2014 APPENDIX D – REGULATIONS
FOR LAND SPEED RECORD ATTEMPTS

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ARTICLE D1 ELIGIBLE AUTOMOBILES

ARTICLE D1.1 AUTOMOBILES. Only AUTOMOBILES of categories, groups and classes conforming to Articles D1 and D17 may attempt to establish/break the different types of recognised Records.

D1.1.1 Construction. In all cases, the AUTOMOBILES must be in compliance with the Code, must have at least one seat equipped for the Driver, must not be of a dangerous construction, and must not be subject to a Suspension or Disqualification.

D1.1.2 Safety Equipment. The use of FIA-homologated seats, safety belts, and hand-operated extinguishers is recommended. The ASN of the country in which the Record Attempt is made may make the use of such safety equipment obligatory.

ARTICLE D2 CATEGORIES, GROUPS AND CLASSES

ARTICLE D2.1 National Records. For National Records, ASNs may elect categories, groups and classes according to their national sporting regulations, in compliance with Appendices D and J of the Code.

ARTICLE D2.2 World Records. World Records can only be established by AUTOMOBILES of the defined categories.

ARTICLE D2.3 Categories.

D2.3.1 Category A: AUTOMOBILES answering exclusively to the standards fixed in Article D1.1.1, using free fuel and divided into groups and classes according to Articles D1 and D17.

D2.3.2 Category B: Series-production AUTOMOBILES in production at the time of the application for the Record Attempt and either homologated by the FIA, or for which an application for homologation has been made to the FIA or recognised by the ASN of the country in which they are manufactured for National Records.

D2.3.2.a Before the running of the Record Attempt, three AUTOMOBILES (one AUTOMOBILE for Group XVI) must come from the assembly line of the production site under supervision of an official nominated by the ASN of the manufacturing country and/or by the FIA.

D2.3.2.b These AUTOMOBILES will be run in under constant supervision of this official and once the running in is completed, the Competitor will choose from amongst the three AUTOMOBILES the one which he will retain for the Record Attempt.

D2.3.2.c The running in must be a simple rolling over a maximum of 2000 kilometres.

D2.3.2.d Any defective part may be replaced with identical parts on condition that the replacement operations are carried out under the control of the nominated official.

D2.3.2.e For the running in and the Record Attempt, the fuel used must comply with Article 252 of Appendix J or be commercial bio-fuel homologated for the AUTOMOBILE by its manufacturer.

D2.3.2.f It is permitted to fit a bolted safety rollbar in accordance with Article 253 of Appendix J.

D2.3.3 Category C: Special AUTOMOBILES.

D2.3.3.a These Records may be subdivided according to the type of engine used (jet, rocket, etc.).

D2.3.3.b The use of moveable aerodynamic devices is permitted.

D2.3.4 Category D: Drag race AUTOMOBILES complying with the FIA Drag Racing regulations.

ARTICLE D2.4 Groups. Categories are further divided into Groups, as listed in Article D17. More detailed definitions for those groups requiring such amplification are:

D2.4.1 Categories A and B, Group VII: Solar powered AUTOMOBILES. AUTOMOBILES powered by direct conversion of solar energy only, with no onboard storage of solar energy.

D2.4.2 Categories A and B, Group XI: Hybrid engines. Engines with two different power sources. The second power source must rely on self-rechargeable energy. Each power source must be independently able to propel the AUTOMOBILE via its wheels without the help of the other power source and for at least:

D2.4.2.a 1 km/30 kph (0.621 M/18.64 mph) for Records up to and including 10 Miles;

D2.4.2.b 10 km/30 kph (6.21 M/18.64 mph) for Records in excess of 10 Miles.
ARTICLE D2.5 Classes. Groups are further divided into classes by cylinder capacity or by unloaded weight, depending upon the Group, as detailed in Article D17.

ARTICLE D3 TIMES AND DISTANCES RECOGNISED

ARTICLE D3.1 National Records. For National Records, ASN will fix the distances and times, as well as any other regulations which they deem appropriate.

