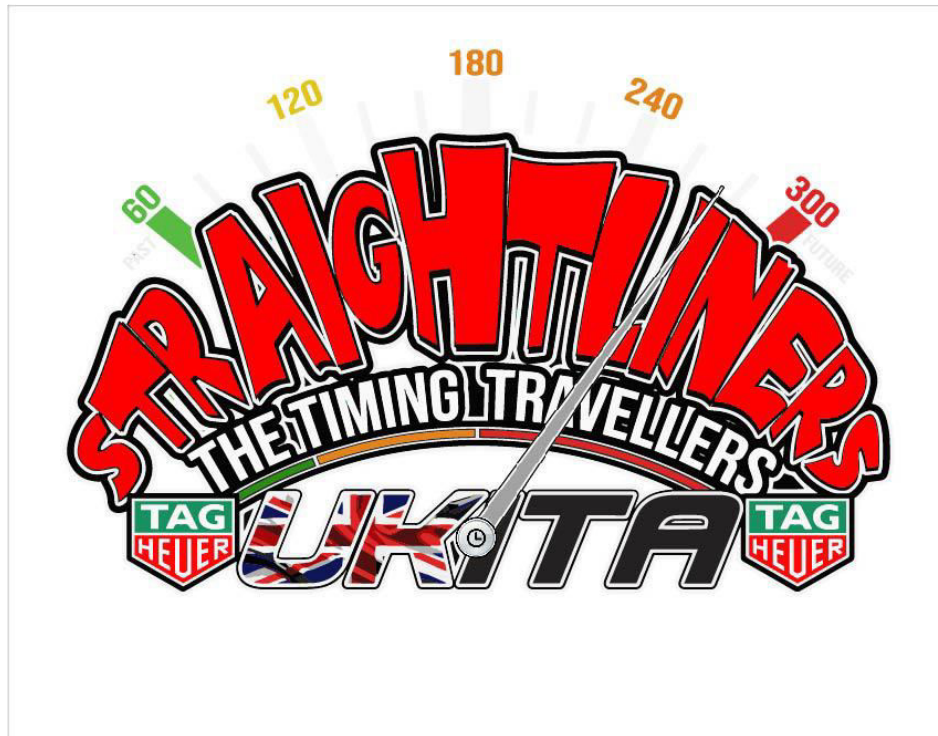


STRAIGHTLINERS LIMITED

Rules & Regulations 2023 – Version 1 Final (January 2023)

OFFICIAL RULES & REGULATIONS

Straightliners Car Championship



© Straightliners 2023

5 Carr Street • Brighouse
West Yorkshire, HD6 4AZ
Phone +44 (0)1484 710 850
Company # 04650082

Table of contents

Membership and licenses.....	Page 2
Registration / Signing on.....	Page 3
Numbers and Lane choice.....	Page3
Technical verification / Class rules.....	Page 3
Noise Restrictions.....	Page 4
Driver protection	Page 5
Cameras.....	Page 5
Complaints &Disputes.....	Page 5
Points Structure.....	Page 5-6
Classes.....	Page 6
No Mercy rules.....	Page 7
Car Class rules.....	Page 7-8
Junior Dragsters.....	Page 8
Car Class Qualifying.....	Page 8
RWYB.....	Page 9
Conduct	Page 9

Membership and licences and Signing-on

Membership and licences

All riders competing in the Straightliners championship classes and eliminations must have **Straightliners Club Membership**. Three types of Straightliners membership are available: **One year** either at £43 for NORA 92 basic competition licence (which is without benefits) and Club membership or £83 for a NORA 92 National competition licence including benefits and Club membership;

Five years at £90 + Competition Licences;

Lifetime at £175 + Competition Licences.

Drivers must produce their full driving licence when registering to race for the first time. All drivers shall hold a NORA92 Competition Licence or NORA92 1 event Competition Licence before racing.

All memberships and full Competition licences run from 1st January to 31st December.

All mechanics and crew needing to access the start area must sign on and wear the wrist band issued to them at signing on, to enable marshals to identify signed-on mechanics/crew.

The driver or team manager of any vehicle which travels across the start line on a burnout that may require more than three (3) people in attendance at the burnout box or on and beyond the starting line must have spoken with C of C before the commencement of an event.

