

STRAIGHTLINERS LIMITED

Rules & Regulations 2024 – Version 2 (January 2024)

OFFICIAL RULES & REGULATIONS

Straightliners Motorcycle Championship & RWYB



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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 £58 for NORA 92 basic competition licence (which is without benefits) and Club membership or £93 for a NORA 92 National competition licence including benefits and Club membership.

Five years at £90 + Competition Licences;

Lifetime at £175 + Competition Licences.

Riders must produce their full/provisional driving licence when registering to race for the first time. All riders shall hold a NORA 92 Competition licence before racing.

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

A rider must compete in a minimum of three events for points to count towards the championship. For a class to count towards the overall championship number 1 plate, a minimum of 2 riders must compete in all rounds.

All mechanics wishing 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. You will not be allowed to sign on as a mechanic to just take photos/videos.

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

Age Limits:

Riders can compete from the age of 4 onwards.

(Foot Powered Balance bikes from age 4, Restricted Electric Bikes from age 6, 50cc Autos from age 8)

Only riders 70 years of age and above may enter the Legends class.

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

Entry / Registration / Signing on

All riders should enter an event in advance. Entries should be made online via the Straightliners events website, www.straightliners.events. Entries close on the Wednesday before the event at Midnight.

Once at the track, please report to Race Control building, caravan or motorhome to 'sign-on' and collect your number stickers and wristband. Your current race licence will be required for signing on.

Day entries

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

If Racing a Turbocharged or Nitrous injected bike for the first time, then let the Secretary of the Meeting and the Clerk of the Course know. You will be issued with a different coloured number sticker to enable the crew to identify you for observed runs.

Refunds and charges

Competitor who cancels their entry 72 hours or less before the date of an event - No refund will be given, Cancellation of an entry 73 hours to 1 week prior to the event - 50% refund.

Straightliners reserve the right to increase/add charges due to circumstances beyond their control. Transfer to another event can be made for £10. 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 rider or bike has been entered in to more than one class the rider must remove or strike through numbers from other classes so *that only one set of numbers is visible when approaching the startline*. This also applies during elimination rounds.

IMPORTANT: If more than one number is visible to the timekeeper e.g. D467 and 467, the Demo number will be used, i.e. D467.

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 on the right side and one on the rear of the vehicle, and one on the front of your vehicle. Rear numbers should be mounted vertically or on the back of a rider's crash helmet. 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 number can be seen.**)

Demo numbers

A rider may only request a '**Demo number**' if their best time is within 0.3 of the class index, at a cost of £5.

A rider may change his/her vehicle at any time during the qualifying period. However, permission from the Clerk of the course / entry secretary must be sought and signing on must be notified to ensure records are updated to reflect the change. Any new vehicle must be submitted for scrutineering before it enters the track. The rider/driver must re-qualify on the substitute vehicle for a place in the eliminations. A rider cannot swap vehicles for or during the eliminations.

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 dial in time nominated. Between the cut-off time and eliminations, riders may 'run for fun'. Qualification cut off is lunchtime unless advised otherwise. Riders can keep their normal numbers after this time, but the timekeeper will input the numbers prefixed with the letter D and the times will then appear in results for the Demo Class. There will be no more changes to class positions and riders will not be able to break out during the 'run for fun' period. No £5 charge for fun period as no demo number is required.

Break out rule for index classes

In the event that a rider "breaks out" of the index class they have entered all preceding times shall be forfeited and void. The rider may re-qualify for the class originally entered. If a rider breaks out on their last run before qualifying ends, providing there are no more than 8 riders in the class, that rider will qualify in last place on the eliminations ladder.

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 out the pair. Subsequent elimination lane choice is that of the best performer in the previous round.

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

Technical verification (Scrutineering)

Will take place from 8.30am onwards each day or as detailed in final instructions. Vehicles will be presented for technical inspection in a clean condition. Competitors must present themselves wearing their leathers, recommended back protection, helmet, 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 are to be fitted to tyre valves on bikes.

Machine safety

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

New riders running with a turbocharged or Nitrous injected bike must carry out an observed burn out, staging and 1/8th mile run, before they are allowed to compete over the 1/4 mile. The rider will be issued with a different coloured number until they have proven their competence to compete on the ¼ mile. Upon satisfactorily completing observed runs the rider will be issued with a new coloured number sticker.

