

## **TOP SPEED AND LAND SPEED RECORD BREAKING - GUIDANCE AND RULES**

The UK&ITA organisation is staffed by current and former speed contenders who in many instances are multiple National British or World Land Speed record holders. Individuals within the “Crew” have decades of knowledge and practical experience which any newcomer can draw on, just by asking. You are welcomed to speed record breaking on two or more wheels.

This document is for guidance and *does not* include detailed vehicle construction regulations. These can be found on the Straightliners website at <https://straightliners.events/> clicking on the tab ‘Rules’ or working to the regulations from the National governing bodies - the Auto Cycle Union (ACU) and Motorsport UK printed in their Yearbooks. UK&ITA bike classes follow the regulations of the American Motorcycle organisation – AMA – which are used for the Bonneville Motorcycle Speed Trials (BMST) event on the salt flats. UK&ITA will accept entrants with vehicles constructed to the standards applied on the salt flats in both America and Australia – just bring your vehicle log book with you. On tarmac in the UK **all** vehicles shall have front and rear brakes operating.

*A Top Speed Record* is the best speed achieved over the UK&ITA introduced Standing 1 Mile. A timing trap and electronic chronometer (‘clock’) records the time of the passage of each vehicle in the last eighty feet of the mile and calculates the speed a rider or driver has achieved. The track distance available after the mile allows competitors to slow down safely. There are ‘top speed events’ held Worldwide, especially but not always where natural tracks (deserts and salt flats) are distant or do not exist, when airfields have to be used. UK competitors have recently been able to take up the challenge of the Standing ½ Mile.

*A Land Speed Record (LSR)* is the fastest land speed by a particular vehicle and is standardised as the speed over a course of surveyed fixed length, calculated from the average time taken over two consecutive runs in opposite directions, within a total time of sixty minutes. The surveyed distances are most often the ¼ mile; the kilometre; the mile - where a flying start approach is made to the timing beams. The UK&ITA has established land speed records for the ‘top speed’ Standing 1 Mile, for riders and drivers, by applying the two consecutive runs in opposite directions at selected record events.

If you know which particular Land Speed Record you are targeting [this may be an existing UK&ITA; Guinness WR; National British; International or World speed record, administered by a ‘governing’ body in Britain] you may already know much of the following basic introductory information. If you have yet to enter a UK&ITA speed event, then do take a brief amount of time to understand how a “racer’s organisation” works hard to minimise rules and regulations, yet maintain the highest safety standards for all those taking part in high-speed trials.

For many decades Straightliners has led the way in introducing riders (and now drivers) to speed sports in the UK, without demanding machine rules and regulations, just introducing those requirements necessary for participant safety. In the 21<sup>st</sup> Century, motorsport governing bodies now require event organisers to implement event rules and vehicle construction regulations for many with roadgoing vehicles, not just those with modified vehicles. UK&ITA will apply safety rules to the vehicle that you enter.

# United Kingdom & International Timing Adjudication (UK&ITA). (A business of Straightliners Ltd)

Many will know there is a saying “Speed costs money – how fast do you want to go?” or perhaps as importantly “- how much do you have to spend?”. Whatever the amount of £s or €s you have for your hobbies the UK&ITA welcomes all. With our speed racing events you will see some economic self-builds amongst some of the more expensive manufacturer-built road-going superbikes and supercars. Whichever route taken to get on track, the competitor should always buy and wear the best protective clothing, helmet and safety equipment and fit safety systems into enclosed vehicles.

In modern times UK&ITA suggest that six (6) ‘Ps’ can be applied to competitors in speed sport, but they can control only one of them – **P**lace. The other five are for the entrant or competitor:

**P**erson – who will ride or drive the vehicle at the highest speed; **P**ounds- the amount available to be spent (although it could be Euros); **P**roduct – what vehicle can or will be used; **P**ublicity – can success promote a supporting business and who needs to be told of success; **P**lace – where can the target speed be achieved; **P**atience – waiting for the conditions to be correct.

UK&ITA maintain the Straightliners “stepping stones” approach to attract all types of vehicles to many different types of events. All in an era where superbikes and supercars are now considered as being the ‘normal’ form of roadgoing vehicles. We welcome classic and historic racers from the past.

Driver and Rider speed licences, in four grades, have been introduced for 2021. These will allow individuals to hone their skills with their chosen machine at test day sprints over the Standing Mile distance before attempting a land speed record.

