

STRAIGHTLINERS LIMITED

Rules & Regulations 2023 – Version 1 (January 2023)

OFFICIAL RULES & REGULATIONS

Straightliners 1 Mile Speed Championship



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Straightliners Ltd. with United Kingdom and International Timing Adjudication (UKITA)

Promoters of

The Standing 1 Mile Top Speed Championship 2023

Introduction

A speed competition for Straightliners members who are riders and drivers of a wide range of fast roadgoing and modified bikes, scooters, three wheelers, Quads as well as roadgoing cars and modified cars up to and including specially prepared speed record bikes and cars ('vehicles'), over the Standing 1 Mile 'top speed' discipline.

Roadgoing cars will be full bodied two door or four door saloon cars, sports cars or GT cars. External appearance must be that of the road car. Roadgoing convertibles or cars with removable roof pieces or cars with hardtops or early glassfibre bodied cars may require additional roll over protection for the driver. Convertibles shall be run with the top in the up position. Pick-up 'trucks' may be run at speed events.

The number of runs made during a day will depend upon a number of factors, including weather interruptions. The organisers would expect entrants to make six runs, allowing for track down time. The order of running will be determined by a draw of the classes before the start of the event. Within the bands (class) when called to the final assembly area, the riders and drivers will be free to choose in which order they run. Once the class has been called forward a rider or driver has five minutes to reach the designated assembly position and shall be ready to make a run. A timed pass can only be counted in the final results if has been made at the correct time.

A timing ticket is produced for each satisfactory run however the organisers alone will determine those speeds which can be included in the final results upon which series championship points will be awarded. Riders and drivers do not have to complete the same number of runs during the event day.

The 1 Mile Speed Championship Bands (or class)

Riders and drivers shall hold a Straightliners competitors *speed licence* (there are separate upgrading rules for these licences – see the website), to compete in their chosen speed band (class). The speed is that recorded by the top speed timing trap in the final 80 feet of the 1 mile course:

Bands 80, 110, 140 – a 140 Bronze speed licence; band 170 – a 180 Silver speed licence;
bands 200, 230 – a 230 Gold speed licence; bands 260, 290, 320 – an unlimited speed Platinum licence.

80 Band (Class) 50.001 mph to 80.000 mph

110 Band (Class) 80.001 mph to 110.000 mph

140 Band (Class) 110.001 mph to 140.000 mph

170 Band (Class) 140.001 mph to 170.000 mph

200 Band (Class) 170.001 mph to 200.000 mph

230 Band (Class) 200.001 mph to 230.000 mph

260 Band (Class) 230.001 mph to 260.000 mph

290 Band (Class) 260.001 mph to 290.000 mph

320 Band (Class) 290.001 mph to 320.000 mph

Championship registration and points scoring

Riders and Drivers Competition Licence.

All riders and drivers must hold a FULL National Advanced competition licence issued to them by NORA Motorsport (NORA92) or if from overseas, an International licence, with repatriation.

Registration

Championship contenders shall register with the championship administration at least seven days before the first meeting at which the rider or driver wishes to compete and score points.

Event Entry

When entering a meeting each rider or driver must ensure that they declare that they are a 1 Mile Speed Championship contender.

Championship points scoring

At each championship meeting the two (2) fastest speeds achieved by a rider or driver on the day will be used by the Straightliners results team to calculate two numerical scores. These scores when added together will give the competitor an event score. Both speeds must be at or below the band (class) 'maximum speed'. The best scores from 5 out of 6/7 "events" will be totalled for the overall championship points score of the registered rider or driver. [Top Speed test days are not included in this Championship].

Points scoring examples:

Speeds will be taken from the Tag Heuer print-out for the speed trap in miles per hour to three decimals.

A rider/driver achieves a speed of 183.659 mph in the 200 Band (Class). This is a speed difference of 13.659 mph above the class below (170). The driver scores 13.659 points. The second speed by this rider/driver is 182.549 mph. The driver scores a further 12.549 point. Adding the two, the points scored on this day the rider/driver has 26.118 points to go towards their Championship total.

A rider/driver achieves a speed of 134.921 mph in the 140 band (class). This is a speed difference of 24.921 mph above the class below (110). The driver scores 24.921 points which will be added to their second speed score achieved on the day and the total goes towards the Championship.

Were a rider/driver to achieve the 'perfect' speed for a band (class) of say 170.000 then the score would be 40 points (170.000 – 130.000). *It may be decided that such 'perfection' warrants an award of further additional points and competitors will be given notice if this will be included in the results.*

A rider/driver who sets a speed of 142.211 in the 140 band (class) would not gain any points for that run because it exceeds the maximum for the class that they elected to compete in. If the rider/driver and vehicle safety equipment is of the correct type the entry could transfer to the next 170 band (class) for further runs, but this run and any other earlier run speeds would not be included in their event result.