All motorcycle class rules

There are no specific class rules under Straightliners classes. Old school stockers, Ultimate Street Bike and invited classes may have their own specific rules laid down by a class organiser. However, your vehicle needs to be safe. All classes must comply with the construction regulations found in the ACU Handbook, Hillclimb and Sprint Standing Regulations, Section 8 Technical Specifications. In addition, a chain guard covering the top run of the chain must be fitted to all machines. Road race machines constructed without chain guards by the OEM are exempt from chain guard requirements.

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

No wheelie bars (except Legends, Nostalgic Pro-Stock or Racing classes).

No traction compound to be applied on the start line.

Cut slicks are not permitted.

No racing tyres (except Legends, Nostalgic Pro-Stock or Racing classes where a flat drag style slick may be used).

NO paddock racing: Offenders will be given one warning prior to being banned from the meeting.

Anyone riding a pit bike must wear a crash helmet.

Noise Levels

Please note that some of the venues where Straightliners events take place are NOISE RESTRICTED venues. At ELVINGTON Airfield 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 still be asked to reduce the noise level of their machines, if the Clerk of the Course deems that the level is unacceptable.

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

Straightliners No Mercy Shootout (for bikes, three wheelers, quads etc)	
Class 6.00 / 9.10	
Race Legends (age 70+)	
Nostalgic Pro Stock	See appendix 1
Old school USB Modified	See appendix 2
Old school USB Stock	See appendix 2
Old school USB 2-Stroke	See Appendix 2

A noise level of **101dB**:

Scooters No Mercy Shootout

A noise level of **98dB**:

Juniors

Noise testing will be carried out on all vehicles at Elvington. Riders 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 on the original noise test the rider 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 bikes not being allowed to run at an event until the noise is reduced to a level deemed acceptable by the Clerk of the Course.

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

Rider Protection

For bikes, back protectors are highly recommended for all classes.

Full leathers are highly recommended in all classes although two-piece leathers are permitted where these must be of high quality. Each part of the zip must be securely attached to the jacket or to the trousers (not stretch or lined panels) respectively and the suit must zip together over at least 75% of the waist band and jacket.

Full leathers are compulsory for all riders competing on motorcycles capable of speeds above 100 mph who's aim it is to run as a wheelie entrant (There will be no wheelie "class").

Riders in all classes are to wear leather motorcycle boots that offer above the ankle protection and are securely fitted, full leather gloves and an ACU approved Full faced helmet with a visible 2 ringed gold sticker. A visor must be used at all times when racing.

All riding kit must be **worn and must** be in good condition for inspection at scrutineering. Any equipment that is taped up or poorly repaired will be rejected.

Cameras

Mounting cameras to crash helmets is **strictly prohibited**.

Cameras may be mounted securely to vehicles; it is advisable to also attach a safety lanyard to retain the camera close to the bike 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 rider 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

Points for the Straightliners championship will only be awarded to Straightliners riders holding a full competition licence as well as Straightliners membership.

A rider must compete in a minimum of three Championship events for their points total to then count towards the championship.

For a class to count towards the overall championship, a minimum of 2 riders must compete in that class at any of the qualifying rounds.

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

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 shootouts.
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

etc

Ladder Class 9.10 / 6.00 and Race Legends

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 end of the event if a class record has been broken or the competitor runs a perfect index.

Championship Qualifying Rounds

Straightliners Motorcycle Championship - Best 8 scores out of a possible 9 rounds will be counted for the 2024 Championship.

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

Straightliners Classes

Straightliners welcome entries from riders of all "motorcycles" suitable for tarmac and concrete surfaces all as defined in the Auto Cycle Union Handbook, National Sporting Code, Groups A to J, to race over the 1/8 mile and 1/4 mile drag strip distances. [Except Group E Snowmobiles]

Straightliners No Mercy Shootout (for bikes, three wheelers, quads etc)

Scooters No Mercy Shootout

Juniors

Class 6.00 / 9.10

Race Legends (riders aged 70+)

