

CLUB 40 PYLON RACE – RULES

Pylon Race Course:

1. The race course will be a 2 pylon pole course spaced 600 ft apart.

Airplane:

1. The only approved airplane is the Sky Raider Mach II ARF manufactured by World Models Mfg. Co., Ltd. and distributed in the USA by AirBorne Models www.airborne-models.com or it can be ordered through your local Hobby Shop.
2. The airframe must remain essentially stock in shape and dimensions. Earlier models have fuselage side cheek cowl extensions that have been found to be a weak area; a single cross-brace is allowed, but it shall be no larger nor different in shape than the newer models arriving from the factory with an aluminum brace installed.
3. It is also suggested to reinforce the landing gear block.
4. Any brand hardware such as clevises, pushrods, and horns, etc. may be used.
5. Any fuel tank may be used as long as only muffler pressure is used (no pen-bladder high pressure tanks). A pilot may elect to use a balloon/bladder inside a standard plastic tank, and that tank is only pressurized by muffler pressure, it is most certainly legal. Note that the balloon/bladder is only filled under ambient pressure. This tank only offers the advantage of having fuel only with no air to cause bubbles.
6. The three wheels supplied in the kit must be used. The engine mount may also be changed, however the engine must remain upright.
7. Use of the kit-supplied canopy is mandatory and it shall be located roughly as shown on the box. Any model that has raced prior to July 1st 2006 that has a slightly different canopy shape, size, or location is considered ‘Grandfathered’ and shall be allowed to continue racing, but if repairs are necessary, it is expected that it will be brought up to current standards.
8. All control surfaces must be functional. It is suggested that ‘standard’ servos be used, however there will be no mandatory internal inspections.

Motor:

1. Three engines are authorized. The original stock OS .40 LA will continue to be allowed. The supplied OS muffler must be used; however the baffle may be removed. Effective January 1, 2008, the alternate engine is the original stock SuperTigre GS-40 Ringed w/Silent Muffler, using the supplied carb and muffler. There are two approved

SuperTigre engines for Club 40 Pylon Racing. The approved engines have either the number "40" or the letter "S" inside of a "G" symbol on the side of the motor. Effective January 1, 2011 the original stock Thunder Tiger Pro 40, with stock muffler and carb, is authorized for use in Club 40 Pylon Racing. Muffler baffles may be removed from the stock mufflers if it can be done without damage to the muffler.

2. No tuned pipes on any engine.
3. A spinner must be used; any brand may be used as long as it has a diameter of 2" to 2-1/2". No prop nuts or spinner-nuts are allowed. Any commercial brand prop may be used.

Fuel:

1. Morgan Fuels, Enterprise, AL is a Club 40 Pylon Racing sponsor and has agreed to provide 15% Cool Power fuel for racing to the hosting club. Sponsor supplied fuel must be used and all fueling shall be done at the designated fueling station.
2. Pilots that elect to use a large syringe to fill their fuel must do it at the fueling station using the host club provided fuel
3. It is requested that there be no other fuel jugs in the pit area.
4. At this time no procedures have been established to check for 'stock engines' such as engine tear-downs, engine RPM checks, or establishing some form of claim rules.

Race Numbers:

1. Race numbers must be a minimum of 10" high x 6" wide; they will be located on the underside of the right wing and orientated vertically; that is the first number would be out near the wing tip with the top of the number towards the tip. The second number will be below it and between it and the fuselage. The purpose is to allow the pylon spotters to easily identify your model as it is banked during the turn. "Line" thickness will be proportional to the overall size; a minimum of one inch - even bolder preferred.
2. Trim and colors may be changed as desired, however it has been suggested that all right wing undersides should be standardized white with bold black numerals. The race committee does not wish to mandate this. However, it is strongly suggested that if a new model or wing is acquired, or if repairs are made requiring recovering, make that wing panel a solid light color with the numbers being a bold contrasting dark color (or visa-versa). *This is a suggestion; NOT a rule.*
3. In the past a pilot's race number was based on his transmitter frequency. With the increased usage of the 2.4 GHz transmitters pilots had to change their "frequency based race number" to a new 2.4 GHz race number. Effective July 1, 2010 all numbers 11 through 99 are "Race Numbers" and are not based on the pilots transmitter frequency. Any pilot who currently has a 72 MHz transmitter and switches to a 2.4 GHz transmitter

will no longer have to change their race number. Any new pilot who wants to race using a 72 MHz radio will only be able to do so if the race number matching his transmitter's frequency number is open.

4. Any pilot who does not race a minimum of one race during a race season (Jan. 1st through Dec. 31st) will be deemed to have forfeited his number and it will be subject to reassignment. No pilot may assign or give his race number to another pilot. All numbers must be assigned by the Race Facilitator only. This is necessary to ensure accuracy in race number assignments and in scoring.