The first stone or starting point is a “Top Speed Test & Tune day”, these used to be held on Tuesdays and were known as Top Speed Tuesdays, though some did take place on a Monday. The organisers and crew strive to keep these events friendly with the minimum of officialdom, because the newcomer may find a large amount of adrenaline flows once they reach the starting line. There are a few clear rules that are easy to understand. UK&ITA personnel will be watching to give feedback to any newcomer.

The second stone for those who stay in speed motorsport with UK&ITA is a full weekend one-way speed record event, using the Standing 1 Mile course. These events have to be a bit more formal than a TST, but the organisers hope to maintain the friendly fun element all the same. Should a rider or driver choose to move from tarmac to a natural surface, Straightliners have been able to obtain use of the natural and historical speed location Pendine Sands. Here the distance can often, tides depending, be extend to 1.5 or even 2 miles under power.

The third stone is attempting UK&ITA two-way land speed record over the Standing 1 Mile, perhaps combined with the flying start land speed record courses of ¼ mile, 1 kilometre and (for some) 1 mile. At these events the driver or rider will now know the track and its layout and features.

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They will know what speed their vehicle is capable of achieving and most importantly the feelings they receive from handlebars or steering wheel at sustained top speed. These events can be stressful, but for many the outcome is very rewarding with an entry in to the UK&ITA Speed Record book.

The final stepping stones could be to a National British Land Speed Record attempt (Motorsport UK or Auto Cycle Union) or even to a World Land Speed Record attempt, acknowledged by one of the two International Federations, FIA or FIM.

UK&ITA can give help with the organisation of any competitors National or International speed record bid and will provide a timekeeper and support team with all of the calibrated equipment for UK and European locations. Contact is maintained with many overseas speed organisations.

## **Top speed and Wheelie - Rules**

These rules are to be read in conjunction with the Supplementary Regulations for the event. All new riders must carry out controlled observed runs at a Top Speed Test & Tune event. The controlled speed and observed runs would consist of a minimum of 3 runs per event.

New riders must attend 2 separate Top Speed Test and Tune events, At the first of these events they will accompany the Clerk of the Course on a tour of the track to understand the layout which will be fully explained. This tour gives new riders the opportunity to ask questions. New riders are required to carry out a minimum of 6 controlled, observed runs. Observed runs have been introduced as it became apparent that some competent riders appear not to know the layout of the track or where the braking markers and track exit are.

Each rider carrying out an observed run must inform the start line official of the speed they are to achieve through the Standing 1 Mile speed traps. The starter will confirm this speed with the time-keeper and event control. This is to ensure the rider is absolutely certain of what they have to achieve and what speed they can attain.

This process allows the rider to demonstrate control of their vehicle whilst not exceeding a specified speed.

Proving runs will take place over the course of two Top Speed Tuesday events.

For 2021 there will be 4 levels/grades of Straightliners/UK&ITA licence for riders and drivers to achieve (these are: up to 140mph, 141 to 180mph, 181 to 230mph and 231mph or faster) Do not under any circumstances be tempted to keep the throttle open past the pits, wheelie riders must drop the front wheel as soon as they pass the final chequer board, failure to do this will result in no speed being recorded and no further participation in the event on that day.

A full National race licence for Hill climb and Sprint is required before riders of a known ability are eligible for speed record attempts.

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Any new bike or a bike that has previously run at a Straightliners event that has had a major rebuild or upgrades since it last ran, will have to complete a number of observed runs progressing in pre-arranged speed increments.

No “hot lapping” is permitted. This means no re-joining the queue for the startline straight after a run. ALL riders must return to their pit area to check their bike over before attempting another run.

## **Rider personal protective equipment (PPE)**

The following must be worn by all entrants in all motorcycle classes: -

- Full leathers - one piece.
- Back protector.
- Chest protectors.
- Leather motorcycle boots that offer above the ankle protection and are securely fitted.
- Full leather gloves.
- (Body armour to be CE marked)

ACU approved Full face crash 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 in good condition and worn by the rider when presented for inspection at scrutineering.

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

Damaged, poorly repaired or taped up PPE will be rejected.

## **Bike technical inspection**

It is the responsibility of each rider to ensure that their machine is presented in a clean, fit to race condition. Checks will include, but are not limited to:

- Tyres and their condition (tread wear).
- Valves must be of metal construction with metal valve caps with internal seals fitted.
- Engine and gear box sump plugs, oil filters, and oil filler caps must be lock wired.
- Streamlining. Fitted as per the requirements of the ACU handbook, Hillclimb and sprint Standing Regulations and fully secured.
- Operable front and rear brakes for all tarmac airfield tracks
- Chain guards must be fitted. Factory racing machines are exempt.
- Wheel & headstock bearings must be in good condition.
- Cusdrive to be in good condition.

