

# STRAIGHTLINERS LIMITED

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Rules & Regulations 2025 – Version 1 (January 2025)

OFFICIAL RULES & REGULATIONS

## **Car Championships & RWYB**

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## 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 £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.

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 1<sup>st</sup> January to 31<sup>st</sup> 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 should enter an event in advance. Entries should be made online via the Straightliners events website, [www.straightliners.events](http://www.straightliners.events). At the track, please report to Race Control to 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.

#### 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. Transfers to another event can be made for £10 admin charge. 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. Qualification cut off is lunchtime on Sunday unless advised otherwise.

## **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 drivers 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)
Six Sixty	dial-in (Sportsman Tree for eliminations only)

A noise level of **101dB**:

#### Karts

#### Electric Vehicles

#### Junior Sprint Car

**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 device.

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.

### **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 Car championships will only be awarded to Straightliners members 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.

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

Times are recorded to three decimal places at Melbourne Raceway eg. 9.106. 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 Six Sixty Cars 4 points will be awarded to drivers who compete at least once at all four venues in the Six Sixty Championship, these are to be added at the end of the season.

### **Six Sixty 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

### **Car Classes (Not including Six Sixty Cars)**

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**

Six Sixty Cars - Best 8 event scores, out of a possible 9 rounds will count for the 2025 Championship.

N.B. The last round of the Six Sixty Championship is a double-points scoring round.

Melbourne Championship is best 6 out of 7 rounds that count.

### **Car Classes**

Straightliners welcome entries from drivers of all forms of four wheeled 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	(0.4 Pro Tree)
Six Sixty	dial-in (Sportsman Tree for eliminations only)	
Junior Sprint Car	1/8 mile distance at all events	
Junior Dragster	1/8 mile distance at all events	

#### **Karts**

### **Rules for Dial-In Classes (Sportsman ET, Pro ET and Pro Extreme)**

1. Dial-in times are needed when qualifying but there will not be a handicap on the tree when qualifying.
2. 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 car number & 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 can adjust / alter their "dial-ins" almost every run as these are influenced by sun, track, temperature, humidity, wind, air density etc etc).
3. Eliminations will be started from a .5 sportsman tree.
4. If the timekeeper cannot see a dial-in time for a competitor when the eliminations are being run, the best qualifying time for that competitor will be used by the timekeeper as a default dial-in time.
5. 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.
6. 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.

### **Rules for Six Sixty Cars**

1. Six Sixty Cars will have a dial-in time for eliminations only.
2. For each 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 car number & 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 can adjust / alter their "dial-ins" almost every run as these are influenced by sun, track, temperature, humidity, wind, air density etc etc).
3. Eliminations will be started from a .5 sportsman tree.
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6. 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.

### **Rules for Heads Up Racing Classes**

1. Qualifying and eliminations will be run with a Pro tree.



### **General Rules For Car Classes**

1. If a competitor has entered more than one vehicle in the class, only one of these vehicles will be allowed to run in the eliminations.
2. If a machine is shared with another competitor, then both competitors will be allowed to run in eliminations.
3. Winners of each round go through to the next round.
4. If it is not possible to run eliminations through to the final pair on Sunday afternoon, then it will continue to the Saturday (or the first day) of the next round.
5. 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 Sprint Car No Mercy**

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

Ages 8 up to 16 years all in one class running eliminations on a handicapped tree, dial in time will be fastest run made during qualifying to a maximum speed 68mph over the 1/8<sup>th</sup> mile. This is subject to +2mph if a tailwind is present at the discretion of the clerk of the course.

### **Definition**

#### **Sprint car**

A four wheeled vehicle powered by an automatic 4 stroke engine.

#### **Stationary engine**

Honda gx/briggs and stratton style engine designed for the main use plant and agricultural use.

#### **Automatic Motorcycle derived engine**

4 stroke automatic Engine with fixed variable cvt drive attached originally made for the use in a motorcycle or scooter.