Nostalgic Pro Stock See Appendix 1

Old school USB Stock See Appendix 2

Old school USB Modified See Appendix 2

Old school USB 2-Stroke See Appendix 2

Rules for No Mercy Shootouts

1. Competitors may make timed practice runs throughout Saturday and on Sunday morning of all two-day ('weekend') events.
2. There will be no dial-in times when qualifying and there will not be a handicap on the tree when qualifying.
3. Competitors need to nominate their preferred **dial-in time** with race registration before 12:00 Noon on Sunday (or at a later time if the organisers give all competitors warning). This time in seconds will be to two decimal places. This will be fixed for the shootout for that day. Eliminations may then start from 13:00hrs.
4. No Mercy Shootouts will be started from a sportsman tree.
5. If a competitor has entered more than one machine in a shootout class, only one of those machines will be allowed to run in the appropriate No Mercy Shootout.
6. If a machine has been entered in No Mercy Shootout, it cannot also be entered in another class during the same event.
7. If a machine is shared with another competitor, then both competitors will be allowed to run in the No Mercy Shootout.
8. If the timekeeper has not received a dial-in time for a competitor when the No Mercy Shootouts are being run, the best qualifying time for that competitor will be used by the timekeeper as a default dial-in time.
9. The tree will be set up to give a handicap start so the competitor with the slower dial-in time has a head start over the faster machine.
10. 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. If both competitors break out by the same amount, then the win goes to the competitor who crossed the finishing line first.
11. Winners of each round go through to the next round.
12. If there is an odd number of competitors in a round there will be one person at the end of the round without a pairing. In this case the timekeeper will be notified and there will be no need for the rider to make a bye run. This competitor will be one of the first pair of the next round.
13. If it is not possible to run a shootout through to the final on Sunday afternoon, then it will continue on to the Saturday 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.

14. 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.
15. Eliminations for 6.00 / 9.10 and Race legends will run from a Pro tree.

Junior riders – Engine cubic capacity and licence restrictions.

For each category the table indicates the class, ages and machine specifications.

Minimum Age	Licence	Grade of Capacity of Machine
8 years	Clubman	Up to 50cc Automatic Machine
9 years	Clubman	Up to 70cc Automatic Machine
10 years	Clubman up to	Up to 125cc Automatic/Semi-automatic Machine
12 years	Clubman up to	Up to 125cc Machine or up to 250 single cylinder 4 stroke machine (restricted)
13 years	National up to	Up to 125cc GP Machine up to 250cc single cylinder 4 stroke machine (unrestricted)
14 years	Clubman up to	Up to 125cc GP Machine up to 350cc single cylinder 4 stroke machine (unrestricted)
15 years	National up to	Up to 500cc twin Cylinder, 4 Stroke Production Based Machine
16 years and over	National	No restrictions

Junior riders 16 years of age and under

1. Junior riders must satisfy the Clerk of the Course for the meeting that they can ride and control the machine they have entered before being permitted to race at that meeting.
2. Junior riders are restricted to a maximum Sprint of 1/4 mile.
3. When a rider reaches the maximum age limit for his class, he/she may continue to compete in that class until the end of the calendar year or upgrade on his/her birthday.
4. A junior rider may only compete in one class. Any junior rider being issued with an adult licence cannot revert back to junior status.
5. For Junior Classes superchargers and turbochargers are **not** permitted. For Junior classes rebores are permitted to a maximum increase in engine capacity of 3cc.

Straight line Sprint elapsed time and speed restrictions are applicable to **all** junior riders.

for the 1/4 mile

1. Riders are restricted to a minimum elapsed time (ET) of 14.50 seconds
2. A rider recording an ET of 14.30 seconds or quicker will receive a warning.
3. The repetition of riding quicker than 14.30 seconds at the same event will result in the disqualification from the remainder of the event for that rider.
4. A rider recording an ET of 14.10 seconds or quicker or a rider exceeding a terminal velocity of 130 km/h (81 mph) will be immediately disqualified from the event

for the 1/8 mile

1. Riders are restricted to a minimum elapsed time (ET) of 9.42 seconds.
2. A rider recording an ET of 9.29 seconds or quicker will receive a warning.
3. The repetition of riding quicker than 9.29 seconds at the same event will result in the disqualification from the remainder of the event for that rider.

4. A rider recording an ET of 9.16 seconds or quicker or a rider exceeding a terminal velocity of 100 km/h (62 mph) will be immediately disqualified from the event.

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.

Run what you brung (RWYB) classes

Straightliners interpretation of RWYB is split into two categories of bikes for scrutineering.

RWYB – Production bikes are defined as having stock chassis dimensions and are normally aspirated or OEM forced induction.

RWYB – Race bikes are defined as bikes running modified chassis and may include, longer than stock swing arms, forced induction or nitrous oxide systems.

RWYB rider eligibility

Open to riders who are holders of a full or provisional DVLA licence. Riders who do not hold a current DVLA licence will require permission to register for an event from the Clerk of the Course prior to signing on. These riders 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 produced for Technical Control inspection.

