

# STRAIGHTLINERS LIMITED

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Rules & Regulations 2026 – Version 3 (May 26)

OFFICIAL RULES & REGULATIONS

## **Straightliners Motorcycle Championship & RWYB RULES**

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Straightliners 2026

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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 £79 for NORA 92 basic competition licence (which is without benefits) and Club membership or £114 for a NORA 92 National competition licence including benefits and Club membership.

**Five years** at £110 + Competition Licences; Lifetime at £215 + 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 1<sup>st</sup> January to 31<sup>st</sup> 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)

NORA 92 National Advanced and International Licences are only valid for those competitors under 75 years of age. Those above this age may select a 'Basic' licence.

All Top Speed Competitors must have an 'Advanced' NORA 92 Licence, if competing in more than one event. An 'Advanced' NORA 92 is required if attempting a record.

If a competitor is over 75 years of age, approval from Trevor Duckworth must be sought before applying for a 'Basic' licence. Trevor Duckworth can be contacted on 07971 172210.

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

## Entry / Registration / Signing on

Riders are encouraged to enter an event in advance. Entries should be made online via the Straightliners events website, [www.straightliners.events](http://www.straightliners.events). Entry price will change on the Sunday preceding the event at 10pm. Event entry fees will increase from this point; venue admission will still be included in the entry fee. Online entries will close on the Thursday before the event. If you encounter problems with the online system, contact Helen before Sunday at 10pm. Your name will be added to the day entry list, you may then pay on the day. You will have to pay to get into the venue, but the entry fee will be adjusted accordingly at signing on.

Once at the track, please report to the Signing On Office to be issued with your numbers and wristband. If you have any questions, go to the Race Control Office, 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 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 with Straightliners, you must inform the Secretary of the Meeting and the Clerk of the Course when you sign on. You will be issued with a hi-vis jacket to wear over your leathers; this will 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.

### **Rider briefing**

All competitors must attend the rider briefing on the start line. If you can't make the riders briefing, you must report to the race office to receive a copy of the briefing.

### **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 start line. 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.)**

A rider may change his/her vehicle at any time during the qualifying period. However, permission from the Clerk of the course / entry secretary at Race Control 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.

For non-index classes a bonus point will be awarded for breaking a class record for that track. For No Mercy Classes, 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.

## **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, the riders will be paired up at random. There will be no rider lane choice.

## **Technical verification (Scrutineering)**

Will take place from 8 to 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 riding equipment. 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.

## **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.

All motorcycles, 3 wheelers and Quads must be fitted with a handlebar mounted, positive in operation, on-off cut-out switch, effective for both Ignition and fuel pump where fitted. The switch must be operated without removing either hand from the handlebar. If a fuel pump is fitted to the machine, it MUST be disabled by operation of the cut-out switch.

In addition, Top bike class and any bikes fitted with Nitrous oxide or forced induction must be fitted with a lanyard operated cut-out. The cut-out must operate when the rider's hand is no further than 500mm from the handlebar. Coiled or elastic cords are not permitted. The lanyard must disable both ignition and fuel pumps. Random function checks will be carried out at Tech inspection. Any vehicle without a functioning handlebar mounted ignition/ fuel pump cut out will be excluded from the meeting.

Metal caps are to be fitted to tyre valves.

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, Top Bike 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, Top Bike 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.

Any person riding an electric scooter/bike, pit bike or recovery bike/quad 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:

Various Venues

No Mercy

Top Bike

Nostalgic Pro Stock – Noise restriction lifted. See appendix 1

Scooters No Mercy Shootout - A noise level of no greater than **101dB**: Juniors

- A noise level of no greater than **98dB**

**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 and chest 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.

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.

## **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] The Melbourne championship is to be run as part of the national championship, no additional runs are required to qualify.

The No Mercy classes will run a 6.0 second ET limit for the 1/8 mile and 9.1 for the ¼ mile.

A competitor that has gone faster than the ET time limit for that venue during qualifying will automatically be issued with the minimum ET for that venue.

If the Race Control office is not notified of a dial in time, a riders fastest qualifying ET will be used by default.

### Straightliners championship (National)

No Mercy Bikes

No Mercy Scooters

No Mercy Juniors

Top Bike

Race Legends (Rider and bike ages must add up to at least 100 years of age)

### Melbourne Championship

No Mercy Bikes

No Mercy Scooters

No Mercy Juniors

Top Bike

Race Legends (Rider and bike ages must add up to at least 100 years of age)

### Invited Classes

Nostalgic Pro Stock    See Appendix 1

## **Points**

Points for Championships will only be awarded to Straightliners riders holding a full NORA 92 competition licence for Sprinting and Straightliners membership.

