

STRAIGHTLINERS SUPPLEMENTARY REGULATIONS 2019 FOR RECORDS AT ELVINGTON

August 17th -18th 2019

ACU Permit No ACU

Course Licence No 040

September 21st -22nd 2019

ACU Permit No ACU

Course Licence No 040

Announcement

Restricted competitions will be organised by the Straightliners Ltd to be held under the National Sporting Code and Standing Regulations of the Auto Cycle Union and these Supplementary Regulations, together with the Straightliners Championship Conditions and any other final Instructions subsequently issued or Official Announcements made.

Officials

Clerk of the Course(s): Trevor Duckworth, Phil Wood, Helen Greathead.

Incident Officer: Trevor Duckworth, Malcolm Pittwood

Chief Technical Officials: Michael Ellis, Alan Brown

Safety Officer: Michael Ellis, Phil Wood

Secretary: Helen Greathead, Jane Pittwood

Timekeepers: Martyn/Helen Greathead

ACU Steward:- Helen Greathead, Michael Ellis, Malcolm Pittwood

Club Steward:- TBA

Straightliners - Safety Officer: Trevor Duckworth

Straightliners - Child welfare: Barbara Duckworth, Helen Greathead.

Straightliners - Signing on: Helen Greathead, Jane Pittwood

Straightliners – Commentator: Paul Cumpstone.

Straightliners - Track: Trevor Duckworth, Malcolm Pittwood.

Eligibility

To be eligible to enter any event, all riders must hold a Clubman or National licence issued by the ACU or SACU for Sprinting. Licences must be produced when signing on.

For any record attempt a rider must hold a FULL ACU - National licence.

Entries

The closing date for Record event entries will be 2 weeks prior to the event.

Entries can be made either via the Straightliners website :-

www.straightlinersonline.co.uk

Or via - The secretary of the meeting, Helen Greathead, 5 Carr Street, Brighouse,
West Yorkshire, HD6 4AZ. Tel: 07921 712266 or 01724 347801

Cheques to be made payable to "Straightliners Ltd".

Credit/debit card payments also accepted.

The club reserves the right to refuse an entry.

Insurance

The club undertakes to insure each rider and passenger, indemnifying him/her against any third party claims made arising out of the sprints or official practice, excluding claims by other drivers or passengers, entrant, sponsor or mechanic.

Cancellation

Entry fees will only be returned if the meeting is cancelled more than 24 hours prior to the meeting. No refunds will be made in the event of poor weather conditions.

Rider/Machine changes

Subject to the approval of the Clerk of the Course/Scrutineer, the rider/passenger or machine, but not both, may be changed. Changes must be registered with the Secretary of the meeting / signing on.

ACU Classes

For the technical details of each class please refer to the ACU Standing Regulations and the Straightliners Technical Regulations provided to each member as an appendix to these Supplementary Regulations. Any machine considered not to be within the spirit of the class for which it is entered will be excluded from that class.

Category I – Vehicles making only one track on the ground.

A1 Solo 2 Wheeled.

Engine sizes 50cc, 80cc, 100cc, 125cc, 175cc, 250cc, 350cc, 500cc, 750cc, 1000cc, 1300cc, 1400, 1500cc, Unlimited

Category II – Special vehicles propelled by the action of one or more wheels in contact with the ground but not covered by the conditions for Category 1.

Engine sizes 2000cc, 3000cc, 3500cc

A2 – Scooters

Engine sizes 50cc, 100cc, 175cc, 210cc, 250cc, 500cc Geared
50cc, 100cc, 175cc, 210cc, 250cc, 800cc Automatic

A3 – Mopeds

B2 – Sidecars

Engine sizes 250cc, 350cc, 500cc, 750cc, 1000cc, 1300cc.

B3 – Cyclecars

Engine sizes 250cc, 500cc, 750cc, 1000cc, 1300cc.

D – Special 3 Wheeled Motorcycles.

Engines sizes 2000cc, 3000cc, 3500cc, 5000cc

E - Snowmobiles

ALL THE ABOVE CLASSES WILL REQUIRE ENGINES TO BE MEASURED IF SUCCESSFUL. Machines need to be measured on the day by an ACU Licenced measurer or by 31st December 2019. All measurements must be submitted to the Organisers for verification.

Category III

J – Electric vehicles

A1 – 2 Wheel vehicles leaving one track

B2 - Cyclecars

Category IV – Special Vehicles not propelled by Wheels.

Category V – Turbine Engine Powered Wheel Driven Diesel Motorcycles

SPECIFICATION OF SIDECARS AND 3 WHEELERS

The 3 wheels may be disposed to give either 2 or 3 tracks.

