

# 1964 Vintage Speed Rules

By Steve Wilk

**Reviewed and approved by AMA Technical Director Steve Kaluf**

Vintage speed has been talked about from time to time but nothing ever came about it. After participating in Vintage Speed in Portugal on our last two trips, my Dad and I have decided to propose a version of vintage speed for the US contests. We have chosen 1964 as the cut off year for engines and Aircraft. This date will make more engines, plans, and planes available to be used instead of 1958 that is used in Europe.

## Engine:

Engines produced on and before 1964. *Except for Class A .19 (1958) Engines produced on and before 1958.*

Modification are allowed provided that they were available and in use up to 1964.

No ABC conversions. No Schnuerled engines or tuned pipes.

Jet Engine modification that will be allowed is:

Opening of the ports, cowlings, back-up reed valves that we were running, modifying the reed retainer, spray-bar & spark plug

Not Allowed

Intake extensions, pressure fuel systems

## Fuel:

Fuel restricted to 35% Nitro Max, with fuel ingredients limited by what is current allowed by AMA. (Nitro-methane, Methanol, Oil, Propylene Oxide) Each contestant is responsible of their own fuel.

Keeping in mind we are running vintage engine and we should use nitro conservatively so that we don't damage engines.

*Fuel for FAI will be 20% Castor and 80% methanol.*

Jet fuel will be the standard 80/20 mix that we are currently using for AMA Jet & Sport Jet.

## Aircraft:

Kits or plans from 1964 or earlier. (See List) *Except for Class A .19 (1958) Kits or plans produced on and before 1958.*

Building construction should be similar to those used in that era. Models need to be constructed in a manor like those suggested in the AMA Rule Book. Models need to follow the guide lines that the current AMA Speed models do with regard to safety. 2-3 bolts passing through the wing to the Pan (even if a wooden pan is used). Some old models used one bike spoke to hold the Top (where the control system is attached) to the engine/pan. That will not work!

Modern composite material will be allowed for re-enforcing of model construction.

**General Rules & Safety Rule** will be the same as Current AMA Rules

## Classes:

Class 1/2A	.000-.050 cu in
Class A .15	.051-.1525 cu in
Class A .19 (1958)	.051-.019
Class B	.1526-.300 cu in
Class C .60	.301-.650 cu in
Class C .49 (1952)	.301 - .49 cu in
FAI Class	max 2.5 cc (.01526 cu in)
Proto B .	.1526-.300 cu in
Class Jet	

## Lines construction and pull test per current AMA Rules

Classes:	Mono Line	Duel Lines	Timed Laps
Class 1/2A	.012 X 42'	.010 X 42'	5 laps
Class A .15	.020 X 52' 6	.016 X 52' 6"	8 laps
Class A .19 (1958)	.020 X 52' 6	.016 X 52' 6"	8 laps
Class B	.024 X 60'	.020 X 60'	7 laps
Proto B	.022 X 60'	.016 X 60'	14 laps timed from take off
Class C .60	.029 X 70'	.024 X 70'	6 laps
Class C .49 (1952)	.024 X 70'	.020 X 70'	6 laps
Class Jet	.029 X 70'	.024 X 70'	6 laps
FAI Class	.018 X 15,92m	.014 X 15,92m	10 laps

Control handles per current AMA rule, *except for FAI Speed - mono line - "the torsional member (twisted unit) of the handle must be positioned behind the pylon fork" or you can use a geared monoline handle. Current monoline handle were not legal in 1964. Two lined handle must use a cross bar just like what we use today.*

## Proto Speed

All control line speed regulations shall be applicable except for the additions and modifications below. Proto speed model airplanes need not be scale models. However, the design should resemble that of a full scale airplane. The model must have a full fuselage and rudder or butterfly tail. (A model with a small fuselage and helmet cowl, as is now common with most speed models, will not be acceptable.) Model must have a cockpit or cabin in proportion to the total model. No pod and boom fuselages, flush or prone position cockpits or flying wing designs will be acceptable unless they are actual scale models of original full scale aircraft. The engine must be completely cowled except in cases of a scale model. If the builder wishes, the spark plug and head fins may be exposed. Minimum wing span shall be 24 inches (16 inches for biplane) Minimum wing area of 125 square inches. Wing area enclosed in a fuselage shall be considered. The landing gear may be either fixed or retractable. Wheels must lower for all landings if they are of the retractable type. The model must be colorfully painted and must have AMA license numbers permanently affixed to the upper right-handed wing surface. Models shall take off from the ground or runway under their own power.

## Jet Speed

All Class Jet control line speed regulations shall be applicable except for the additions and modifications below. A control line jet speed model is a model airplane with the forward motion of which is obtained entirely from the reaction caused by the exhaust gasses of its internal combustion engine. Its flight is controlled by steel line(s), or metal line(s) of equivalent strength, attached to the model in such a manner as to afford manipulation of control surface(s), thereby enabling up and down movement of the model during flight. Model designs are restricted to designs up to 1964. No model shall have a flying weight of more four pounds. There are size and strength requirements for the control lines.

**ENGINE REQUIREMENTS.** Engine Designs are restrictions to those modifications used up to and including 1964. Jet Engine modification that will be allowed is:

Opening of the ports, cowlings, back-up reed valves that we were running, modifying the reed retainer, spray-bar & spark plug

Not Allowed

Intake extensions, pressure fuel systems

The total internal cross-sectional area of the tail pipe(s) at the point of minimum cross-section shall not be greater than 1.25 square inches. Afterburners are not permitted, but augments tubes and / or other ducting devices not making use of any combustion may be used. Jet fuel will be the standard 80/20 mix that we are currently using for AMA Jet & Sport Jet.

**Handi-cap Scoring** Vintage speed will be flown as percent of record with trophies for 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup>. Since this is a new/old event, the established speeds records will be the best speeds in each event up to 1964. If and when a speed exceeds the vintage speed, that will become the new speed to beat.

A separate trophy will be awarded to the Best Ignition Entry and Jet Entry.

	Open	Senior	Junior
Class 1/2A	107.61	103.29	96.60
Class A .15	151.07	148.33	139.16
<i>Class A .19 (1958)</i>	<i>154.58</i>	<i>135.28</i>	<i>121.74</i>
Class B	161.23	157.69	149.07
Class C .60	174.52	171.85	156.46
<i>Class C .49 (1952)</i>	<i>149.99</i>	<i>147.61</i>	<i>134.39</i>
B Proto	135.49	130.86	121.00
Jet	177.27	158.53	149.19
<i>FAI Speed</i>	<i>141.10</i>	<i>134.00</i>	<i>127.00</i>