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- Steering Dampers must be fitted to all machines.
- Condition of fork legs.
- Condition of chain and sprockets.
- Machines to be free from oil leaks.

This list is indicative only and not exhaustive of items to be checked.

Aerodynamic fairings and bodywork (partially or fully streamlined bikes).

Weather conditions have a serious influence on the stability of these machines. Wind speed will be measured by race control to determine what is to be considered a safe wind speed before these machines enter the track.

### **Pre-track, equipment checks.**

A visual check will be carried out by the gate official prior to a rider proceeding through the gate into the final holding area.

Riders and machines must not leave this area before they are released onto the track.

Riders must show wrist bands and demonstrate they have on their correct safety equipment to the gate official prior to entering the holding area.

### **CAR TECHNICAL REGULATIONS**

Straightliners & UK&ITA will accept vehicles which meet National regulations. Motorsport UK has webpages where documents can be found and read.

### ***Cars & Drivers***

Whilst the three disciplines of sprinting, drag racing and land speed records are spread amongst the pages of the Motorsport Yearbook (known to those of a certain age as the 'Blue Book') the following sections need to be read and understood:

Section S – Specific Regulations for sprinting and drag racing (sub section Technical Regulations)

Section V – National Speed Records (note! There is a reference to FIA Appendix D – International rules, which are to be found on the FIA website)

Section J – Competitors: Vehicles (part of the common regulations)

Section K – Competitors: Safety (part of the common regulations)

Note! there is a separate yearbook for UK drag racing vehicles & drivers - known as the 'White Book'.

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Car Rollbars or roll cages (ROPS) may be constructed to MSUK specification, as described in the Blue or White books. Special build vehicles that have used the Southern California Timing Association SCTA (USA) or the Dry Lakes Racers Australia (DLRA) Regulations may use roll-over protection construction designs from these organisations. The entrant must be able to show that tube material, outer diameter and tube thicknesses requirements have been met.

For each event the published *Supplementary Regulations* apply – these can be found on the webpage: <https://straightliners.events> under the heading 'RULES'.

*Roadgoing and road legal cars that are in 'showroom condition' may be allowed into some Club restricted sprint and top speed events without fully meeting these technical regulations. Modified vehicles are not allowed such leniency.*

For a Top Speed Record event, a full competition licence is required. This will be either NORA92 with benefits or Motorsport UK RS Interclub or higher licence for cars and 4 Wheeled vehicles.

## **DRIVERS SPEED CATEGORY LICENCE.**

To be eligible to obtain a speed licence, you must be a member of Straightliners. There is no charge for the speed licences. These are separate to all competition race licences and are only available at a Straightliners Top Speed event.

For **Bronze** the holder will need to have undergone their two (2) observed passes, after an escorted pass on Elvington Airfield as a Club Member.

Speeds given are those achieved at the Standing 1 Mile speed trap.

For a bronze licence holder moving up to:

**Silver** grade holder needs to have held a bronze licence plus been handed three (3) timing tickets between 130mph and 140 mph all dated within the past twelve months.

For a silver licence holder moving up:

**Gold** licence needs to have held a Silver licence plus been handed three (3) more timing tickets between 170 and 180 mph.

For a gold licence holder moving up:

**Platinum** licence will be for the 'elite' riders and drivers who have reached and held a licence at a Gold level and have three (3) more timing tickets at speeds between 220 and 230 mph.

Anyone who goes above their permitted licence speed will not get the timing ticket 'signed off' for use in any licence upgrading. Should a rider or driver 'did not slow' (D.N.S.) at the end of the timed distance they too will not be allowed that timing ticket for upgrading.

Anyone who has competed in 2019/2020 and has the 3 timing tickets to prove the speed will be issued with the relevant speed licence.

### **NEW RIDER & DRIVER FOR LAND SPEED RECORDS - Observed Passes**

Any driver who has not contested any type of land speed record will be required to make observed passes (or runs) during a top speed test and tune event (often called a 'Top Speed Tuesday'). A driver must attend two such standing mile speed events and have their licence endorsed as having made the required observed passes at the conclusion of the meeting.

