

UK&ITA LSR – Two-run-average (2RA) WORLD Land Speed Records. Technical and sporting Regulations for 2024 (© UK&ITA 2021/2).

UK and International Timing Adjudication (UK&ITA) WORLD land speed records will commence with a Speed Week held from 20th to 26th May 2024.

Attempts on the new WORLD records from UK&ITA over short distances on tarmac [**WORLD-2-R-A-T**] will be made in 2024 at a seven-day event to be held on Elvington Airfield Runway 26.

GUINNESS WR speed record contenders who have registered with that company will be welcomed, operating to the specific guidance they have received from GWR.

All record breaking can be weather (and in particular wind) affected. Running will be halted if the conditions are deemed unsafe.

Entrants will need to provide results or timing evidence that they are competent with the vehicle that they will use on Elvington Airfield. Observed running on sighting passes may be possible at the commencement of the running day, however, drivers and riders are encouraged to make use of our test days in March, April and May 2024 to get 'up to speed'.

The UK&ITA will eventually produce two WORLD LSR listings - for solid artificial surfaces (tarmac runway) and for natural surfaces (tidal sand beach). These will be known as **UK&ITA WORLD-2-R-A-T** and **UK&ITA WORLD-2-R-A-S**.

Short Distance UK&ITA WORLD 2-R-A-T Land Records (© UK&ITA 2021/2).

The WORLD speed records available to an entrant of a bike, scooter or kart or car, for a range of cubic capacity and weight classes and different types of vehicles:

Vehicle categories by name and classes by cubic capacity or by weight

- I Solo two wheeled motorcycle, single track, maximum of two engines**
all configurations and body styles permitted.
A. 50; 100; 125; 175; 250; 350; 500; 750; 1000; 1350; 1500; 1650; 2000; 3000 cc.
B. Electric; C. Gas turbine; D. Thrust
[Unladen weight:] up to 150kg; up to 300kg; +300kg

- II Sidecars, two tracks (front wheel 'covered' by rear wheel). 60kg ballast on sidecar.**
A. 250; 350; 500; 750; 1000; 1350 cc.
B. Electric;
[Unladen weight:] up to 150kg; up to 300kg; +300kg

- III. Scooters and Mopeds: automatic and geared**
A: 50; 100; 175; 250; 300; 500 (geared only); 800 (automatic only) cc.
B. Electric;
[Unladen weight:] up to 150kg; up to 300kg; +300kg

IV. Cyclecars and Trikes (three wheeled, three track motorcycles – rider only carried)

A. 250; 350; 500; 600; 750; 1000; 1350; 1500; 1650; 2000; 3000; 4000 cc.

B. Electric; C. Gas turbine;

[Unladen weight]: up to 150kg; up to 300kg; up to 500kg; +500kg

V. Quad bikes, single engine driving rear wheels

A. 250; 350; 500; 600; 750; 1000; 1350; 1500 cc.

B. Electric; C. Gas turbine;

[Unladen weight:] up to 150kg; up to 300kg; up to 500kg; up to 750kg.

VI. Cars or special automobiles, wheeldriven, four or more wheels, max. 2 engines

A. 100; 125; 175; 250; 350; 500; 1000; 1500; 2000; 3000; 4000; 5000;

6000; 7000; 8000; 10000; +10000 cc.

B. Electric; C. Gas turbine; D. Thrust

[Unladen weight:] up to 500kg; 1000kg; 1500kg; 2000kg; 2500kg; 3000kg; 3500kg; 4000kg; 4500kg; 5000kg; +5000kg

VII. Karts, including Circuit, Historic and 'Drag', single engine driving rear wheels

A. 100; 125; 175; 250; 500; 1000 cc.

B. Electric; C. Gas Turbine; D. Thrust

[Unladen weight:] up to 300kg; up to 500kg; up to 750kg.

Riders and drivers must ensure that they enter the correct class for their vehicle. The cubic capacity of any internal combustion engine *may* be checked by a technical official immediately after an attempt has been made, or a seal could be applied to the power unit by a technical official to allow for inspection at a later, agreed, date. The single object sidecar ballast will be checked for weight (132lb, 60kg) and for fixing (ACU 8.21.3). Where classes are defined by unladen weight a weighbridge ticket could suffice to confirm the correct class. A technical official may accompany an entrant to a weighbridge for checking purposes.

Vehicles may use natural aspiration or forced induction. Most fuel types are acceptable including methanol, nitromethane, nitrous oxide injection, octane booster, hydrogen, LPG, all for use in reciprocating 2 and 4 stroke engines, diesel cycle or rotary engines.

