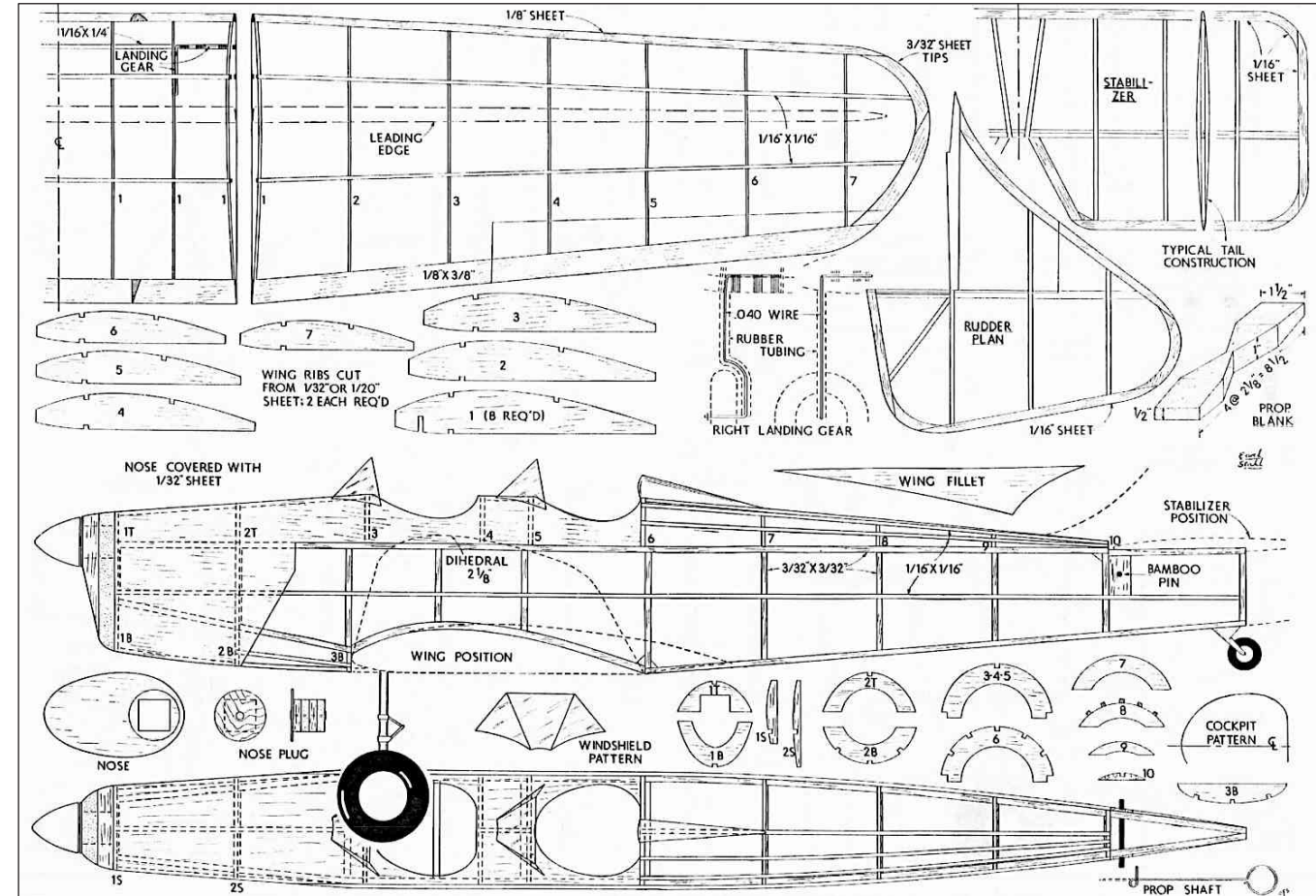
# Earl Stahl

# Two designs for Scale Texaco

## MIG 3 M.A.N. Jan 1943



## MILES MAGISTER M.A.N. Feb 1942

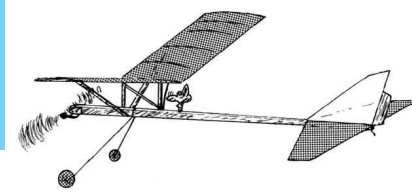




1. **Improved skills:** Competitions provide an opportunity to test and refine skills, techniques, and knowledge, helping participants to improve their overall performance.
2. **Motivation:** Competitions can motivate individuals to work harder, set goals, and push themselves to achieve better results, which can be beneficial for personal growth and development.
3. **Networking:** Competitions offer a chance to meet and connect with other enthusiasts, sharing knowledge, ideas, and experiences, which can lead to new friendships and collaborations.
4. **Accountability:** Competitions provide a sense of accountability, as participants are motivated to prepare thoroughly and perform well in front of others.
5. **Recognition:** Competitions can provide recognition for outstanding achievements, such as winning awards or setting records, which can boost confidence and self-esteem.
6. **Innovation:** Competitions often drive innovation, as participants seek to create new designs, technologies, or techniques to gain an edge over others.
7. **Cost-effective:** Competitions can be a cost-effective way to test and refine designs, as they allow participants to gather feedback and make adjustments before investing in full-scale prototypes.
8. **Community engagement:** Competitions can bring together people from diverse backgrounds and countries, promoting cross-cultural understanding and exchange.