ARTICLE D3.2 World Records. For World, or Absolute World Records, the recognized times and distances are as follows (except Category B, Group XVI):

D3.2.1 Acceleration Records, standing Start: 1/8 Mile (201,17 m); 1/4 Mile (402,34 m)

D3.2.2 Distance Record, flying Start: 1 km; 1 Mile

D3.2.3 Distance Records in kilometres, standing Start: 0,5 km; 1 km; 10 km; 100 km; 500 km; 1000 km; 25000 km; 50000 km; 100000 km

D3.2.4 Distance Records in Miles, standing Start: 1 Mile; 10 Miles; 100 Miles; 500 Miles; 1000 Miles; 10000 Miles; 25000 Miles; 50000 Miles; 100000 Miles

D3.2.5 Time Records in hours, standing Start: 1 H; 6 H; 12 H; 24 H

D3.2.6 Absolute World Closed Course Record: Average lap speed

ARTICLE D3.3 Category B, Group XVI. For World, or Absolute World, Records, the only recognised times and distances for Automobiles of Category B, Group XVI are as follows:

D3.3.1 Distance Record, flying Start: 1 km; 1 Mile

ARTICLE D4 CONDITIONS

ARTICLE D4.1 National Record Attempts. National Record Attempts will be considered National Competitions, independently from the nationality of the Competitors or Drivers and will be governed by National Sporting Regulations, except if specified otherwise by the Code.

ARTICLE D4.2 World Record Attempts. World, or Absolute World, Record Attempts will be considered International Competitions and are governed by the Code.

ARTICLE D4.3 Drag Racing Attempts. Drag Racing attempts are governed by section 8 of the FIA Drag Racing regulations, and by Article D4 of this Appendix.

ARTICLE D4.4 ASN Annual Event. Each ASN is allowed to hold an annual Event dedicated to World Record Attempts by Competitors in all categories / groups / classes, over the following distances: 1/8 Mile; 1/4 Mile; 0,5 km; 1 km; 1 Mile

D4.4.1 Notification. It is not necessary to give prior notification of the categories / groups / classes entered, or of the Records attempted. If new Records are set, the fees will be paid to the FIA, in accordance with the Code.

ARTICLE D4.5 Name of Competition. It is forbidden to use the appellation of “Record” in the name of any Competition which is not run in compliance with the Code.

ARTICLE D4.6 Licences. Competitors and Drivers taking part in Record Attempts must have their respective valid Licences, of the type recognised by the ASN for National Records or of the international type for World or Absolute World Records.

ARTICLE D4.7 Organizing Permit. Record Attempts will be organised by the holder of an Organising Permit delivered by the ASN or by the ASN itself or through a Circuit holding a permanent authorisation from the ASN.

ARTICLE D5 COURSE

ARTICLE D5.1 General Conditions

D5.1.1 Course. The Course used for Record Attempts may be a track of either permanent or temporary character or a Circuit.

D5.1.2 Measurement. The length of the Course must be measured and duly certified to within 1/10,000 of its length.

D5.1.3 Markings. The Start and Finish Lines must be marked on the track.

D5.1.4 License. The Course must always be the subject of a valid Licence, of the national type for National Records, and of the international type for World or Absolute World Records, in compliance with the Code.

D5.1.5 Use of Track. During a World or Absolute World Record Attempt of 24 hours or less, no Automobile is allowed to use the track besides those taking part in the Record Attempt except the vehicles of the nominated Officials and service vehicles.

D5.1.6 Type of Course. The Course may be of the open type, with a Control Line at each end of the measured distance, or of the closed type, with a single Control Line.

ARTICLE D5.2 Records up to 1 Mile:

D5.2.1 Driver Changes. Driver changes are forbidden.

D5.2.2 Course. The Course must be covered in both directions for other than acceleration records.

D5.2.3 Duration. The duration of the Record Attempt must not exceed 1 hour including the return run.

D5.2.4 Type of Course. The Course will be of the open type.

D5.2.5 Gradient. The Course will have a maximum gradient of 1% over any 100 meter section. In the case of a flying Start, this gradient limit will apply to the whole run of the Automobile, i.e. the measured distance plus the two extensions at the beginning and end, even if they are not straight, and which form an actual part of the Course during the flying Start.

D5.2.6 Acceleration Records. For acceleration Records (1/8 and 1/4 Mile), two runs must be covered, in the same direction or not, and on the same Course.