One of the wheels may be replaced by 2 wheels, provided that the distance between the vertical centre line of these 2 wheels does not exceed 200mm. Measurement will be taken from the tyre centres.

The wheel track or lateral distance between tracks shall be at least 800mm.

The position of the engine is optional. The engine may drive one or more road wheels.

The provision of coachwork or streamlining is optional.

Ballast must be carried in addition to the rider. For the British Short Distance Records as in the past. The ballast must weigh not less than 132lb and must be securely affixed under the supervision of the technical official. Where a passenger is carried, the passenger must always be completely protected from the road wheels and drive (both primary and final) either by mud guarding or some other means.

The carrying of ballast instead of a passenger is mandatory on 3 wheelers making 2 tracks (Motorbike & sidecar). This is for stability reasons.

The requirement for ballast on 3 wheelers making 3 tracks for the new British National Top Speed Records at 1 mile and 1.4 miles is **not required**

Wheelie Classes

Normally aspirated

Forced induction

SPECIFICATION OF SCOOTERS

A solo motor scooter is a two wheeled motor vehicle on which the rider may sit on a seat and have free and open space in front of the seat for passage of their legs, with the following additional characteristics:

1. The minimum size of the space forward of the seat must be a regular or irregular trapezium with its top measuring 250mm along a line projected forward from the top of the seat parallel with a line drawn through the centres of the two road wheels and measured from the front extremity of the seat towards the steering column. Its depth vertically downwards must not be less than 250mm and its base not less than 100mm. The minimum space must be clear at all times of any obstruction of a permanent or temporary nature except where any such obstruction was fitted as manufacturer's original equipment. (eg. Vespa 90SS).
2. It shall have been manufactured by a manufacturer recognised by the ACU and not less than one hundred machines of that type equipped with the manufacturers original or optional equipment must have been made and sold in the UK. An accountant's certificate may be required as proof.
3. Clutch and brake levers must be ball ended, with a diameter no less than 19mm (3/4")

4. The cylinder must be either the manufacturers original equipment or after market kit made for the engine it is fitted to. There are no limits on tuning the cylinder but must be able to be recognised for what it was originally.
5. The position of the cylinder fixing studs should remain unaltered from the original scooters design.
6. A scooter must have its crankcase/swing-arm constructed from one single rigid unit.
7. **Silhouette class**
 Rules 1-6 as above and – The scooter must be a silhouette of its original model from all four aspects, the only alterations are:
 - a. The seat may be changed
 - b. Minor body work alterations are allowed for the fitting of exhausts and carburettors, etc.
 - c. Nothing can be added to the scooters silhouette that might give any aerodynamic advantage.
 - d. The maximum allowed cylinder displacement is 300cc.

9. ADDITIONAL CLASSES AND CATEGORISATION TO SUIT BIKES BEING BUILT AND RETURNING FROM BONNEVILLE AND EL MIRAGE.

FRAME - you must tick one of the below

- P/ Production
- M/ Modified
- A/ Special Construction
- MPS/ Modified Partial Streamlining
- APS/ Special Construction Partial Streamlining
- SC/ Sidecar
- SCS Sidecar Streamliner
- S/ Streamliner
- AT/ Special Construction Three wheeler

ENGINE - you must tick one of the below

- BF/ Supercharged/Turbocharged Engine Fuel
- BG/ Supercharged/ Turbocharged Engine Gas
- AF Modified Engine Fuel
- AG/ Modified Engine Gas
- P/ Production
- PB/Production Supercharged
- PBF/ Supercharged/ Turbocharged Push Rod Engine Fuel
- PBG/ Supercharged /Turbocharged Push Rod Engine Gas
- PF / Pushrod Engine / Fuel
- PG / Pushrod Engine /Gas
- PP/ Production Pushrod Engine
- PV / Production Vintage
- UF / Unlimited Engine Fuel
- UG/ Unlimited Engine Gas
- VPF/ Vintage Engine Supercharged Fuel
- VBG/ Vintage Engine Supercharged Gas
- VF / Vintage Engine Fuel
- VG/ Vintage Engine Gas

CBF/ Classic Engine Supercharged Fuel
CBG/ Classic Engine Supercharged Gas
CF / Classic Engine Fuel
CG/ Classic Engine Gas
Omega (Electric)
Diesel

CAPACITY CLASSES - you must tick one of the below

50cc....
100cc....
125cc....
175cc....
250cc....
350cc....
500cc....
650cc...
750cc....
1000cc....
1350cc....
1650cc....
2000cc....
3000cc....
unlimited....

Example for what you have ticked..