9. **Inspiration:** Watching others compete can inspire new ideas and spark creativity, as participants draw inspiration from the innovations and achievements of others.
10. **Fun and excitement:** Competitions can be a thrilling experience for participants and spectators alike, providing an adrenaline rush and a sense of excitement.
11. **Improved safety awareness:** Competitions can promote safety awareness by encouraging participants to follow rules and guidelines, which helps to reduce the risk of accidents.
12. **Learning from mistakes:** Competitions provide an environment where participants can learn from their mistakes, analyse what went wrong, and apply that knowledge to improve future performances.
13. **Development of problem-solving skills:** Competitions challenge participants to think critically and creatively, developing problem-solving skills that can benefit other areas of life.
14. **Enhanced sportsmanship:** Competitions promote good sportsmanship by encouraging respect for others, fair play, and gracious acceptance of outcomes.
15. **Legacy building:** Long-term competitions can create a legacy by establishing a tradition or standard for future generations to follow.





Indoor at the Star Gym, New Plymouth 14th June 2024

## HANGER RAT

After nearly freezing at a July Indoor meeting last year, we decided this year not to have any meeting in July or August, the heart of Winter and come out ready to fly again in the Spring in September. Still, this meeting was a bit wintery with rain and 8 degrees but still comfortable inside the Hall. We were down on numbers with just 5 of us flying Hanger Rat.