ARTICLE D5.3 Records of 10 km and 10 Miles

D5.3.1 Driver Changes. Driver changes are forbidden.

D5.3.2 Course. The Course may be of the open or closed type.

D5.3.3 Duration. The duration of the Record Attempt must not exceed 1 hour including the return run (open Course only), as further detailed in Article D12.2.3.

ARTICLE D5.4 Records over 10 Miles and time Records

D5.4.1 Type of Course. The Course must be of the closed type. The direction of the running is free.

D5.4.2 Direction of Running. For Records over 5,000 km and Records over 24 hours taking place on a Circuit where all curves are in the same direction, the direction of the running may be reversed every 5,000 km during the Record Attempt, by passing the Control Line at the end of a lap and then turning back and passing over it again in the opposite direction at the beginning of the following lap, without stopping.

ARTICLE D6 ORGANISING PERMIT

ARTICLE D6.1 Breach of the Rules. Any breach of the following rules by either the Competitor or the ASN may result in the refusal of the Record Attempt homologation and the imposition of additional penalties at the discretion of the FIA.
ARTICLE D6.2 Competitor Responsibilities. Any Competitor wishing to make a Record Attempt must comply with the following:

D6.2.1 Date. Contact the ASN for the chosen Course to fix the date and to secure the use of the Course during the validity of the Organising Permit.

D6.2.2 Course Fees. Pay the fees for use of the Course, as required.

D6.2.3 Licence. Hold a Competitor’s Licence delivered by his home ASN and, if he is a foreigner, the authorisation of his home ASN for the Record Attempt.

D6.2.4 Application. Send to the ASN for the chosen Course, a signed application for an Organising Permit for the Record Attempt (on an approved form, if there is one).

D6.2.5 ASN Fees. Pay the ASN to whom the application has been sent the necessary fees as fixed by said ASN.

ARTICLE D6.3 Organising Permit. The Competitor will sign and send to the ASN an Organising Permit bearing the following details:

D6.3.1 Course. Name and length of the Circuit chosen;

D6.3.2 Competitor. First name, surname or company name, address, number, type, and date of the Licence, name of the ASN having delivered it (and letter of authorisation, in the case of a foreigner);

D6.3.3 Automobile. Characteristics which allow its Classification according to the Code and Appendix D (category, group, class, cylinder-capacity, weight of the empty Automobile and, when applicable, make of the chassis and engine).

D6.3.3.a For turbine engines, the following must be stated and justified, in accordance with the equivalence formula explained in Article 252 of Appendix J: S (High pressure nozzle area), R (Pressure ratio), and C (Calculated equivalent cubic capacity).

D6.3.3.b For identical categories, groups and classes, the same Competitor may make several simultaneous Record Attempts, using a maximum of three different Automobiles. In this case, the Competitor must apply for separate Organising Permits for each Automobile.

D6.3.4 Nature of the Record Attempts. Types, times and distances.

D6.3.5 Time and duration. Date and time of the beginning of the Record Attempt, duration of the validity of the Organising Permit applied for, the duration which may be extended according to the regulations established by each ASN;

D6.3.6 Drivers. For each Driver (official and reserve): first name, surname, type, number and date of the Licence, and the name of the ASN having delivered it, (and letter of authorisation, in the case of a foreigner).

D6.3.6.a A change of Driver during Record Attempts is allowed, with the prior authorisation of the ASN and under the conditions specified in this Appendix; no other modification of the programme as established by the Organising Permit is allowed.

ARTICLE D6.4 ASN Responsibilities.

D6.4.1 Deadline. Forward the Record Attempt registration form to the FIA no later than the day of the commencement of the Record Attempt.

D6.4.2 Fees. Fix the fees of the officials.

D6.4.3 Officials. In accordance with the Code and to avoid any conflict of interest, such officials will be remunerated for their work within the framework of a Record Attempt. They shall be paid by the ASN, which may pass along the associated costs to the Competitor(s) involved.

D6.4.4 Conditions. After having ascertained that the conditions provided for the execution of the Record Attempt have been fulfilled, the ASN will:

D6.4.4.a Establish the conditions of the organisation (control points, safety measures, etc.).