Mechanics and crew whose car has launched and passed the tree on a run shall promptly leave the starting area.

The driver or team manager of a vehicle requiring a tow from the shutdown turn off, along the return road, must ensure **all** those involved in recovery down track are signed on at race control. No one under 18 years is to travel in any towing vehicle.

No one is allowed to sign on as a team mechanic or car crewmember to just take photos/videos.

Mechanics/crew must sign on at **EVERY** meeting and be **18 years** or older.

NOTE: Foreign riders require an International Licence to cover repatriation.

Entry / Registration / Signing on

Entry

All drivers must enter an event in advance. Entries must be made online via the Straightliners events website, www.straightliners.events. At the track, please report to Race Control to collect your number stickers and wristband. Your current race licence must be produced at the same time.

Day entries

Where possible, entries may be available on the day (Covid rules dependent) or online. Entry fees will be the same as the online. No refunds will be given.

Refunds and charges

Competitor cancelling an entry 72 hours or less before the 08.30 start of an event date - no entry refund will be given. Cancelling 3 days to 1 week prior to the event- 50% entry refund.

Straightliners reserve the right to increase/add charges due to circumstances beyond their control. No monies will be carried forward to the next race year.

Race Numbers - applicable to all Classes

ALL race numbers must be clearly visible to the timekeeper. If a race number is not visible a timed run will not be recorded.

If a driver or vehicle has been entered into more than one class the driver must remove or strike through numbers from other classes *so that only one set of numbers is visible when approaching the startline area*. This also applies during elimination rounds.

Race numbers should be placed one on the front and one on the rear of the vehicle at most events. Some tracks may require a number placed to the side of the machine. For Melbourne Raceway you need one number visible on the vehicle right side and one on the rear of the vehicle. Rear numbers should be mounted vertically. Additional requirements will be notified when you collect your numbers. **(Check where the timekeeper is positioned and try and envisage yourself in his/her position to make sure your vehicle race number can be seen).**

Lane Choice

Lane choice during qualifying is up to the individual racer. For the first round of eliminations, lane choice is that of the faster qualifier of each pair of racers. Subsequent eliminations, lane choice is given to the quicker performer from the previous round.

For the No Mercy classes, a ladder will be produced with the drivers paired up at random. There will be no lane choice.

Technical verification

Will take place from 8.30am onwards each day or as detailed in the final instructions. Vehicles will be presented for technical inspection in a clean condition. Competitors must present themselves with their helmet, clothing covering neck, arms, torso and legs, gloves and boots.

It is the competitor's responsibility to ensure that his/her vehicle 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. Metal caps to be fitted to tyre valves.

Machine safety

It is the responsibility of the driver to ensure their vehicle and equipment when used in practice and competition remains mechanically and structurally in a safe condition and is fit for the intended purpose.

Parachutes are the primary braking of Pro Extreme & Pro Comp cars. They **will** be required to be deployed early in qualifying to prove function by any & all cars potentially exceeding 120mph.

All cars running in Pro Extreme & Pro Comp must be so equipped to eliminate / minimise oil & fluid discharge on to the track surface with vehicle specific diapers, engine belly pans or both. Please see another note under Driver Personal Protection.

All car (four wheels or more) class rules

There are no specific class rules under Straightliners classes. Your vehicle needs to be safe.

All vehicles should comply with the appropriate construction regulations found in the MSUK Yearbook (Blue Book) Specific regulations for 'Sprints, Hillclimbs, Drag Racing', or 'Karting' or

'Electrified Vehicles' as well as the Standing Regulations and other appropriate sections of the MSUK Drag Racing Rulebook (White Book).

Racing is **NOT** permitted after completing your run. Maximum return speed is 30mph at all events.

NO paddock racing. Offenders will be given one warning prior to the vehicle concerned being banned from the meeting. Any person riding a pit bike must wear a crash helmet.

Noise Levels

Please note that some of the venues that Straightliners events take place at are NOISE RESTRICTED venues. At ELVINGTON noise monitoring will apply. (Other tracks may be added to this list if it becomes a requirement in order to keep events running).

At Melbourne Raceway there is no daytime noise restriction, but riders may be asked to reduce the noise level of their machines, if the Clerk of the Course deems that a level is unacceptable.