There are 4 points to be awarded to all competitors who have pre-entered 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 an ET less than 0.010 seconds above their dial in time.

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

etc

### **Top Bike**

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.

### **Qualifying runs**

Regardless of how many classes a rider has entered, only one run per session is permitted. A rider will not be permitted to use one bike in more than one class.

### **Championship Qualifying Rounds**

2026 Straightliners Motorcycle Championship. The championship will run over 10 rounds with 8 rounds to count.

X2 at Santa Pod, X7 at Melbourne and X1 at Kirkbride.

Dates can be found on the Straightliners events website.

2026 Melbourne Championship – All rounds to run at Melbourne Raceway. The championship will run over 7 rounds with 6 rounds to count.

Dates can be found on the Straightliners events website.

The National championship will run at all tracks listed. The Melbourne championship will form part of the National championship.

### **Rules for No Mercy style 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 must nominate their preferred **dial-in time** with race control before 12:30 or lunch time whichever comes first on Sunday (or at a later time if the organisers give all competitors warning). If a competitor does not notify race registration with a dial in time, their fastest ET for that event (both days to count at a two-day event) will be used

- by default. This time in seconds will be to two decimal places. This will be fixed for the shootout for that day. Eliminations may then start as per the rider briefing.
4. No Mercy Shootouts will be started from a Pro 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 is shared with another competitor, then both competitors will be allowed to run in the No Mercy Shootout.
  7. If the timekeeper has not received a nominated dial-in time for a competitor when the No Mercy Shootouts are being run, the best qualifying time for that competitor for all days of the event will be used by the timekeeper as a default dial-in time.
  8. 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.
  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. 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 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.
  12. 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.
  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.
  14. Eliminations for Top Bike class 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.

### **Junior No Mercy bike**

8 years to 16 years

Straightliners membership and Nora Licence mandatory to compete.

Riders will compete over the 1/8th mile and will run on an Et dial in basis.

Engine cubic capacity and licence restrictions. For each category the table indicates the ages and machine specifications.

Min Age	Max Machine Capacity	Minimum ET 1/8th	Category	Licence
8	50cc auto	12.90	Jr drag bike	Nora Basic
9 - 10	90cc 2t / 125cc 4t	10.90	Jr drag bike	Nora Basic
11 - 16	125cc 2t / 250cc 4t	9.90	Jr drag bike	Nora Basic

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. 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.
3. A junior rider may only compete in one class. Any junior rider being issued with an adult licence cannot revert back to junior status.
4. For Junior Classes superchargers and turbochargers are not permitted this includes nitrous. 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.
5. Riders must be able to get both feet flat on the floor when in the seated position on their machine.
6. The machine must be fitted with a lanyard kill switch and must be fitted with a handlebar mounted, positive in operation, on-off cut-out switch, effective for both Ignition and fuel pump where fitted. The switch must be operated without removing either hand from the handlebar.

### **For the 1/8th mile**

1. Riders are restricted to a minimum elapsed time (ET) based on age see above table.
2. A rider recording an ET of 1/10th quicker will receive a warning.
3. The repetition of riding quicker than 1/10th at the same event will result in the disqualification from the remainder of the event for that rider.
4. A rider recording an ET 2/10<sup>th</sup> or quicker or a rider exceeding a terminal velocity of 130 km/h (81mph) will be immediately disqualified from the event.

Dial in times need to be displayed in a position as where visible to the timekeeper every run. This can be done by a separate dial in board or displayed on the machine in a position visible to the timekeeper. In the event a dial in is not visible the qualifying run will be void.

Junior eliminations shall be run whenever possible based on qualifying positions.

**For the 1/4 mile sprint**  
**Maximum terminal velocity of 130kmh (81mph)**

**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.  
The Parent or Legal Guardian must accompany the junior rider to the start line each run.

**Run What You Brung.**

**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. Mandatory for race bike.
7. All RWYB machines must have kill switch and lanyard as per the section covering Machine safety.

**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 Pro Stock

The following rules for Nostalgic Pro Stock have been compiled and agreed by some of the original racers in this class. If you would like to compete in Nostalgic Pro Stock 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 Pro Stock 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".