



MOTOR OF THE MONTH

In line with the policy of presenting an engine three-view each month (drawn by Tex Newman) no self respecting engine collector would be found dead without an Ohlsson Gold Seal. This excellent engine, despite its large production, it still regarded as a rare engine.

In sketching a little history, it must be recalled that winning the California State Fair meet was regarded as the big contest in the West. Fortunes were made from engines that won the prestigious gas event. Bill Atwood won in 1935, and the Baby Cyclone was successfully launched. But that's another story we will feature next month.

Winning the California State Fair Gas Event eluded Irwin Ohlsson until 1937. When he finally won first place, he was awarded the Gold Seal, indicating first place. From this, the engine inherited its name, Ohlsson Gold Seal. The rest is history. Success after success followed Ohlsson and Rice until they were the largest engine manufacturer in the game. With the advent of the glow plug, the partnership was terminated and another great company faded from the scene.

CONTESTS

What, already? Yep, in California you can fly year 'round. Three small meets have been held consisting of two in Southern California . . . Scamps Kick-off and Thermal Thumbers O/T Wakefield . . . and the Northern Calif. AMPS.

Biggest competition developing is in .020 Replica. The boys are getting so good that if you drop one max flight in six, you have had it! Maybe if it were restricted to the first three flights there might be more dropouts?

The Wakefield boys are putting up such good times. This event is appealing to the modern rubber power modeler. Used to be a time when it was cheaper to fly rubber, but with the price of a

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1. Flights may be made anytime during the Nats week before the O/T Reunion Banquet.

2. Engines will be limited to 150 psi working pressure (CO₂ engines not allowed).

3. Three officials, each flight limited to three minutes.

4. An attempt is any flight under 20 seconds (unless declared official by contestant).

5. All flights must rise-off-ground (R.O.G.).

6. Helium will not be permitted in tank.

7. All models will be processed and timed under the direction of Tim Banaszak.

8. Entry fee will be \$1.50 (to help defray trophy costs).

Tim further states that if time permits, he will fly demonstration flights at the Denver SAM Champs.



Bob Shafer, Spokane, Washington, built this Brown powered Miss Philadelphia . . . 8-1/2 feet of majestic nostalgia . . . MB editor's first gas model . . . sigh . . .