



## Control Line Racing at SAM1788 Championships

Control line Racing at the upcoming Championships will be run on Thursday morning from 9am to 12 noon in its own exclusive time slot.

The classes and engine rules which apply at the Championships are detailed below:

### **Keil Kraft Phantom:** Two Classes:

Class 1 – Side port Diesels up to 2cc as per the current Class 1 rules.

Class 2 – Any production plain bearing Australian or British diesel, up to 1.5cc.

Any plain bearing Taipan/Burford engine up to 1.5cc produced before 31/12/1970.

British Engines: Frog 1.5/1.49cc; Elfin 1.49cc; AM15; ED Hornet, Allbon Javelin; DC Sabre; ME Snipe or any other British engine produced before 1970 and approved by the SAM 1788 committee.

### **The old Phantom Class 3 and Class 4 were phased out for 2019.**

Note that it is a requirement for Phantom models that the engine is securely tethered to the control system with steel wire.

### **Keil Kraft Champ:** Two Classes:

Class 1 – Any Australian or British engine, or replica thereof, up to 0.8cc produced before 31/12/1970. The MP Jet .6cc is included for historical reasons.

Class 2 – Any Australian or British engine, or replica thereof, up to 1.0cc produced before 31/12/1970.

The event rules for all classes are quite simple:

- The control lines are to be not less than 35' in length measured from the front of the handle grip to the centre of the model.
- The model is timed over 12 laps from a standing start.
- Each model has three timed flights with the lowest time to count.
- A competitor may enter more than one model in an event, but a model may not be entered by two or more competitors.
- An entrant may elect to have the model flown by another person.
- The engines in Phantom models are to be securely wired to the control system with steel wire.
- Requirements for control line racing at the Adrian Bryant Field. The events will be flown over the new bitumen hard surface. This surface can be badly degraded by diesel fuel, so it is mandatory that all filling of tanks and starting of diesel engines be over a large cardboard sheet. This sheet must be thick enough to absorb all fuel and spills and large enough to capture all spray and exhaust.