During each event the new competitor shall make at least three observed passes, each at a speed below 155mph, demonstrating to the organiser that they understand the procedures and the course layout and surface conditions. The Clerk of the Course may require additional observed runs from any new driver on the day.

Where a new driver is competing with a 'new vehicle' the more onerous requirements may be imposed for each and every observed pass.

### **NEW VEHICLE**

A new vehicle does not have to be one that has just been built. A 'new vehicle' may be one that has not been offered for scrutineering at any UK&ITA test and tune event, or at any UK&ITA speed event or at any land speed record attempt.

Any vehicle that has undergone performance modifications or equipment upgrading since last being presented for UK&ITA scrutineering will also be considered a 'new vehicle' for the purposes of this rule.

All new vehicles will be required to be driven through one or more passes, at speeds below any existing class record speed, or at a series of speeds designated by the organisers.

Special construction 'Streamliner' vehicles will always undergo many observed passes at steadily increasing speeds, because of the bodywork interaction with prevailing winds.

A special Technical Inspection will be given to all 'new vehicles' capable of high speeds (speeds greater than a Manufacturer Top Speed plus 25%) or vehicles that are special construction for the purpose of achieving a top speed or a land speed record (LSR). This technical inspection will need to be carried out in an equipped workshop arranged by the entrant. Drivers may undergo four 4 observed runs in speed stages in the vehicle.

### **PRODUCTION CARS AND ROAD GOING CARS.**

Drivers of standard production cars must wear a suitable crash helmet that is fit for purpose (MX style helmets are not allowed). The driver must always have full body covering to the neck, arms (wrists) and legs (ankles) whilst driving the car.

'Standard production cars' - these should always be road legal and roadgoing and shall not have been altered from the makers specification.

Any car that has been modified by adding **any** tuning modification – including either or both, mechanical and electronic changes or improvements - must be declared by the entrant/driver.

**Up to 10%** - Where such modifications raise the vehicle speed performance up to a figure 10% greater than the manufacturers declared vehicle top speed, the driver must wear a Motorsport UK approved crash helmet and a heat and flame resisting race suit. It is recommended that gloves, helmet sock and flame-resistant boots are worn.

**Up to 25%** - Where such modifications raise the vehicle speed performance up to a figure 25% greater than the manufacturers declared vehicle top speed, the driver must equip the vehicle with a full competition approved roll over cage (ROPS); a competition seat for the driver with built in rearward and side head restraint; a five or six mounting point racing safety harness. The driver must wear a Motorsport UK approved crash helmet and a heat and flame resisting race suit. It is strongly recommended that gloves, helmet sock (balaclava), underwear, socks and flame-resistant boots are worn.

**Vehicles with speed potential greater than 25% of the manufacturers declared top speed:**

For any cars that are modified to allow speeds above the 25% speed figure, the entrant/driver must make an application to run at top speed events to the *UK&ITA*, ***before they enter an event.***

The entrant/driver will arrange for their car to undergo a full construction and safety equipment inspection before the event they wish to take part in. This inspection will look at all aspects of the car and all declared modifications made to it. The cost of the inspection, which will require the use of a lift ramp/hoist, shall be paid for by the entrant/driver.

This UK&ITA inspection in no way guarantees the safety of the car. The responsibility for the safe construction and running of the car is always that of the entrant, driver and their team. Once approved to run, the driver will make observed runs to assess the safe running of the car through a set of increasing speeds given to him by the events team. This could involve up to 4 runs taking place at a test and tune event, with speeds increasing in controlled stages.

**TECHNICAL REGULATIONS FOR VEHICLES.**

Straightliners & UK&ITA will accept vehicles which fully meet National vehicle motor sport regulations. The entrant/driver has to demonstrate that the vehicle, as presented at scrutineering, complies with those rules. Should this require documentation, then the onus is on the entrant to provide a copy at scrutineering (this could be a competition car log book).

**Some General Requirements.**

MSUK Drag Racing parachute rules will apply to ALL vehicles fitted with (a) parachute(s) to supplement wheel braking. The event organisers will require the parachute canopy, lines and attachment tether to be shown to the scrutineer. The organisers may require the vehicle entrant or driver to demonstrate the packing of the chute(s). Vehicles requiring to use parachutes may be prevented from running if the cross winds are too strong.

Supervised single vehicle runs are to be made by any type of vehicle fitted with a parachute or double parachutes.