D6.4.4.b Nominate the officials in charge of the supervision.

D6.4.4.c Deliver the Organising Permit which will include all this information as well as that entered on the application by the Competitor.

D6.4.4.d Give a copy of this document to the Steward, in conformity with the Code.

D6.4.5 FIA Notification. For attempts at any FIA World or Absolute World Record other than during an ASN annual Event, notify the FIA at least 48 hours in advance.

D6.4.6 Long Distance Records. For any World, or Absolute World Record Attempt over 1000 km, notify the FIA at least 60 days before the beginning of the Record Attempt. The FIA will not grant Organising Permits for any other Record Attempts for the same category, group, class, distance or time during this period, from the beginning of the 60 days to the end of the 3 day preliminary notification period.

D6.4.7 Short Distance Records. If the Record Attempt is a World, or Absolute World Record of 1000 km or less, notify the FIA at least 7 days before the commencement of the attempt (60 days for Automobiles of Category B).

D6.4.8 Track License. If the Record Attempt takes place on a Course which does not have a regular Licence, after measuring the track, deliver one (in the case of a National Record track) or ask the FIA for one (in the case of a World, or Absolute World Record), the validity of which will be equivalent to the duration of the Organising Permit.

ARTICLE D7 OFFICIALS

ARTICLE D7.1 Supervision. The supervision of a Record Attempt includes the supervision of the attempt, the scrutineering of the Automobile and the timekeeping. The officials in charge of the supervision must be in sufficient number to ensure that the Record Attempt is made in conformity with the Code.

ARTICLE D7.2 Nominated Officials. The ASN will nominate the following officials:

D7.2.1 Steward. The Steward who, as the representative of the ASN, will be totally responsible for the running of the Event, with, among other rights, the power to stop it, suspend it or modify the programme thereof for serious safety reasons. He will supervise control operations, and after the attempt, will send to the ASN, a complete, detailed, signed final report; appending to this report the report of the Timekeepers; where applicable, the list of the parts replaced; and, the report of the Scrutineer.

D7.2.2 Officials. Officials, chosen by the ASN from amongst qualified officials, in such number that between them and the Steward they shall ensure the continuity of control carried out in compliance with this Appendix.

D7.2.3 Scrutineer. A Scrutineer who will conduct the scrutineering, in compliance with Article D10.

D7.2.4 Timekeepers. Official timekeepers in sufficient number to ensure the continuity of timekeeping, in compliance with ArticleD12.

ARTICLE D8 CONTROL

ARTICLE D8.1 Procedures. The officials in charge of the control of a Record Attempt will proceed in the following manner:

D8.1.1 Prior to the Attempt. Before the beginning of the Record Attempt: they will ensure that the Competitor fulfils all the conditions of the Organising Permit, review his Licence, and those of the Drivers, and will verify the identities of the Drivers. If, on request of the Competitor, a preliminary scrutineering has
been carried out, they will ensure that the report of the Scrutineer is favourable, they will control the list of all material and instruments submitted by the Competitor and add it to the final report. Finally, they must ensure that the Course and all installations are ready for the beginning of the Record Attempt.

**D8.1.2** During the Attempt. During the Record Attempt: they will make sure that each Start and each operation or manoeuvre is in compliance with this Appendix and will particularly identify the Drivers at each change of Driver. They must supervise the driving of the Automobile along the Course; intervene on the spot in the case of a stop along the Course to enquire the reason thereof; supervise the successive operations and manoeuvres carried out by the Driver; and, finally, they must ensure the intervention, if necessary, of aid vehicles (fire-protection vehicle, ambulance, break-down vehicle).

**D8.1.3** Weather. Should dangerous conditions appear due to atmospheric conditions, state of the Course, of the Automobile or of the Drivers, etc., they shall immediately inform the Steward who will decide upon the advisability of stopping the Record Attempt, suspending it or modifying the programme.

**D8.1.4** Control of Automobile. At the end of the Record Attempt: (or after it has been suspended on request of the Competitor): they will hand the Automobile over to the Scrutineer for verification or, if this official is absent, they will affix the seals so that none of the parts to be verified can be modified, or they will have the Automobile parked in a sealed area until the Scrutineer may intervene.