A noise level of **105dB** applies to the following classes and vehicles:

Cars

Sportsman ET	dial-in 7.90 /12.32 and slower (Sportsman Tree)
Pro ET	dial-in 6.90/10.76 to 7.89/12.31 (Sportsman Tree)
Pro Extreme ET	dial-in 5.90/9.20 to 6.89/10.75 (Sportsman Tree)
Pro Comp	Heads up 5.89/9.19 and quicker (.4 Pro Tree)

A noise level of **101dB**:

Karts

Electric Vehicles

Junior Dragster

Noise testing will be carried out on all vehicles at Elvington. Drivers will not be allowed on track until this has been completed. [Random testing will take place at all other tracks.]

The test will be carried out at 500mm and 45 degrees from the end of the exhaust pipe with the engine running at 4500rpm. Your result will be recorded.

If a vehicle is deemed to be too loud when on the track, it will be brought in and re-tested. If the re-test records a different reading to the one recorded for the original noise test, the driver will be asked to remedy the fault before another re-test takes place. If the vehicle fails the second re-test, the vehicle will take no further part in the event.

Loud bangs on gear shifts will result in cars not being allowed to run at an event until the noise is reduced to a level deemed acceptable by the Clerk of the Course.

Drivers creating a nuisance at any meeting will be given one warning prior to being banned.

Driver Personal Protection

Clothing- covering from the neck downwards including arms to wrist, torso and legs to ankles.

Crash Helmet - open face (with goggles in an open cockpit vehicle) or full face (with fitted visor in an open cockpit vehicle). NOTE: Motocross type helmets are not accepted in any four-wheeled vehicle.

Seat and Head restraint – both fitted to each vehicle.

Seat Belt – lap with diagonal three point or a full harness with multiple (4, 5, 6) fixings

Fire Extinguisher – handheld (in use) recommended and mounted within driver reach. On board systems to comply with the MSUK Rule book.

Forward Head Restraint (FHR) – once called a HANS devices.

Driving kit must be presented in good clean condition for inspection at scrutineering.

All Driver Personal Protective Safety Equipment suitable for the predicted ET & MPH will be inspected to *be deemed competent & functional*.

To include where required, Ballistic Bags, to contain blowers & transmission failures. All as outlined in the rule book.

All equipment that is taped up or poorly repaired will be rejected.

Personal note by MTF

*I have used the term **competent & functional** as there are many teams with PPE & engine diapers that whilst out of date according to their certification badges / stickers, are capable of still offering a high level of protection & or containment. It's a delicate matter but keeping all this equipment "within tag" is a very expensive affair. It is in my opinion one of the major if not the major factor in the massive decline in Alcohol (Methanol) racing in Europe. (Dragsters, Funny Cars & Pro Mod) North American racing rules been mandated is simply not affordable to most. UK racing will not grow unless a great deal of common sense is brought into the equation.*

Cameras

Mounting cameras to crash helmets is **strictly prohibited**. Cameras may be mounted securely within and to vehicles; it is advisable to also attach a safety lanyard should the camera become detached from its mounting.

Complaints and Disputes

If there is a complaint regarding an infringement of the class rules, then that complaint must be accompanied with a fee of £30 and passed to the Clerk of The Course. If the complaint is upheld the fee will be returned to the complainant. if the complaint is not upheld then the fee is forfeited and goes into the prize fund for that year.

Any driver to have a dispute in this series must take his/her grievance to the Clerk of The Course on the day of the event *prior to the final competition run of the day*. In any dispute the decision of the Clerk of the Course and the Timekeeper is final.

Points Scoring

Points for the Straightliners Car championship will only be awarded to a Straightliners member holding a full driver's licence from NORA92.

A driver must compete in a minimum of three separate Championship events for their points to count towards the championship.

For a class to count towards the overall championship, a minimum of 2 drivers must compete in that class at each and all of the qualifying rounds.

There are 4 points awarded to all competitors who have signed on to take part at an event.

Times are recorded to two decimal places eg. 9.10. For index classes if you hit the perfect index for that class a bonus point will be awarded.

For non-index classes a bonus point will be awarded for breaking a class record for that track.

For No Mercy Class, an extra 4 bonus points will be awarded for hitting the nominated dial-in time.