## **STREAMLINER VEHICLES**

Special construction vehicles with two, three or four wheels, also known as 'streamliners' with an enclosed driver compartment will undergo more stringent technical scrutiny and test run observation.

### *Cockpit or compartment orientation:*

The driver of any streamliner will need to demonstrate competence through a cockpit orientation test, demonstrating an ability to 'find' and actuate all necessary controls.

### *Rider or driver 'bail out':*

Whilst wearing all safety clothing and equipment and being harnessed within the cockpit or safety cell, the rider/driver shall demonstrate that they can make the vehicle safe and leave that cockpit, unaided within 30 seconds.

### *Observed speed runs:*

Test runs under observation shall be made by competitors with an all 'new' streamliners or by a competitor with a previously licenced vehicle but now being driven by a licenced competitor for their first time.

Speed progression during observed runs will be based upon any existing class record or some comparable target speed adjudged by the organisers.

Where a driver has not achieved the necessary level of speed attainment for a rider/driver speed licence then an alternative programme could be agreed with the organisers.

Streamliner speed test runs: not less than three observed runs will be made and each has to be completed satisfactorily and will include a parachute release:

- One at 50% (0.5 x) the class record speed
- One at 75% (0.75 x) the class record speed
- One at 85% (0.85) the class record speed.

[As an example, for a vehicle aiming for a 300mph record, these observed passes shall be made at speeds of: 150mph; 225mph; 255mph].

Any vehicle will need to be technically assessed. This technical inspection shall be arranged by the entrant/owner, who will meet all of the costs involved. Such an inspection of any vehicle will be required before any observed passes at increasing speed during a private test session (or sessions).

## **THRUST POWERED VEHICLES**

Not all jet powered concepts will be accepted by Straightliners & UK&ITA for events. Private running time for land speed records can be made available to all types of safe vehicle. NO pulse jet power units. NO Solid fuel rockets. NO bi-propellant or hypergolic rocket fuels. (Apply for detailed information).

All vehicles will need to complete: Concept & design review, full written details  
Construction Inspection, in a workshop or garage,  
Observed runs made on private time; increasing speeds  
planned; all costs involved are to be paid by the  
builder, rider or driver.

Drag Racing event – demonstration runs (terminal velocity *maximum speeds* will be applied).

Top Speed event- demonstration runs with increasing speeds.

Land Speed Records (LSR) – single vehicle private meeting, no public attendance.

Rider and driver medical status will be more rigorously checked than for conventional roadgoing or special vehicles.

### **4 (or more) Wheeled Jet vehicles**

NHRA and IHRA Construction Regulations (Note! There will be no use of 'shutdown timers' in the UK)

Vehicles will include: Dragsters, Funny Cars, Pick-up trucks, Trucks, LSR vehicles  
Jet engines limitations will be applied – makes and the number installed  
FIA and Motorsport UK regulations (where applicable) apply  
Wheeldriven vehicles allowed – turboshaft engine

### **3 Wheeled Jet Vehicles**

Jet engine limitations. Modified turboshaft engines allowed  
Viper, Gnome, Gem ....  
FIM and ACU regulations  
Wheeldriven vehicles allowed - turboshaft

### **2 Wheeled Jet vehicles**

FIM or ACU regulations  
Wheeldriven solo and streamlined motorcycles allowed – turboshaft  
DIY turbines – Turbocharger converted units

### **Jet Karts**

DIY turbines – Turbocharger converted units  
Kart Chassis rules (no suspension, no ROPS)

### **Guinness World Record vehicles**

Smaller power units permitted appropriate to each vehicle.

### **Rocket vehicles**

Full sized vehicles only in this classification. Will include solo motorcycles, three wheelers and single seater special vehicles.

All 'engines' shall be of a variable thrust type and have multiple (two or more) shut-off facility.

## **Parachutes**

The use of pack chutes may not be appropriate to jets or rockets. Chutes in metallic tubes are recommended. Two (2) No. required – dual release levers, safety pedals, lanyard & rider 'buttons' required for release actuation to suit the machine.

## **ELECTRIC VEHICLES**

Straightliners & UK&ITA readily accept entries from riders and drivers with Car and Bike electric vehicles (EV) from a named manufacturer (standard electrified vehicles) which are being mass produced.

***The construction regulations of 'special vehicles', electric cars that are not mass produced are under consideration*** – and will at least be based upon the best practice of the FIA and the Motorsport UK (for all types of car) – Section J, Appendix 2 2021 Yearbook). (Apply for the latest detailed information).