**D8.1.5** Staffing of Control Posts. All control posts will be permanently occupied by an official and a system of relief will be established. At the end of his duty, each official will pass the instructions to the person replacing him and will draw up a short report on the facts which may have occurred during his watch, and he will give this report to the Steward for the final report.

**ARTICLE D9** CONTROL STATIONS

**ARTICLE D9.1** Applicability. This article applies as appropriate for Record Attempts of 100 kilometres or longer conducted on a closed Course and all time Record Attempts.

**ARTICLE D9.2** Station Location. The stations shall be located along the Course, on the side of the track and be equipped with the necessary installations to receive and protect the staff and material provided for each station.

**ARTICLE D9.3** Prescribed Stations. The prescribed stations are the following: one next to the Start Line, one next to the Finish Line (or a single station if these two lines coincide), intermediate stations in sufficient number to be placed at a maximum interval of 5 km (2.5 km in the case of simultaneous attempts), in order to permit an efficient control along the whole length of the Course; in any case an Automobile shall not be out of sight for more than one minute during its travel.

**ARTICLE D9.4** Start Station. The station near the Start Line will be the main station where any operation allowed will be carried out.

**ARTICLE D9.5** Supplementary Stations. On request of the Competitor, some of these stations may be used as refuelling stations and supplementary stations may also be created. Nevertheless, the maximum number of refuelling stations may not be more than 2 for 5 km of track.

**ARTICLE D9.6** Main and Refuelling Stations. The main station and refuelling stations will be equipped with the necessary installations to carry out all operations allowed. The latter must be carried out on the side of the track, within a section which shall not exceed 40 metres in length.

**ARTICLE D10** SCRUTINEERING

**ARTICLE D10.1** Scrutineer. The Scrutineer shall compulsorily intervene at the end of the Record Attempt and optionally, on request of the Competitor, before the beginning of the Record Attempt or the resuming thereof in case of suspension of the Record Attempt.

**ARTICLE D10.2** Classification. The scrutineering shall be carried out so as to ascertain that the Automobile conforms to the characteristics mentioned on the Organising Permit, in order to classify the Automobile according to Appendices D and J.

**ARTICLE D10.3** Required Checks. For Automobiles of Category B, the verification of the weight shall be made beforehand. Verification that the Automobile complies with the homologation form appended to the permit and is complete with all its parts, will be done at both the beginning and the end of the Record Attempt.

**ARTICLE D10.4** Seals. Before the compulsory scrutineering at the end of the Record Attempt, and if the Scrutineer is unable to take the Automobile over at its arrival, the integrity of the seals affixed by the officials in charge of the control shall be ascertained.

**ARTICLE D10.5** Competitor Responsibilities. The Competitor shall leave the Automobile at the disposal of the Scrutineer during all the time necessary for the scrutineering and, if necessary, have it transported, at his own expense, under control of the official in question, to the nearest work-shop specially equipped for this verification.

**ARTICLE D10.6** Report. At the end of each Record Attempt, the Scrutineer will draw up a report and will forward it to the Steward.

**ARTICLE D11** CONDUCT

**ARTICLE D11.1** Start. At the beginning of the Record Attempt, the Start will be in compliance with the Code for a flying Start without pace car or standing Start, as appropriate, under the control of an official. No penalties are provided for in the case of a false Start.

**ARTICLE D11.2** Driver. During the attempt, there shall only be the Driver aboard the Automobile and he must comply with any security rule prescribed as compulsory by the National Sporting Regulations.

**ARTICLE D11.3** Applicability. The following sections of this article apply as appropriate for Record Attempts of 100 kilometres or longer conducted on a closed Course and all time Record Attempts.

**ARTICLE D11.4** Starting the Automobile.

**D11.4.1** Assistance. At the main station and refuelling stations, the Automobile may be pushed with the help of the staff, within the limits of the station. The Automobile must be stationary with or without engine running before restarting and it must start by its own means of propulsion under the control of an official.

**D11.4.2** Restarting. If the Automobile stops during the Record Attempt, it may be restarted by its own means and continue.

**D11.4.3** Outside Assistance. Should the Automobile stop along the Course, the Driver may push the Automobile without any outside assistance to the nearest station for authorised replenishment or repairs to enable the Automobile to resume the Record Attempt.