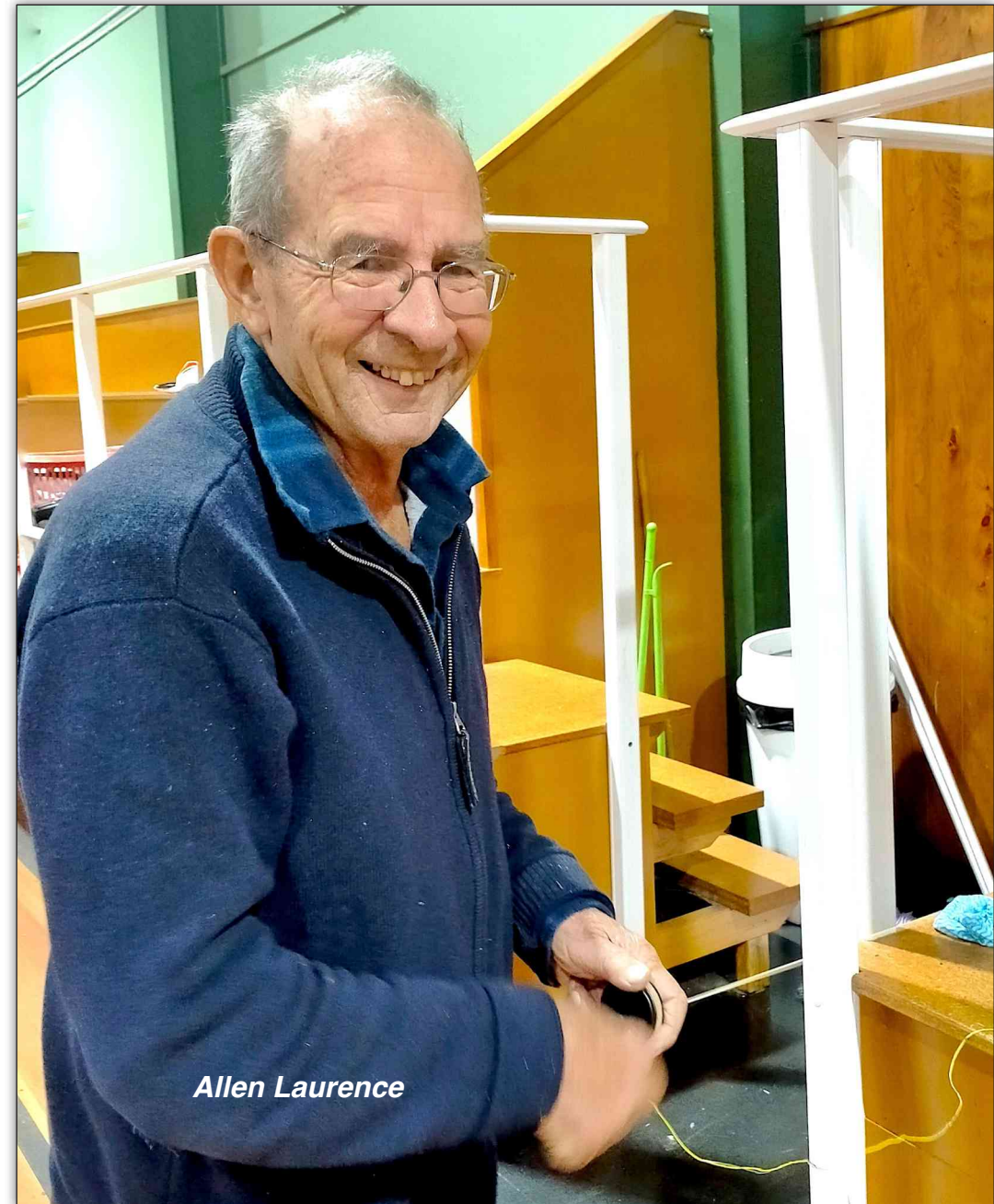
Jo and I were double booked - can't turn down a free 'all you can eat' dinner and so, arrived half an hour late, and Hanger Rat trimming was well on the way by the time we got there. A sneaky radio flier took advantage of the early free airspace and got in a couple of flights using all the hall space but then left us to it once it got busier.

In Hanger Rat this evening we had Allen Lawrence, Alan Reed and newbie but third time out, Chris Allen, as well as my wife Jo and myself.

The old pro's, our two Alans, soon got their models behaving and put in early officials of 1:12 and 1:14 and then with a few more turns were up to our 7½ metre ceiling and dodging hanging lights and scraping roof tiles. A little prompting and suddenly the two of them and Jo were trying the new stripped down 3/32nd rubber motors that I mentioned last article. We didn't really know what to expect or how to handle skinnier rubber and initially got disappointing test times. I think Allen Lawrence was winding using a torque Meter and Alan and Jo are just counting turns.

Alan Reed had early success with the 85 thou rubber (3/32nd is 94 thou / 0.094" or 2.4mm) putting on his usual 1700 turns and backing off 100 turns before launch. It got to about ¾ height but never really looked like it was going to hit the ceiling and that in itself lowered his stress level a bit. It had a long cruise before coming down at an improved time of 1:53. His next flight also on the 85 thou rubber was also 1700 turns but only backing off 50 turns was very disappointing at 1:20. It should have been longer with 50 more turns !

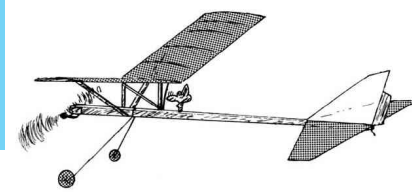
Allen Lawrence put in one flight with the skinny rubber and noticed an increase in torque (probably just because it was a new motor) and wound to the same torque as usual and launched with a good initial climb that quickly leveled off at about half height with a long cruise but gave the same time as his previous flight on standard rubber, so he went back to standard rubber after that.