Thrust powered vehicles may be entered for this event. The time at which such 'noisy' vehicles can be operated will be stated in event Supplementary Regulations. The organisers will recognise average speeds or times achieved using thrust within a period of 120 minutes.

The Supplementary Regulations for the event will confirm which records can be expected to be challenged on a particular racing day of UK&ITA Speedweek – 20th to 26th May 2024.

The listed WORLD land speed records will be timed to give two run average (**2-R-A**) speeds or elapsed times for the following standing start, flying start and top speed distances (where a speed trap is installed). Each pass, or timed run, is made in the same direction, from west to east.

Timed distances – from the western startline ‘wand’.

Imperial

Standing start 1/8-mile	elapsed time
Standing start 1/4-mile	elapsed time
Standing start 1/2-mile	elapsed time
1/2-mile speed trap	top speed
Flying start 1/2-mile	speed
1 mile speed trap	top speed
Standing start 1-mile	elapsed time
Flying start 1/4-mile	speed
Flying start 1/8-mile	speed
1.25-mile speed trap	top speed
Standing start 1.25-mile	elapsed time

Metric

Standing start 100 m	elapsed time
Standing start 250 m	elapsed time
Standing start 500 m	elapsed time
500 m speed trap	top speed
1 km speed trap	top speed
Standing start 1 km	elapsed time
Flying start 500 m	speed
Flying start 250 m	speed
Flying start 100 m	speed
Flying start 1 kilometre	speed
2 km speed trap	top speed
Standing start 2 km	elapsed time

On airfield runways no track surface preparation will be carried out. Burnouts/tyre spinning will NOT be permitted across the starting line. A burnout ‘box’ may be positioned by the organisers for tyre warming. Burnouts shall last no more than 5 seconds. Electric tyre warming blankets may be used in the pre-stage paddocks.

UK&ITA – WORLD-2-R-A-T records are the average time or speed of (any) two passes, or runs, made by a Straightliners member, within a period not exceeding sixty minutes. (Thrust power 120 minutes). All competitors shall be Straightliners Club Members, shall be registered with the Club as a rider or driver for their nominated competition vehicle.

All timing starts from the movement in the ‘wand’ and then from the breaking of each timing beam. For standing start records vehicles will be positioned against the timing ‘wand’ at the start line by officials.

Establishing a **UK&ITA – WORLD-2-R-A-T** short distance record occurs when no elapsed time or flying speed or top speed has been recorded. This will be for all on the morning of the 20th May. A rider or driver may obtain a UK&ITA World land speed record at the conclusion of the event day, provided the rider or driver makes two satisfactory passes or runs within sixty minutes (thrust 120), where the times and/or speeds calculated will be averaged.

World records will need to be quicker or faster than any existing capacity class UK&ITA National 2-R-A-T record printed in the Record Book or on any printed updated listing. Class target times have been collated for many distances by Straightliners timekeepers.

The quickest or fastest of each class entry at the end of a particular 24hr day can be confirmed as a WORLD-2-R-A-T land speed record holder.

After day one entrants may need to break an **existing UK&ITA – WORLD-2-R-A-T** record. A new record will be awarded if the two-run-average is at a greater speed than an existing record by 0.001 mph and is the best in class for a particular 24hr day or is at a lesser time by 0.001 seconds and is best in class for a particular 24hour day.

Elements which provide vehicle motive power - the engine block; operating cylinder numbers; turbine casing; liquid or gaseous fuel type; electric motor size; battery pack configuration, and any or all parts which provide vehicle motive power, shall remain the same throughout each sixty-minute (or 120 minute) attempt. Anyone making any major change will be required to recommence their complete bid. Vehicle bodywork and weight may not be removed or altered during the time period. Only authorised 'service' parts and replenishment materials can be changed on, or added to, any vehicle. This work will be carried out for maintenance purposes, thereby ensuring vehicle safety before each pass or run is made in the sixty (or 120) minutes. Vehicles will remain under official observation in all paddock areas and any attempt to cover or shield a vehicle could lead to immediate exclusion and removal of speed or times.

Should any vehicle exceed the event noise limit **at any time** during their speed record attempt then their attempt will be halted until the defect is corrected. No time extension to the sixty minutes period will be allowed.

Any registered entrant at the speed record event may protest the legality of another vehicle, bike or car. A fee could be requested by UK&ITA to meet the costs of any intrusive technical inspection, or the cost of any necessary technical officials meeting(s). Any WORLD record speed or time would remain 'provisional' until an outcome has been agreed and the parties involved informed of the decision by UK&ITA Officials, which will be final and binding.

For more information or to register your interest in competing at the 2024 event

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