**ARTICLE D11.5** Manifest. Before the Record Attempt, except for replenishment materials, all spare parts, auxiliary materials and tools to be carried by the Automobile or held at the main station shall be entered on a manifest list together with the total weight which must be submitted to the Steward. Only listed items are permitted to be used during the attempt with the exception of body panels, window glass and exhaust systems which are deemed to be replenishment materials and therefore are not required to be listed.

**ARTICLE D11.6** Authorised Operations at Main and Refuelling Stations. Operations at main and refuelling stations may be carried out with the assistance of the staff using authorised spare parts, auxiliary materials and tools of the station. The Automobile must be stationary during such operations.
ARTICLE D11.7 Authorised Operations at the Main Station. All operations concerning refuelling, cleaning, tuning, fitting, replacement of wheels, tyres, sparking plugs, injectors, repairs and welding are authorised. Welding of the fuel tank, its lines and attachments however are not allowed in any station and can only be carried out in a designated area, under the supervision of the Steward or appointed official.

D11.7.1 Equipment. The station may have tools, materials and equipment similar to that of a normal road service station to lift, clean, lubricate, inflate tyres, balance and align wheels, replenish all fluids and effect small mechanical and electrical repairs to the Automobile(s).

D11.7.2 Replenishment Materials. Replenishment materials shall be deemed to be - wheels, tyres, sparking plugs, injectors, water, oil, fuel, hydraulic fluids, hoses, fastening devices and items normally found at a normal road service station. Coachwork, body panels, window glass and exhaust systems shall also be considered as replenishment materials.

D11.7.3 Driver Changes. Changes of authorised Drivers.

ARTICLE D11.8 Authorised Operations at Refuelling Stations. Replenishment is permitted at the designated stations. Any other operation not provided for at these stations may only be made by the Driver alone using the parts, tools and materials authorised for this Record Attempt.

ARTICLE D11.9 Operations Outside of a Station. The only operations permitted shall be those made by the Driver alone using the parts, materials and tools authorised for the Record Attempt and without any outside assistance.

ARTICLE D11.10 Materials Allowed to be Carried in the Automobile. All spare parts, auxiliary materials, tools and ballast to be carried on the Automobile shall be properly positioned and firmly secured in accordance with Article 253 of Appendix J.

D11.10.1 Spare Parts. For Records over 10 Miles and time Records, except for replenishment materials, all spare parts and auxiliary materials not carried by the Automobile shall be at the station. The equivalent total weight shall be carried by the Automobile as ballast. The safety rollbar shall be considered as ballast.

ARTICLE D11.11 Weight. The total weight of spare parts, auxiliary materials, tools and ballast to be carried by the Automobile shall not exceed 5% of the homologated or declared weight of the Automobile, plus 20 kg. The weight of the replenishment material is free.

ARTICLE D11.12 Multiple Automobiles on Course. In the case of there being simultaneously several Automobiles on the Course, they must not interfere with each other.

ARTICLE D12 TIMEKEEPING

ARTICLE D12.1 Devices. The devices used for recording times will be of the type and accuracy specified in this Article, with an official certificate of verification issued less than 2 years before, the validity of which has not expired on the date of the Record Attempt.

D12.1.1 Up to 100 Miles or 1 Hour. For acceleration Records and for all other Records up to and including 100 Miles or 1 hour, the devices must be of the automatic type with an accuracy of 1/1000th of a second, the recording being produced directly by the passage of the Automobile without any human intervention.

D12.1.2 100 Miles or 1 Hour to 1000 Miles or 6 Hours. For Records above 100 Miles or 1 hour and up to 1000 Miles or 6 hours, the devices may be of the automatic, semi-automatic or manual type (split-second or electronic chronometer), graduated to 1/100th of a second.

D12.1.3 Above 1000 Miles or 6 Hours. For Records above 1000 Miles or 6 hours, the devices may be of the automatic, semi-automatic or manual type (split-second or electronic chronometer), graduated to 1 second.

ARTICLE D12.2 Procedure.