No Mercy Shootout's

1. 4 points awarded for each round of the shootout that the competitor races in.
2. 4 points awarded to winners of the shootout.
3. 4 bonus points are awarded if a competitor runs a perfect dial-in time.

Rounds	Points
1	4
2	8
3	12
4	16
5	20
6	24
7	28

Top 10 competitors in qualifying receive 10 points down to 1 point. Top 8 competitors in eliminations receive 8 points down to 1 point. A bonus point is awarded at the conclusion of the event if a class record has been broken or the competitor has run a perfect index.

Championship Qualifying Rounds

Straightliners Cars - Best 6 event scores, out of a possible 9 rounds will count for 2023 Championship position. These must include at least 1 Round from Santa Pod.

N.B. The last round of the Straightliners Championship is always a double-points scoring round. This includes No Mercy Shootout's.

In the event of a tie of points after the last event of the year, the decision as to better Championship position will be made by how many wins achieved in final rounds or how many runs were made to reach each final, or how many runs made to reach the semi-final and so on.

Straightliners Classes

Straightliners welcome entries from drivers of all forms of four wheeled vehicles:

Cars

Straightliners No Mercy Shootout

Sportsman ET dial-in 7.90 /12.32 and slower (Sportsman Tree)

Pro ET dial-in 6.90/10.76 to 7.89/12.31 (Sportsman Tree)

Pro Extreme ET dial-in 5.90/9.20 to 6.89/10.75 (Sportsman Tree)

Pro Comp Heads up 5.89/9.19 and quicker (0.4 Pro Tree)

Junior Dragster 1/8 mile distance at all events

Kart (Classic Racing)

The Championship organiser may divide the category into cubic capacity divisions.

Drag Karts

- Electric Vehicles**
- i) Manufacturer constructed roadgoing cars
 - ii) Bespoke, Modified or Hybrid EVs.

Rules for No Mercy Shootouts

1. There will be dial-in times when qualifying. There will not be a handicap on the tree when qualifying.
2. No Mercy Shootouts will be started from a .5 sportsman tree.
3. If a competitor has entered more than one vehicle in a shootout class, only one of these vehicles will be allowed to run in the appropriate No Mercy Shootout class.
4. If a machine has been entered in No Mercy Shootout, it cannot also be entered in another class during the same event.
5. If a machine is shared with another competitor, then both competitors will be allowed to run in the No Mercy Shootout.
6. Competitors will be paired at random for each round. There will be one member of the Organisers Event Crew who selects a competitor for lane 1 (left lane facing down the course) and there will be another member of the Event Crew who selects a competitor for lane 2 (right lane).
7. If the timekeeper cannot see a dial-in time for a competitor when the No Mercy Shootouts are being run, their best qualifying time for that competitor will be used by the timekeeper as a default dial-in time.
8. The tree will be set up to give a handicap start meaning the competitor with the slower dial-in time has a head start over the faster machine.
9. If a competitor breaks out i.e. Goes faster than their dial-in time, the win automatically goes to the other competitor. If *both competitors* break out the win goes to the competitor who broke out by the least amount of time. If both competitors break out by the same amount, then the win goes to the competitor who crossed the finishing line first.
10. Winners of each round go through to the next round.
11. If the shootout ends up with three competitors after all others have been knocked out or vehicles are unable to be ready when the round is called forward, then it will be toss of a coin to decide who gets a bye into the final and which two must race in the semi-final.
12. If it is not possible to run a shootout through to the final pair on Sunday afternoon, then it will continue to the Saturday (or the first day) of the next round. Each affected competitor would carry over the dial-in time to the next event if it is for the same distance otherwise a new dial-in time will be needed to be stated by the competitor to the event secretary.
13. If the final round of the series is not completed the points will be awarded assuming the affected competitors race in one more round of the eliminations, for that day.

Rules for Car Classes

1. Competitors may make timed practice runs throughout Saturday and on Sunday morning of all two-day ('weekend') events. Additional to their designated qualifying & elimination rounds. It is the driver's responsibility to be available to qualify & race when called upon.
2. There will be dial-in times but not a handicap on the tree when qualifying.
3. For each qualification run & elimination round the predicted ET for that run must be clearly written on the RH rear quarter & on the rear view adjacent to their class & race number. It is the driver's responsibility to ensure it is legible as they pass the timekeepers & move into stage. The drivers name & dial-in will appear on the digital score boards. The driver & crew use this as confirmation that the timekeeper has updated the system. Any driver that moves into stage is accepting the predicted ET as displayed.
(Drivers will adjust / alter their "dial-ins" almost every run as these are influenced by sun, track, temperature, humidity, wind, air density etc etc).