Race Procedures and Scoring:

1. A race consists of three rounds of racing with a maximum of four pilots per heat competing 10 laps per heat. The number of heats per round depends on the number of competing pilots.
2. If a pilot is called for cutting a pylon he must complete one additional lap for each cut (max. of 2) to reach 10 completed laps. Three cuts and the pilot is out of the race for that heat.
3. The airplane must complete all 10 laps plus any cut laps to get a place at finish otherwise score **DNF** (did not finish).
4. The airplanes will be identified to the Line and Pylon Judges prior to each race.
5. Racing Officials consist of a Starter, four Line Judges and two Pylon Judges.
6. The Starter is the ruling Judge for all things occurring at the flight line. The Starter, not the Line Judge, is responsible for calling a jump start. The Line Judge for the aircraft jumping the start will be notified not to turn a lap card for that lap. Counting of laps for the aircraft called for jumping the start will begin when it re-crosses the start/finish line. A jump start is not recorded as a cut.
7. It is very important that the Line Judges do not take their eyes off of the airplane they are scoring.
8. Line Judges turn only one (1) card when the airplane crosses the start/finish line.
 - a Do not turn a cut card when the cut is called. Turn it when the airplane crosses the Start/Finish line of that lap. If there are two (2) cuts on a lap turn two (2) cut cards, one for each of the next two consecutive crossing of the Start/Finish line.
 - b Do not turn a lap card if you have turned a cut card for the same lap.

- c. After three (3) cuts, pilots will be told to fly away from the race course for the duration of that race. The three (3) cut cards are: an X is one cut, an **XX** is two cuts and an **XXX** is out of the race.
9. When the Line Judge flips the ninth lap card for the aircraft they are watching they will announce in a loud voice the **AIRPLANE #XX – LAST LAP.**
10. At the end of the race the Line Judge must announce in a loud voice **AIRPLANE #xx HAS FINISHED.**
11. Pilots will be given two (2) minutes to get the airplane airborne.
 - a. If the airplane is released by the holder and leaves the ground, this will be considered a completed heat in that round.
 - b. If the airplane does not start or is never released by the holder we will try to fit the pilot in the matrix later in this round only.
 - c. If the pilot cannot be fitted into the matrix for that round without disrupting the current matrix schedule the pilot will receive a DNF for that heat.
12. When all airplanes are airborne or the 2 minutes is up, a horn will sound to signify **30 seconds** to race start. After **15 seconds** the horn will sound again and a verbal countdown will commence. At **0 seconds** the horn will sound again and the race is on.
13. Points per round are based on place of finish. Four (4) points for first place, three (3) points for second place, two (2) points for third place and one (1) point for fourth place
14. If there are ties in point standings and fly-off races are necessary to determine the top four pilots, they will be 10 laps each.
15. The final top four pilots in point standings will compete in the Gold Race.
16. The **GOLD RACE** will be 10 laps.

Champions Race:

The purpose of the race is to determine the top five pilots in the Club 40 Pylon Racing circuit.

If one of the four Clubs, Flying Gators, HAM, OFMC, or Tri-County, decides they want to host another race or a new Club requests they be allowed to host a race and the race is approved; it will count towards the Champion Points standing.

The following are the Champions Race rules:

1. Points will be based upon the pilots finish in the three qualifying rounds. There are no points awarded for the Gold Race.
2. All races (excluding Gold) count towards Champion points and no races can be excluded
3. At the last race of the year we will total up the final points and announce the Club 40 Pylon Champion. There would be a second, third, fourth and fifth place finisher. The Champion will get a trophy and the second third, fourth and fifth place points finalist would get a plaque. These five top finishers would have the option (but are not required) to change their race number to the place they finished in the points standings, this gives them visible bragging rights for the whole next season.
4. To fund this it was agreed that we will increase the race fee to \$7.00. The hosting Club keeps \$5.00 and \$2.00 would be to fund the Champions trophy and plaques. (recommend the funds be held by the Club 40 Race Boss who could also design and secure the Champions trophy and plaques)
5. If there is a two or three pilot race, that is the luck of the draw. The points are counted the same as if there were four pilots in a race. It is suggested that were possible there should not be a two person race. If necessary the hosting Club could pull a pilot (random drawing) out of a four person race and make two three pilot races as opposed to a four pilot race and a two pilot race

Amendments:

11/20/10 – added the Thunder Tiger Pro 40 as an authorized engine effective 1/1/11.

2/19/11 – changed Champion Points race rule format to reflect that all races (excluding Gold) count towards the Champion Points. No races may be excluded.

1/1/12 – Baffles in mufflers may be removed if it can be done without damage to the muffler. Racing fuel will be provided by Club 40 Pylon Racing sponsor, Morgan Fuels.

7/1/12 – added caption titled Pylon Race Course to distance between pylon poles.