A.. then.. BPF.. then.. 650cc.. you are riding a 650CC Blown bike on nitro. Your bike will have on its plate ABPF 650cc and your race number.

Vintage – must be prior to 1956. Classic – must be prior to 1981.

Straightliners/UKTA reserve the right to strip and check any engine deemed not to qualify for a record.

Technical verification

Will take place from 8.30am onwards each day or as detailed in final instructions. Machines will be presented for technical inspection and the competitors must present themselves with their leathers, helmet, gloves and boots. It is the competitor's responsibility to ensure that his/her machine complies with the regulations and is safe for competing and is maintained in a safe condition throughout the event. All old technical verification stickers must be removed. If the rider is aiming to set or break an ACU record, then they must get their engine sealed before racing.

Photos of both sides and front of the machine will be required for anyone establishing or breaking an ACU record.

Briefing

A rider's briefing will be held before racing begins, and is the rider's responsibility to attend the briefing. Attendance at this meeting is compulsory. Engines must not be run before the rider's briefing.

Timed runs

Unlimited timed runs per entrant will be allowed, unless otherwise stated. Racing will commence at 10.30am or as detailed in the riders briefing.

Starting

All runs will be started by the Chief Starter from a designated start point. The timing system used is TAG Heuer 545 Chrono, calibrated and certified. Riders will be released from the paddock in small numbers. This will be decided by the size of the entry. Riders will proceed down the edge of the track to the start point at no more than 50mph. This speed restriction is imperative to reduce the noise signature of the event.

Finishing

If the meeting is a 2 way records meeting, upon finishing runs, riders must clear the course and report to the relevant holding bay. The holding bay crew will be notified if the run successful to qualify for a return run. This is to ensure turn around within the hour, rider and bike must remain with the holding bay. If a rider requires to go back to the paddock, the run just completed will be forfeited. Riders must seek permission from the Chief Marshall in the holding bay to do this. The Chief Marshall will contact race control to let them know a rider has aborted that pair of runs. Only riders in possession of a current full ACU licence and has had their engine sealed is eligible to run both ways.

If the meeting is run one way only, on finishing runs, riders must return to the paddock by the designated route.

Conduct

Any rider who fails to comply with instructions or is considered to be riding or behaving in a reckless or dangerous manner, or in a manner liable to cause a nuisance anywhere on the site of an event will be dealt with by the Clerk of the Course. Riders are responsible for the behaviour of all persons associated with them at an event, an infringement of the rules and regulations may exclude a team from the event. The use of paddock bikes is restricted to officials and team members retrieving machines from the braking area. Wheelies, burn outs and excessive speed in non racing areas are prohibited. Excessive noise for anyone will result in disqualification from the meeting. No generators, loud music, etc after 11pm.

Number plates

In addition to the ACU Standing Regulations each machine is required to carry a front facing number identification issued at signing on showing the rider's number. The front number must be in place to allow the technical official to record the machine has passed inspection. Additional requirements will be notified during signing on.

Rider personal protective equipment

Back protectors are a mandatory requirement for all entrants. Full leathers are compulsory for anyone doing a top speed event. Everyone to wear leather motorcycle boots that offer above the ankle protection and are securely fitted, full leather gloves and an ACU approved helmet with a visible 2 ringed gold sticker. No open faced helmets are allowed. A visor must be used at all times when racing. Dark visors or tinted fairing screen are permitted but not both. Riders wearing dark glasses must have a clear visor and clear fairing screen.

All riding kit must be presented in good condition for inspection at scrutineering.

Foreign competitors helmets will be examined by the Clerk of the Course for their governing bodies approval sticker.

Cameras

Mounting cameras to crash helmets is **strictly prohibited**. Cameras may be mounted securely to machines; it is advisable to also attach a safety lanyard should the camera become detached from its mounting. All riding equipment must be presented for inspection at scrutineering.

Records set

Only riders with full Straightliners Membership and hold a full ACU Clubman or National grade Sprint competition license are eligible to claim a record.

Awards

Riders who achieve a record will be issued with an ACU/UKTA Top Speed Record Certificate either at the presentation evening or via post.

Machine safety

It is the responsibility of the rider to ensure a machine and equipment used in practice and competition is mechanically and structurally in a safe condition and fit for the intended purpose. (ACU National Sporting Code, appendix D)

Black fairing screens are not permitted.

Machines capable of speeds in excess of 150mph must be fitted with a suitable steering damper.

All machines used for wheelies must be fitted with a suitable steering damper.

Wet track

In the event of rain or adverse conditions the Clerk of the Course shall carry out a track inspection, a decision to suspend racing or restrict classes that may access the track or to abandon the meeting will be that of the Clerk of the course and other race officials.