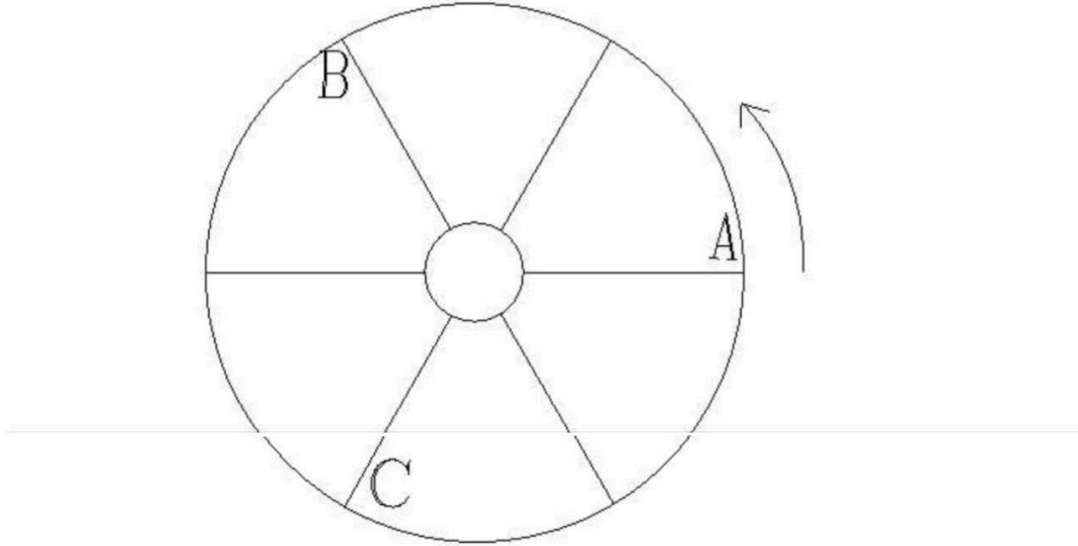


Figure one: The Racing Circle.



Race craft:

A Control Line Team Racing circle will be divided into 6 segments. The major feature consists of two concentric circles marked on the grass.

The inner circle (aka the Centre circle), will have a radius of 3m.
The outer circle will have a radius of 16.48m.

For Phantom Racing the model line length is 12.8m (42') measured from the centreline of the model to the handle hand grip.

Racing Procedure:

Teams may draw a segment position from a hat. Normally first choice gets to pick any one of the segments positions informed by wind position and strength. Choice for other teams then is determined by what positions are left. During a race models may be pitted in an unoccupied and unallocated segment. Since the pitman is the most likely person to suffer an injury by being hit by a model, they are required to wear a "crash helmet" whilst in the Flying Circle.

There will be a Time-keeper, with a stopwatch and a mechanical lap counter, for each team. The Contest Director (aka CD) will also have a Stopwatch. The latter will signal the beginning of the race, and inform the contestants of a Ninety Second engine warm up period, which he will time. using the Stopwatch. Each mechanic is encouraged to bring the model engine up to operating temperature with a few short engine runs. Be wary of overheating. After the "Stop engines" command, the CD will announce a Thirty second cool down period. The next Twenty seconds is the time for refilling the tank, priming the engine, and preparing it for flight. During the last 10 seconds the CD will command all pitmen to stand erect as he counts down to the starting signal. They may then start their engines and release the model for flight.

The timekeeper will begin timing and counting laps.

As the model accelerates on takeoff the pilot should stand and immediately move to the centre of the flying circle by spiralling in, not stepping straight back wards. It may be necessary to whip the model on take off. This is achieved by keeping at least one step ahead of the aircraft and keeping the flying handle as much to the left, and at shoulder height as necessary. This should keep the lines tight. Stepping backwards to maintain line tension is not permissible for obvious reasons.

During the race the pilot should keep "with the pack", walking in a tight circle close to the other pilots rather than flying from the "back of the circle". Overtaking must be done only by flying over the slower model. Undertaking the slower model is expressly forbidden and may trigger disqualification. All flying should be at a height of approximately two metres, unless overtaking. Leading the model is acceptable. Actual arm out whipping is only allowed during take-off & landing and banned during racing.