D12.2.1 Registering Times. Times must be registered at the actual passage of the Automobile over the Start and Finish Lines in the case of an open Course, or over the single Start-Finish Line in the case of a closed Course. In the latter case, times will be recorded lap after lap.

D12.2.2 Timing Line. Should several devices be used, times will be registered on the same line by all devices.

D12.2.3 Turnaround Time. For Records including travel in both directions, with a break at the end of the first Course, times will be recorded at the passage over the Start Line and Finish Line in both directions.

D12.2.3.a For Records up to 10 Miles on an open Course, a maximum time of 60 minutes will be allowed to complete a run in the opposite direction used to calculate the average of the times for the Record distance.

D12.2.3.b The 60 minute duration is measured from the Start of the measured distance on the first run to the end of the measured distance on the return run.

ARTICLE D12.3 Speed Calculation.

D12.3.1 Average Speed. For Records up to 10 Miles on an open Course, other than acceleration Records, the average speed used for the establishment of the Record will be calculated on the average of the times registered on consecutive runs in opposite directions.

D12.3.2 Time Accuracy. Record time with an accuracy of 1/1000th of a second and calculate the mean time with an accuracy of 1/1000th of a second with no rounding off.

D12.3.3 Speed Accuracy. Calculate and record speed with an accuracy of 1/1000th of mph or kph.

D12.3.4 Conversion. Convert speed thus calculated to kph or mph, with no rounding off, using the defined conversion factor.

D12.3.5 Precision. If the timekeeping equipment has accuracy greater than 1/1000th of a second, its precision shall be set to record times to the 1/1000th of a second, with no rounding off, to allow direct use of all readings.

D12.3.6 Speed Calculation. The speed must be calculated and recorded from the time thus recorded, and only the result up to 1/1000th of mph or kph shall be retained with no rounding off.

D12.3.7 Distance Records. For distance Records on a closed Course (100 km and over), the Automobile must cross the Finish Line at the end of the lap during which the Record distance has been covered.

D12.3.7.a Once the average speed “V” of this last lap has been calculated, the time required to cover, at this speed “V”, the section of track necessary to reach the distance of the Record, will be added to the times recorded to cover the previous laps.

D12.3.7.b If circumstances allow it, this section may be measured and the actual time taken to cover it will then be recorded at the end of the section in question. It will then be added to the times recorded for the previous laps in order to allow the computation of the average speed of the Record.

D12.3.8 Time Records. For time Records (on a closed Course), the Automobile must cross the Finish Line at the end of the lap during which the time of the Record to be recognised has elapsed.

D12.3.8.a The average speed “V” of this last lap will then be calculated and the extra distance necessary to reach, at a speed “V”, the duration of the Record will then be added to the distance covered during the previous laps.

D12.3.8.b Whenever it can be proved that the Automobile has stopped on the Course at the time limit for the Record, and at the Competitor’s express request the distance between the point
of stopping and the Finish Line (extra distance) may be measured and added to the distance covered during the previous laps.

D12.3.8.c In any case, the performance will only be valid for homologation if the Automobile has actually been running during a period of time at least equal to 90% of the Record duration; the average speed of the Record then being calculated on the basis of this duration.

ARTICLE D12.4 Recorded Times. Whatever the reason may be, it is not authorised to correct, round-up or modify the times actually recorded, or to use other time-recording apparatus or other means of computing speeds than those prescribed above.

ARTICLE D12.5 Report. At the end of the Record Attempt, the Timekeepers will prepare and sign a report and submit it to the Stewards together with the original timesheets.

ARTICLE D13 HOMOLOGATION

ARTICLE D13.1 CONDITIONS OF HOMOLOGATION

D13.1.1 ASN Authority. Each ASN will adjudicate applications for homologation of Records established on its territory.

D13.1.2 FIA Authority. The FIA will adjudicate applications for homologation of World or Absolute World Records submitted by the ASNs concerned.

D13.1.3 Multiple Records. The same Record may be homologated in all types of Records addressed in this Appendix.

D13.1.4 Record Homologation. A Record cannot be homologated in categories, groups and classes of Automobiles different from those to which the Automobile used for the Record Attempt belongs. A National class Record may, nevertheless, be homologated as an absolute National Record, and a World Record may be homologated as an Absolute World Record.