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

RWYB TECHNICAL CONTROL FOR BIKES

1. The machine 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. All lights and indicators must be taped over.
4. All stands must be wired or taped up
5. A chain guard covering the top run of the chain must be fitted.
6. If you can wire your sump plug up, please do so, especially if it's a race bike.

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, 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.

Wheelies, 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.

Appendix 1

Nostalgic ProStock

The following rules for Nostalgic ProStock have been compiled and agreed by some of the original racers in this class. If you would like to compete in Nostalgic ProStock please read the information below. If you require more information on how to get involved the class, contact Straightliners and we will forward your question and contact details to the ProStock racer(s) who can best answer your question.

ACU Regulations (Extract) Nov 2015
AS WAS DISCUSSED IN 2017 CAPACITY LIMIT IS 1500cc.

DIVISION: PRO STOCK, P/S

1985 ACU building regulations.

FILTERS may be removed or altered to owner's discretion.

ALIGNMENT must be within the factory limits.

BATTERIES may be located at the owner's discretion, providing the mountings are of sound construction.

BODY all main body parts must be stock or of stock appearing replacements are permitted if they are of the same shape and size. Lights need not be operational but must be taped. Equipment not affecting appearance may be removed.

BRAKES stock brakes front and rear replacement discs if used must be 7"x1/8" minimum (7" diameter x1/8" thick)

DRIVE CHAIN AND GUARDS drive chains may be any suitable make or type and must be adequately guarded with a shield of 1/8th Dural or material of equivalent strength to prevent the chain touching the rider at any point of the run even if the chain breaks whilst running.

ENGINE single engine only, limited production engines are not permitted, bike engines must match body and frame type for type. No turbo charging or super charging or pump fuel injection. Slipper clutches if in stock cases. Stock crankcase's, stock cylinder heads, modified i.e. ported, big valves cams etc.

EXHAUSTS open exhausts systems are permitted. The exhaust must be directed away from the driver and fuel tank and at a safe distance from the tyres, no flexible pipe is permitted.

FRAME must be based upon generally available road going frame only.
Steering head must be 65° plus or minus 10%.
Wheelbase 68" maximum plus 60" for wheelie bars from centre of wheelie bar spindle.
Handlebars and footrests must be in stock location. Stock footrests must have welded pivots, handlebars must not extend beyond 2" below bottom of top fork crown.

FUEL petroleum or aviation fuel with a maximum of 20% methanol.

FUEL TANK must be constructed of metal.

GEARBOX any make or type may be fitted.

IGNITION any make or type of ignition may be fitted.

A positive action cut off switch in working order and located on the top yoke or handlebars must be fitted to all machines. Magneto kill buttons are not acceptable.

SEATS custom seats permissible but must be in appearance adequate to accommodate 2 people.

SUSPENSION Front: replacement front ends allowed if hydraulic and not less than 1¼" diameter and within 2" of the stock length

Rear: stock appearance to suspension, it is recommended that it is locked up, in the interest of safety lockup struts are allowed.

WHEELS any type of motorcycle wheel is permitted, rear wheel must be of minimum of 18" diameter and a maximum of 8" wide. 18" or 19" diameter front wheels are permitted, with a minimum width of 2.75".

Appendix 2

Old School Ultimate Street Bike (USB)

In addition to the Straightliners classes the following class will run alongside in addition at selected events. Questions or disputes may be referred to the clerk of the course on the day, these may require discussion with Bow Trowell for clarification. Please understand that a decision may not be reached on the day. It is your responsibility to ensure your bike is eligible and fits the rules as rules will not be changed to fit your bike.

Ultimate Street bike Regs. To read in conjunction with NORA92/Straightliners regulations.

Classes are as follows:

- Stock Street bike up to 64" max wheelbase
- Modified Street bike 68" max wheelbase
- 2 Strokes

Any bike is eligible to run providing its manufactured date is up to and including 1990.

Stock appearance, suspension, self-starting, street tyre, and lights must be fitted.

No wheelie bars or lockup struts. (Modified Street Bike allowed lockup struts).

Modern wheels and suspension allowed.

No cc limit in any class.

All bikes must have a minimum of 2 inches ground clearance with the rider sat on the bike.

Air Shifters allowed in all classes.

Bikes with Nitrous oxide, turbo, or supercharged goes into modified class, unless the rider can show they were OEM fitment.

Butchered classics i.e.- oil cooled motor into an older chassis) are allowed in the modified class, as are Street 'specials' - Spondon, Harris etc.