#### **Standard kart**

As would have been supplied from factory no modifications to engine chassis or drivetrain.

## Engine Cubic capacity and restrictions

Minimum age	Stationary Engine capacity	Automatic Motorcycle derived engine capacity
<b>8 years</b>	<b>Gx160 5.5hp</b>	<b>125cc</b>
<b>9 years</b>	<b>Gx200 6.5hp</b>	<b>150cc</b>
<b>10 years</b>	<b>Gx270 9hp</b>	<b>200cc</b>
<b>11 years</b>	<b>Gx390 13hp</b>	<b>250cc</b>
<b>12 years</b>	<b>Gx420 15hp</b>	<b>300cc</b>
<b>13 years</b>	<b>Up to 500cc</b>	<b>350cc</b>
<b>14 up to 16 years</b>	<b>Up to 500cc</b>	<b>500cc</b>

Junior sprint car drivers 16 years of age and under

1. Junior drivers must satisfy the Clerk of the Course for the meeting that they can drive and control the machine they have entered before being permitted to race at that meeting.
  2. Junior drivers are restricted to a maximum Sprint of 1/8 mile.
  3. When a driver 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. 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 rebore are permitted to a maximum increase in engine capacity of 3cc.
- Straight line Sprint elapsed time and speed restrictions are applicable to all junior drivers.

### For the 1/8 mile

1. Drivers are restricted to a minimum elapsed time (ET) of 8.90 seconds.
  2. A driver recording an ET of 8.90 seconds or quicker will receive a warning.
  3. The repetition of driving quicker than 8.90 seconds at the same event will result in the disqualification from the remainder of the event for that driver.
  4. A driver recording an ET of 8.80 seconds or quicker or a driver exceeding a terminal velocity of 110 km/h (68 mph + 2mph with tail winds present) will be immediately disqualified from the event.
- Junior eliminations shall be run whenever possible, with a handicap tree system in use.

## Types of Vehicle, regulations and safety equipment

### Standard kart

(none modified engine chassis or drivetrain)

gx160 gx200 these can be driven in kart suit/overhauls, ACU gold approved helmet, gloves, kart style boots (ankle boots). Neck brace/collar recommended.

### Custom builds incl. jr dragster, totrods, modified karts and buggies.

Kart suit/overhauls, ACU gold approved helmet, gloves, kart style boots (ankle boots) neck brace/collar recommended. Arm restraints are compulsory.

\*All these vehicles must have roll over protection

\*If one loop minimum material 32mm 2mm wall mild steel tube

\*If two loops minimum material 25mm 2mm wall mild steel tube

\*These must have minimum one backward support in same material

\*The roll loop and support must be fixed/welded to the main structural part of the chassis

\*The loop must be in a place whereas no part of the body/helmet can come in contact with the ground if the car were to be upside down.

- \*All vehicles must be fitted with a minimum 4-point harness
- \*All vehicles to be braked on minimum of two wheels
- \*Maximum wheelbase 140"

**THESE VEHICLES MUST ATTEND AT LEAST ONE MEETING BEFORE WANTING TO ENTER AN EVENT TO BE SIGNED OFF BY OFFICIALS OR BY PRIOR ARRANGEMENT. YOU WILL NOT BE ABLE TO ENTER AN EVENT UNLESS THE VEHICLE HAS BEEN CHECKED AND SIGNED OFF THIS CAN NOT BE DONE ON THE DAY OF AN EVENT UNLESS BY PRIOR ARRANGEMENT.**

**Please contact Straightliners for any advice on build questions or queries.**

**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 on site for the duration of the meeting.**

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### **Saturday**

Qualifying in class groups.

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

### **Sunday**

Qualifying, eliminations and finals for everybody.

### **Car Run what you brung (RWYB) classes**

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

**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 driving 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. Drivers 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 racers may be carried out at events.