*Allen Lawrence*

# Taranaki Rats

## Alec Fuller

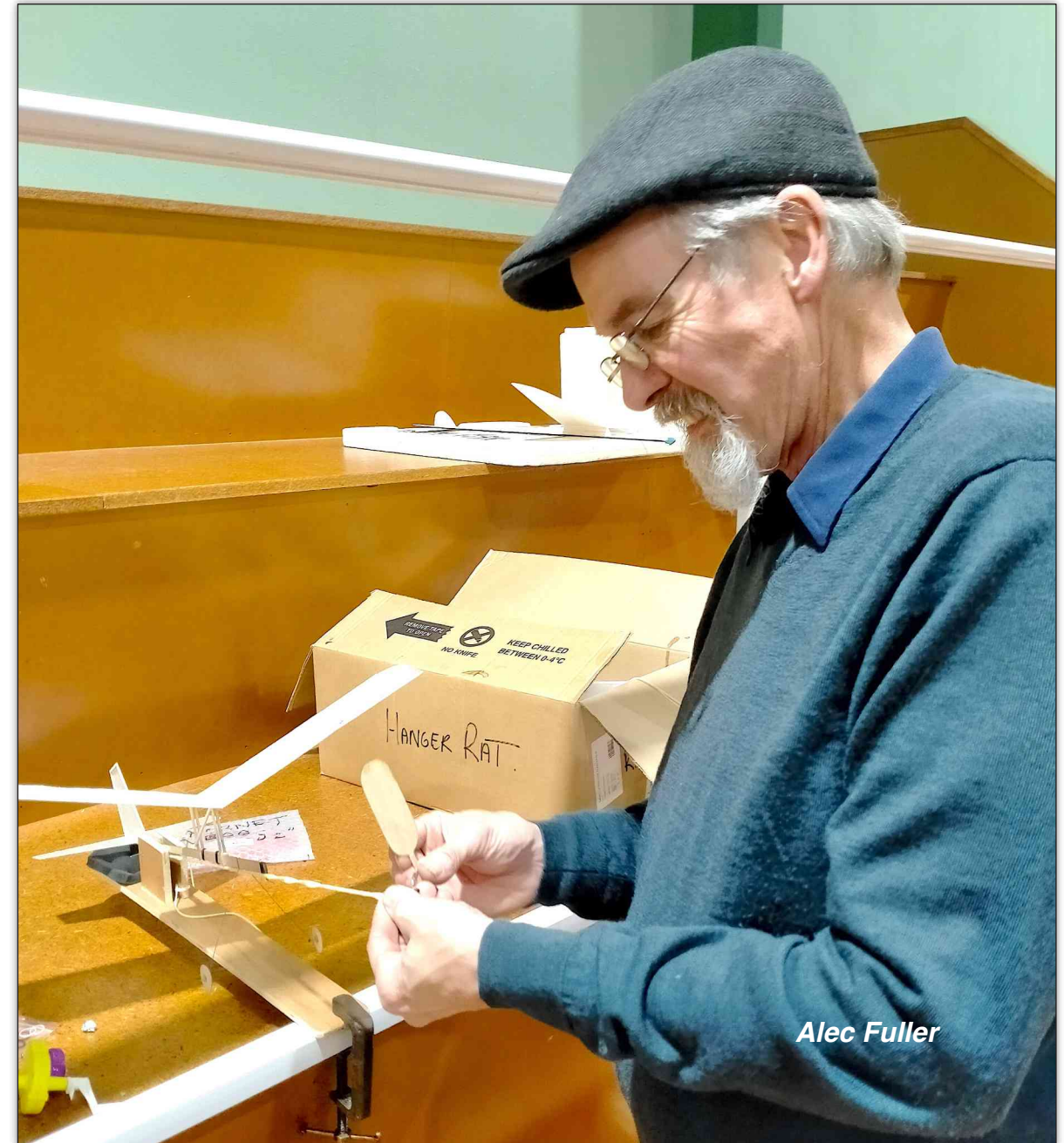


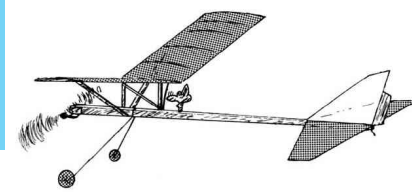
Jo had lots going her way and had highest flight times in the earlier part of the evening with 1:42 on standard 3/32 rubber, then changed to 85 thou - it didn't really show much potential till she put on 1700 turns, then off 50 to get almost the same time as Alan at 1:52.

Jo decided that more turns were needed and as the model didn't look like it was going to stall out soon after launch, she thought she would try not backing off any turns at 1800 and only got 1:42 but that may have been due to some unusual turbulence, possibly from a door being opened or maybe it was the big heavy shower of rain that went through and cooled everything off. For her 6th and last flight she was going all out for that 2 minute plus flight at 1900 turns and no backing off. It got off to a good climb and no stall but hit that dratted ceiling pretty quickly and then headed for a wall for a sad 45 seconds.

