MOUSE RACING (Provisional)

4.16.1.1 A Mouse Race is a simultaneous race between two or three control line models and their pilots, similar to Team Racing, but with a format aimed at encouraging participation in a relatively low cost racing event with a defined engine.

4.16.1.2 A team shall consist of a pilot and a maximum of two mechanics.

4.16.2 **Model Specifications.**

a) Models must be rigged for counter-clockwise flying.
b) Model must be fitted with a fixed undercarriage that will allow R.O.G. from hard stand or macadam surfaces. However from rough or grassed surfaces, assisted take-off will be permitted as long as the wheel(s) had been in contact with the ground at the beginning of the launch movement.
c) Engine to be a COX BLACK WIDOW 0.8 cc (0.049 cu inch) in stock standard form. No hopping up or modification will be allowed EXCEPT that the glow head used may be any commercially available head with no further modification. Scrutineering of winning motor will be carried out with possible random check of other entrants.
d) The model may be of any size or design provided the engine is uncowled and all controls are external.
e) No fuel cut-off is required. Note that no fuel storage is permitted on the model excepting that provided by the engine and its integral tank.
f) There is no restriction on fuel but it is recommended that it should contain **25% to 30%** nitromethane and about **20%** castor oil.

4.16.3 Line length: **12.80 metres**, +100mm, -0mm

4.16.4 Line diameter: **Minimum line diameter: 0.2mm**.

4.16.5 Control line handles may be made of metal, wood, or plastic. The handle shall be of a size and shape that allows the pilot to change hands while flying.

4.16.6 Single line systems shall not be used.

4.16.7 The model's control mechanism from the handle and including the model shall withstand a **10G or 3 kg (whichever is greater)** pull test prior to each race.

4.16.8 **RACE SITES:** A race site should consist of two concentric circles which shall be marked on the ground as follows:-

a) Circle to be used by mechanics is **16.2 metres radius**. This is called the flight circle and is divided into six equal 60 degree sectors, the limits of which define the starting and refuelling points.
b) Circle to be used by the pilots shall be **3 metres radius**. This is called the centre circle. The pilot shall be permitted to place one foot outside the centre circle after the mechanic has retrieved the model.

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4.16.9 If there are more than three entrants, each team shall be entitled to participate in two heats. Three heats may be made available to all competitors at the discretion of the Contest Director, but this must be decreed prior to the commencement of the first round of heats. The three teams with the highest lap score in an individual heat shall qualify for the final.

4.16.10 Heats shall be of **5 minutes** duration.

4.16.11 Final shall be of **10 minutes** duration.

4.16.12 Racing Procedure:-

a) A first signal given by the Contest Director allows the mechanics to proceed with warming up the motors for a period of **60 seconds**. A second signal (visual and acoustic) announces the end of the warming up period and requires the mechanics to stop motors.

b) A period of **30 seconds** is allowed for the final preparations (filling up the tanks). The last **5 seconds** of this is reverse counted by the Contest Director.

c) The starting signal is given by the Contest Director with a visual signal (flag) and a sound signal. At that moment the mechanics must be standing close to their model and the pilots crouching on the border of the centre circle, with control handles on the ground.

d) Overtaking must be achieved by overflying. The model should not exceed **6 metres** height when overtaking. The pilot being overtaken must not carry out any manoeuvre to impede the overtaking competitor. The pilot should always be on an imaginary line between the centre spot of the circle and the model.

e) Landings should take place within the flight circle.

f) After the mechanic has caught the model, it must be taken to an unoccupied segment line for refuelling/restart procedures. This may be the nearest segment line to which the model comes to rest provided that line is not already occupied by the model of another competitor. **Note:- the line is occupied even if a model on that line is retired from (or finished) the race**.

g) Should a model stop between two segment lines already occupied by other competitors' models, the mechanic must move, either forward or back, to a free segment line.

h) After the mechanic has caught the model the pilot is allowed to put one foot outside the centre circle.

i) During refuelling and restart of the motor, until the model is being released, the mechanic must keep the centreline of the model outside the flight circle and the inboard wing as low as practical to minimize interference with another competitor landing or taking off. During this time the pilot must be crouching or sitting inside the centre circle. Hands and lines should be on the ground until the model starts again.

j) When a model cannot continue after a stop, the pilot must sit down or crouch just **outside** the centre circle as long as other competitors are engaged in the race or until the contest director gives permission to exit the flight circle

4.16.13 Except for overtaking, flying height shall be between **2 metres and 4 metres**.

4.16.14 Whipping is not permitted except during **one lap** following take-off and on landing when the motor has stopped. Pilots shall be warned for whipping or dangerous flying. Three such warnings will result in disqualification.

4.16.15 Pilots may not leave the centre circle except as outlined in 4.16.12 (h and i). Mechanics may only enter the flight circle radially if essential to retrieve a model. Any breach of this will result in disqualification from that heat or final.

4.16.16 Mechanics must wear a safety helmet at all times with a chin strap attached and secured under the chin.

4.16.17 Mechanical starting devices **are** allowed.

4.16.18 Scoring:

a) Officials required:-
- One Contest Director
- A lap counter for each model.

Each competitor shall have his/her lap counter pointed out. Normally the lap counter will be situated near or diametrically opposite the initial starting point of the assigned model.

b) The laps flown by each model shall be counted from the starting signal until the end of the flying time.