The flying handle is to be kept close and high on the chest during normal flight. All pilots will walk around the centre circle. again no flying on the back of the circle. No aggressive piloting style. Flying is to be "relaxed".

Pitstops: As soon as the motor cuts it is necessary for the pilot to leave the centre of the flying circle and move to the outer marked flying circle. Both feet must be inside the marked centre circle until the landing model has stopped rolling & then only one foot is allowed to be placed outside. The landing models pilot must keep his arm level with the marked 3m centre until his landing segment has been reached and then he needs to stretch his arm out to land on the marked outer circle. It may be necessary to whip or lead the model into the hands of the pitman. Landing models have the right of way. The latter refuels the model and re-starts the engine. The Pitman must be aware of any other landing models before releasing his model. It is necessary to hold his model's lines on the ground if another model is landing in the forward segment. Models landed in other teams pitting segment must be removed & pitted only from a vacant segment.

In the event a model runs in to the centre on take off or landing it may be retrieved by the pitman after indicating to the CD and flying pilots with an outstretched hand held up. The latter can only enter under the flight path directly, in and out from the centre to the outside circle whilst not hindering or in the take-off path of other teams' models. The other teams have absolute priority over the model that needs recovery.

Infractions of the above rules may incur a Warning from the CD. After two warnings the CD may determine a penalty.

Dangerous piloting will always be penalised by the CD.

If a team finds that it cannot continue competing in a race the pilot should position himself in a manner that will avoid collision with any other flyer and remain in the centre until the race has finished. Likewise a pitman should position a withdrawn or damaged model so as not to inconvenience another competitor.

It may be useful for a beginner to view some of the Team Race videos available on YouTube. For example: The British Vintage 1/2A Team Race final at

https://www.youtube.com/watch?v=R5m2ST_W6BA&list=WL&index=1&t=224s
Rules pertaining to the Model.

(1) The model is to be built as a full size (100%) version to the outline of the 1948 or 1962 Keil Kraft kit plan. This is available as a PDF on most of the internet plan repositories. Minor variations with the spinner size (1.5" (38mm) rather than 1.75" (44mm)) are acceptable due to availability problems. Any wheel diameter of 1.5" (38mm) and over is also acceptable. Propellers must be commercially plastic products. APC 6.5" x 6.5" and APC 7 x 6 trimmed to 6.5" diameter work well. Some have had success with Master and JXF equivalents. Electric props are to be avoided on safety grounds. An Aluminium Alloy (beer can) cowl is acceptable

(2) The following 1.5cc diesel engines are acceptable as power plants. Oliver Tiger Cub 1 and 2, and their clones. The Schnuerle Oliver Cub is acceptable since it offers no advantage over the radially ported version. CS Oliver Cub, PAW 1.5cc and .09 versions PB, BR and TBR. MVVS 1.5cc, ED Fury, MK17, Webra 1.5cc and any Taipan 1.5cc are all permissible. Any other radially ported diesel from the vintage era is suitable with the CD's approval. Modern Racing Diesels or converted Glow engines are not generally acceptable, however they may be used with a suitable severe handicap as negotiated with the Contest Director (CD).

(3) The event will be run on 42' Foot (12.8 Metres, + or - 50mm, or + 2" or -2" Imperial) lines of .012" (0.3mm) diameter. Line length will be measured from the model centre line to the hand grip of the handle. The Centre circle radius will be marked at a Three Metre (3M or 9.85 Foot) Diameter. The 42' lines lengths were adopted a long time ago to reduce the considerable rotational speed load on the pilot. Either braided or solid lines are acceptable. Stainless are also acceptable. A 10G pull test may be applied. That is ten times the model weight in flying condition.

(4) Racing will be over 100 Laps with two pit stops for heats, and a 200 lap final with Five pit stops.

(5) No engine cutoffs are to be fitted. Tanks size is left open but 10.5cc to 15 cc seems to be adequate for 34 laps per tank (for example) with an Oliver Tiger Cub. Range may vary on other engines. Experimentation is necessary! Any fast fill device is not acceptable. A converted auto tyre valve (aka a Schrader valve) used as an overflow is acceptable.

(6) This being a beginners event it has been decided that heats may be flown two up as opposed to the normal three up at the discretion of the CD.

RGF 28/10/2025