It seems that with skinnier rubber the peak burst of power after launch is not as high or is flatter than the usual 3/32 rubber, allowing more turns without stall out. One outing is not conclusive proof that, for our hall, the skinnier rubber is going to be better. After all, it was only a couple of meetings ago that Chris and Jon Allen did 2:15 odd, in the same hall on standard 3/32nd rubber. Also, with the skinnier rubber, models were landing with quite a few turns still on the motor. I read in an old Aeromodeller that for low ceiling halls, often the best duration is with a slightly overpowered model that runs out of turns a few feet off the floor.

Chris Allen, this time out was having better success than last meeting's dreadful flights. He did a 1:31 and 1:41 flights with the wing at zero degrees incidence but had no consistency from one flight to the next. One flight it would develop stalls half way into the flight and the next it would dive slightly or not take off. We checked the CG and found that it was about 70% back from the leading edge. It's possible that it's so far back that it is at the point of being longitudinally unstable. We also noticed that at the end of the later flights, there always seemed to be a lot of rubber bunched around the rear hook. Maybe the rear hook is just a bit too close to the stick fuselage and that if there are any big knots in the back half of the rubber then the rubber may be bunching at the knot and causing a temporary shift in CG even further back into dangerous territory. He is going to move the hook another millimetre away from the fuse and we will see if there is any improvement next time out, in the Spring.





For my sins, I decided to try flying Hanger Rat in left hand circles, instead of right turning circles like everyone else around here. In the right hands it can result in improved flight times. This involves glueing the rudder on with left rudder and changing to left thrust on the prop. A quick test flight proved the incidence and down thrust were about right and so wound on 1400 turns and backed off 50 with my fat 118 thou rubber, high pitch setup. It flew nicely but in huge circles that were almost as wide as the hall and getting wider every second.

Unsurprisingly, the model hit a wall. I tried more left rudder but that didn't help much. Then I tried left tip weight and more left thrust till I got a reasonable flying circle but found I had nearly 30 degrees of left thrust - which was ridiculous. I noticed that the torque from the motor was also twisting the fuselage and giving the model, tail tilt, the opposite of left turn ie rubber motor twists and tilts the elevator to give right turn. Short of finding a very stiff, light piece of 1/8th sheet for a new fuselage, I find it hard to see a useful way forward with this flying left scheme. Maybe re-glue the elevator with the left tip raised high (rear view) to give left turn, then rubber will twist it back nearer level. I may have to talk with Dave Jackson some more about solutions to my problems with going left? I think I am going to go back to flying good old right-handed circles again. The only time that models hit the wall then, is after they have hit the ceiling.

## HORNET PRECISION

Tonights Target Time = 32 seconds.

Alan Reed had his new Hornet trimmed out this time, so we had four of us flying for glory tonight. I decided to change the target time from last meeting so that people could not just use the same turns as the last time out. It seemed to work and times were all over the place - just like it should be (unless you practice a lot).

Allen Lawrence did some practice with his Hornet before he got his Hanger Rat out, so was well prepared and zeroed in pretty quickly with an impressive 32.3 seconds on his first try and improved to 32.2 sec on his last flight. That proved to be the winning time. Allen was rather mystified when his rubber motor broke somewhere in the middle at about 400 turns! Unusual, but it didn't put him off his stride. Jo and I were in trouble as neither of us took note of which motors we used last time, so didn't have experience to draw on for how many turns to use.

This time round, Hornet times were much, much wilder and more varied than last meeting where less than half a second separated 1st and 3rd.

## INDOOR HLG

Allen Lawrence was the only soul dedicated enough to put in Indoor Hand launch Gliders times for NDC and did a couple of flights just on 18 seconds that he tells me is as good as he has ever done in this hall.

## RESULTS

### Hanger Rat (best two of up to six flights)

1st Alan Reed	1-12, 1-34, 1-14, <u>1-53</u> , 1-20, <u>1-43</u> = 3m36s
2nd Jo Fuller	1=42, 1-42, 1-00, <u>1-52</u> , <u>1-42</u> , 0-45 = 3m34s
3rd Allen Lawrence	1-14, 1-34, 1-35, <u>1-44</u> , <u>1-37</u> --- = 3m21s
4th Chris Allen	<u>1-31</u> , <u>1-41</u> , 0-17, ---, ---, --- = 3m12s
5th Alec Fuller	<u>0-57</u> , ---, ---, ---, ---, --- = 0m57s

### Hornet Precision (1938 Modelair)

Target Time = 32.0 seconds

Closest single flight time to target time wins.