4. If there are an odd number of competitors in any round there will be one person at the end of that round without a pairing. All single Bye runs will be ran. They can only be eliminated by a lane infringement if they cross the white line.
5. All bye runs are run ensuring the elimination creates a winner & runner up.
6. If it is not possible to run a shootout through to the final pair on Sunday afternoon, then it will continue to the Saturday (or the first day) of the next round. Dial-ins to be determined by the racer at the next event that the Final is ran.
7. If the final round of the series is not completed the points will be awarded assuming the affected competitors race in one more round of the eliminations, for that day.

Junior Dragster

Junior eliminations shall be run whenever possible, with a handicap tree system in use.

Important Notice - Each participant under 18 years of age must be accompanied to every meeting by their Parent or Legal Guardian. The Parent or Legal Guardian must attend signing on with the competitor and be available for the duration of the meeting.

Car Running

As far as is possible the Organisers intend to operate the car event as follows:

3 ET Bracket classes with qualifying & eliminations. + a Pro Comp Cannonball.

Saturday

Qualifying in class groups. 3 designated sessions each for Sportsman ET, Pro ET & Pro Extreme ET.

Pro Comp will have a single session to introduce the teams to the track & format, then two further runs on the Saturday - Rounds 1 & 2

Runs, made outside of designated qualifying would not be classed as or included in class qualifying data.

As well as for qualifying, the track may be open to everybody to test & tune or Just for fun RWYB as & when track time is designated to cars.

Sunday

Eliminations & finals for everybody.

(Single day events at Santa Pod events to include ET Brackets Q1 and Q2)

Rd1 Sportsman ET, followed by Rd1 Pro ET & Rd1 Pro Extreme ET. Then Rd3 Pro Comp.
“Just for fun RWYB”

Rd2, Sportsman ET, followed by Rd2 Pro ET & Rd2 Pro Extreme ET. Then Rd4 Pro Comp.
RWYB offered to Rd1 losers, if event schedule allows.

Rd3, Sportsman ET, followed by Rd3 Pro ET & Rd3 Pro Extreme ET. This is repeated until final pairings.

The Pro Comp final will be the 2 quickest cars after adding all the round ETs together. If a car misses any Cannonball Rounds, then the entry qualification ET of 5.89 or 9.19 will be substituted for all rounds missed.

Any cars having run all rounds will be prioritised for the final over cars with substituted ET's.

Karts, Drag Karts and Electrified Vehicles

The Organisers will determine when these vehicles should be run which will depend upon entry numbers and how any qualification will need to proceed.

Car Run what you bring (RWYB) classes

For clarity: Straightliners interpretation of RWYB is split into two categories for cars.

RWYB – Road legal cars are defined as cars having a valid in date MOT.

RWYB – Race cars are all cars that have been modified or built for racing.

RWYB driver eligibility

Open to drivers who are 18 and older and holders of a full DVLA licence.

These drivers will be required to demonstrate vehicle competence and perform observed runs under the direction of the Clerk of the Course before full power passes are made. Failure to follow instruction will result in exclusion from the event – no refund of entry fee shall be given.

RWYB machine eligibility

All RWYB vehicles must be presented for Technical Control inspection.

A noise limit of **103dB** applies to RWYB machines.

RWYB TECHNICAL CONTROL FOR CARS

1. The vehicle must be free from all obvious fluid leaks.
2. A number issued by the organisers must be displayed on the machine, to enable identification.
3. The battery must be secure.
4. All wheel nuts and locking nuts should be tight and none are to be missing
5. Seatbelt(s) should be secure.

Conduct

Any driver 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, any infringement of the rules and regulations may exclude a team from the event. The use of paddock vehicles is restricted to officials and team members retrieving machines from the braking area.

Burn outs and excessive speed in non-testing areas are prohibited. Excessive noise created by anyone will result in disqualification from the meeting.

No generators, loud music, etc after 11pm. We need to keep noise to a minimum after racing is completed.

Random breath testing of riders may be carried out at events.