The best practice at an event is to have an electrified vehicle specialist scrutineer present, to oversee such vehicles. Entrants must make it clear on their entry application to an event that they will be bringing an electric vehicle.

Any vehicle must have a visible indicator (LED light or similar) of the vehicle being 'live'. There must be a readily accessible external push button which will be the master electrical disconnect switch that will disable the battery pack circuit.

Entrants will need to take specific care with regard to paddock space limitations during COVID-19 and take extreme care whenever battery or accumulator charging is carried out with their EV or whenever high-voltage wiring is exposed, in any manner. Fire extinguishers (9 litre or greater capacity) for use on lithium-ion batteries, insulated emergency hook and insulated rubber gloves **shall be provided by the entrant** and placed ready for immediate use by a third party.

For land speed record events, with two or three wheeled vehicles, Section 2.16 of the FIM Land Speed World Records Regulations will be applied.

For Drag Racing events the vehicles shall comply with National Hot Rod Association (NHRA) electric rules or those of National Electric Drag Racing Association (USA),

Electric Vehicles Rules specific for speed trials may be created, these could cover two, three, four wheeled as well as Guinness WR contenders. The organisation may appoint and train electric vehicle (bike and car) scrutineers for UK&ITA events.

The following checklists are offered to entrants/drivers/riders as a reminder of some key requirements of the regulations for vehicles. They DO NOT PROVIDE the fullest details as this information is within the various rule books. They are provided to help entrants to quickly ensure that the items listed, which are externally visible, are in a good and acceptable condition for technical scrutineering.

### **GENERAL CAR CHECK LIST**

The following checklist is offered to entrants/drivers/riders as a reminder of some key requirements of the regulations for cars. The list DOES NOT PROVIDE the fullest details because this information is within the various rule books. The list is provided to help entrants to quickly ensure that the items listed, which are mostly externally visible, are in a good and acceptable condition when presenting the car for technical scrutineering.

#### **Driver Personal Protection Equipment**

- Heat and flame-resistant drivers one piece or two-piece suit
- Heat and flame-resistant underwear, balaclava and socks
- Crash Helmet, with MSUK sticker
- Driving boots
- Arm restraints
- Forward Head Restraint (FHR) aka HANS device or similar

#### **Safety items**

- Competition seat with rear and side head-restraint
- Multipoint 5- or 6-point racing harness
- Fire extinguisher
- Window or door netting
- Electrical isolating switch

#### **Technical Inspection**

- Tyres, tyre speed rating and condition
- Tyre valves – metallic and capped
- Throttle return spring
- Propellor shaft retention loop
- Sealed firewalls to driver compartment
- Fuel and brake line protection
- Clutch and flywheel protection
- Operable brake on each and every wheel for tarmac airfield events
- Steering stops
- Secured bonnet, boot and doors
- No oil leaks

*Let UK&ITA give you the best opportunity to succeed at speed. Take advantage of the knowledge and skills of the UK&ITA "Crew" members.*

*Find the rules and regulations which apply to your chosen vehicle on-line and in supplementary regulations for a selected event.*

*Entry to UK events – when permitted by HM Government COVID-19 Rules – will be taken on-line at the website <https://straightliners.events>*

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- Enter an event online.
- Purchase a one-day licence if you don't have a full licence.
- Read all rules and supplementary regulations.
- Arrive at the event and show proof of entry at gate/Secretary of the meeting.
- Get number and wristband from Secretary of the meeting at Race Control.
- Show driving licence if your first time. Show competition licence or pick up 1 event licence.
- Go to scrutineering wearing all safety clothing and helmet.
- Go to riders briefing about 10.15am.
- Follow instructions for racing.

## **GUINNESS WR VEHICLES (all types)**

The organiser of events will review each Guinness WR Contender on an "as entered" basis because in some speed categories, such as tractors, turbine bikes and shopping trolleys and Jet Karts, many are now capable of reaching or exceeding 150mph speeds.

Entrants/drivers/riders shall send the Guinness WR Specific Guideline Pack to UK&ITA and the event organisers will nominate a technical scrutineer to review the information. After discussing the speed target, the technical team will determine the form of any technical scrutiny for safety and define the safety equipment required.

*Help is available by e mailing [hello@straightliners.co.uk](mailto:hello@straightliners.co.uk) a member of the "Crew" will be asked to answer your question(s) as soon as possible. Telephone Helen on 01724 347801 or 07921 712266.*