1st Allen Lawrence	32.3, 32.6, <u>32.2</u> = 0.2
2nd Jo Fuller	26.4, <u>32.9</u> , 28.9 = 0.9
3rd Alec Fuller	26.4, <u>30.4</u> , 30.3 = 1.6
4th Alan Reed	36.1, 0.6, <u>35.5</u> = 3.5

## IHLG

Allen Lawrence 17.8, 18.4 = 36.2sec

Our next meeting is in the Spring, 20th September, a Friday, also in the Star Gym. Then on Friday 11th October we get to fly in the fabulous 14 metre high TSB Stadium.



### RC Top 10 Leader Boards 2024

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 the Nationals, regional and club 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.

New postings are shown in red. There has been a surge of excellent scores in Vintage Precision, including a double fly-off by Allan Knox. Very hard to beat!

Please email me if you spot any errors or omissions.

Wayne Cartwright  
[rwcartwright4@gmail.com](mailto:rwcartwright4@gmail.com)

### Standings at 31 July

#### Precision Classes

##### Vintage Precision

1.	A Knox	600+200+197
2.	D Wilkins	600+200
3.	B Scott	600+198
3=	C Brown	600+198
3=	S Nicholas	600+198
6.	L King	600+197
7.	B Russell	600+197
8.	B Treloar	600+196
9.	B Robinson	600+195
10.	A Knox	600+189

##### Classical Precision

1.	A Knox	594
2.	B Perriam	565
3.	M Evans	541
4.	D Thornley	527
5.	B Scott	490

#### Duration Classes

##### Vintage IC Duration

1.	A Knox	780+520
2.	B Scott	780+340
3.	S Cox	780
4.	D Thornley	760
5.	J Miller	760
6.	S Cox	727
7.	K Daly	661
8.	N Fisher	656
9.	T Beaumont	651
10.	L Rodway	432

##### Vintage E Duration

1.	B Russell	900+600+431
2.	S Nicholas	900+544
3.	D Crook	838
4.	A Knox	827
5.	B Robinson	818
6.	M Evans	795
7.	B Scott	780
8.	S Hubbard	732
9.	B Robinson	707
10.	J Phalert	460

##### Classical IC Duration

1.	D Thornley	375
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##### Classical E Duration

1.	S Nicholas	880
2.	A Knox	837
3.	M Evans	814
4.	B Scott	780
5.	B Robinson	707

# RC Top 10 Leader Board

Standings at 12<sup>th</sup> August 2023



## Texaco Classes

### Vintage 1/2A Texaco

1.	A Knox	1480
2.	R Gray	1442
3.	L Rodway	1406
4.	B Scott	1381
5.	J Ryan	1067
6.	J Beresford	939
7.	R Gray	981
8.	B Treloar	825
9.	C Graves	355

### Vintage A Texaco

1.	A Knox	2794
2.	B Treloar	1820
3.	B Scott	1617
4.	M Evans	1588
5.	L Rodway	1122

### Vintage Open Texaco

1.	B Scott	2163
2.	B Treloar	1820
3.	A Knox	1820
4.	T Glogau	1525
5.	L Rodway	1511
6.	T Beaumont	1246
7.	I Munro	782
8.	K Daly	562
9.	S Cox	515

### Vintage 1/2E Texaco

1.	M Evans	1719
2.	B Russell	1699
3.	S Nicholas	1410
4.	W Cartwright	1389
5.	A Knox	1157
6.	B Robinson	1120
7.	L Rodway	954
8.	B Scott	573

### Classical 1/2E Texaco

# THE LAST STRAW

## A Senior's Version of FACEBOOK

For those of my generation who do not, and cannot, comprehend why Facebook exists: I am trying to make friends outside of Facebook while applying the same principles. Therefore, every day I walk down the street and tell passers-by what I have eaten, how I feel at the moment, what I have done the night before, what I will do later and with whom. I give them pictures of my family, my dog and of me gardening, taking things apart in the garage, watering the lawn, standing in front of landmarks, driving around town, having lunch, and doing what anybody and everybody does every day. I also listen to their conversations, give them "thumbs up" and tell them I "like" them. And it works just like Facebook. I already have 4 people following me: 2 police officers, a private investigator and a psychiatrist.