Speeds above the band (class) maximum will **not** be taken into account and any incidents of failing to power off at the finish line (a D.N.S endorsement on a timing ticket) will see that speed excluded from the results process.

The rider/driver with the highest total score for the season from the six (6) qualifying events will be

Straightliners 1 Mile Top Speed Champion 2023

Safety Matters

Riders and drivers must comply with all appropriate construction and safety regulations for the events entered, not only for themselves but also for the vehicle they are using.

Should a number of entrants wish to present their cars for pre-event inspection at a single appropriate location equipped with a vehicle lift, then this can be organised. The Straightliners Limited technical team will attend at the selected location to inspect multiple vehicles - up to eight (8) in number during one day. Such technical inspection days can be held at Tuning shops, motor vehicle service and repair garages, motor vehicle training colleges or at suitably equipped indoor Car Club premises.

The Straightliners Technical Inspection in no way guarantees the safety of any particular car. The responsibility for the safe running of the car at any speed event is always that of the driver and their team. Regular visual inspection by the rider or driver of their vehicle during an event is encouraged.

Once approved to run, *every new driver or new driver/car combination will make observed runs to assess* the safe running of the car at a number of gradually increasing speeds. The speeds will be given to the driver by the timekeeping team. These observed stages may involve up to four (4) runs. It is recommended that these observed runs are made at a top speed test day held on Elvington Airfield.

Tyres

Roadgoing cars may only use production standard road legal tyres of an appropriate speed rating. Tyres in the current Motorsport UK lists 1A and 1B are allowed if they are 'E Marked'.

Non road legal cars may use track day or motorsport use only competition tyres (commonly known as 'slicks') for dry weather. The organisers may declare a 'wet track' when vehicles using slick tyres cannot be run.

Tyres designed for ¼ mile drag racing having thin sidewalls are NOT permitted (also known as 'wrinkle wall' tyres). The organisers may add other tyre types to a 'not allowed' list because of the competition distance.

Vehicle Noise

Noise emanating from motorsport speed activity is of growing concern to neighbours to venues and to the sport's governing bodies. Internal combustion engined vehicles will be tested and a maximum reading level of 105dB(A) at 0.5m is allowed with the engine at ¾ maximum rpm.

Alternative Fuels / Electric.

Alternative fuels to roadside pump petrol and diesel may be used. All such use must be declared during the pre-event vehicle inspection. Examples of fuels which may be used are ethanol based (E85), methanol and nitromethane.

Nitrous Oxide injection is permitted as this is **not** a fuel.

Electric vehicles, which meet separate safety standards and whose team maintain the necessary paddock controls for battery re-charging, can be entered in this Championship.

Did Not Slow (D.N.S.) on slowing down from a run.

The control of riders & drivers who ignore that shutdown space starts at the last timed position of the Standing 1 Mile or 2km (whichever is the longest course in use) their 'actions' will be observed and noted. *Those who do not start their shutdown in a timely manner will see their timing ticket has been endorsed for that run as "D.N.S." – Did Not Slow in red felt tip pen. This speed cannot be included in the 1 Mile top speed championship results. As the observation will be a 'judgement of fact' the competitor will have no right of appeal.*

Results.

Every entrant will receive a timing ticket for each satisfactory run which has been made during the event. The organisers will at the conclusion of the meeting publish a list of the entrants and each of the run speeds attained during the event. 1 Mile top speed Championship contenders will know which two speeds on an event day will have been used for their points score in the 2023 Championship.

Speed Locations

For the inaugural 2023 Series, it is proposed that the speed events held on the airfields of Elvington (Yorkshire) and Campbeltown (Mull of Kintyre, Scotland). For this Championship each event shall last for one day of competition.

Eligible Events in 2023.

- Speed Week, World 2 – R – A – T records, Elvington, 1 mile - Imperial distance days, May (probably three (3) days).
- Scottish Records Weekend, Campbeltown, June (two (2) days)
- National 2 – R – A – T Records Weekend, Elvington, September (two (2) days)

- Each day will be 'scored' as an 'event'. Should a tie-break be required at the conclusion of the season the organiser's administration will determine what this will be.

(This allows for two separate 'events' to be held for a two-day weekend in this championship).

Supplementary Regulations

These top speed championship regulations are to be read along with the Supplementary Regulations of an event and all other documents which are noted on the on-line or paper entry form, (such as any continuing rules for COVID-19 safety).