D13.1.5 Homologation Conditions. In any case, the homologation of a Record is subject to the following conditions, in accordance with the Code.

D13.1.5.a The Record Attempt must have been made in compliance with this Appendix.

D13.1.5.b The holder of the Record, whose name will be mentioned on the certificate of homologation, will be the Competitor listed on the Organising Permit.

ARTICLE D13.2 HOMOLOGATION PROCESS

D13.2.1 ASN Review. At the end of a Record Attempt or an annual Event, the ASN will review the final report and, if need be, after further inquiries, certify that the Record Attempt was run in compliance with the Code.

D13.2.2 Preliminary Report. For World or Absolute World Records, the ASN shall, within 3 business days, send to the FIA a preliminary report stating whether a Record has been broken or not. The final report shall be sent to the FIA within 30 days.

D13.2.3 Final Report. The final report must include at least the following documents:

D13.2.3.a The official FIA final report duly filled in, signed and stamped for each Record;

D13.2.3.b The final reports of the Steward, Timekeeper, and Scrutineer;

D13.2.3.c The report on the selection and running in of Automobiles (Category B only);

D13.2.3.d The Licence of the Course;

D13.2.3.e The Course measurement certificate;

D13.2.3.f The certificate for the calibration of the time-keeping devices;

D13.2.3.g The original time-keeping sheets for each Record.

D13.2.4 FIA Requirements. The FIA may, at its discretion, vary these requirements.

D13.2.5 Land Speed Records Commission Review. As soon as complete documentation of the Record Attempt is received by the FIA, the report will be reviewed by its Land Speed Records Commission for determination that a new Record has been established. Only then will such a new Record be confirmed by its publication in the Bulletin of the FIA.

ARTICLE D13.3 CERTIFICATE OF HOMOLOGATION

D13.3.1 Delivery. After approval by the Land Speed Records Commission, the FIA will then deliver to the Competitor, through the applying ASN, and with a copy to the ASN for registration purposes, a certificate of homologation

D13.3.2 Certificate. The certificate for National, World, and Absolute World Records shall include the following information:

D13.3.2.a Type of Record and, except for Absolute National and Absolute World Records, its Classification according to the category, group, and class of the Automobile.

D13.3.2.b Date and venue of the Record Attempt.

D13.3.2.c Name and surname of the Competitor and of the Driver(s).

D13.3.2.d Make and type of the declared Automobile and engine.

D13.3.2.e List of the Records established or broken, with indication of the distance or duration, time and average speed.

ARTICLE D14 FIA OFFICIAL RECORD LISTING

ARTICLE D14.1 Register. National, World, or Absolute World Records will be registered by types of recognised Records.

ARTICLE D14.2 Division. Excepting Absolute National and Absolute World Records, each type shall be divided into categories and groups of Automobiles, each group being subdivided into classes.

ARTICLE D14.3 Order of Listing. Finally, each Record will be entered on the list in increasing order of distance and duration.

ARTICLE D15 PUBLICATION OF RECORDS

ARTICLE D15.1 Publication Restriction. Whilst awaiting homologation, the Competitor may not publish, or have published, distribute or have distributed the results of an attempt at a National, World or Absolute World Record except with the authorisation of the ASN of the country where the attempt was run, and subject to the following conditions:

ARTICLE D15.2 Publication Caveat. The results may not be published or circulated without the statement "Subject to FIA (or ASN) homologation" in clearly visible letters.

D15.2.1 Penalty. Non-compliance with this requirement will entail the refusal of the homologation, in addition to any penalties which the ASN may inflict for National Records and which the FIA may inflict for World, and Absolute World Records.

ARTICLE D15.3 Publication. Once a Record is homologated, all publication and circulation must clearly include the statement "FIA approved" and/or the appropriate FIA World Record Logo.

ARTICLE D15.4 Copyright. The official List of FIA Land Speed Records and the FIA World Record Logo are the copyright of the FIA.
ARTICLE D16  SPECIFIC REGULATIONS FOR DRAG RACING RECORD ATTEMPTS

ARTICLE D16.1  CATEGORIES OF AUTOMOBILES

D16.1.1  Categories: Top Alcohol Dragster, Pro Stock, Funny Car, Top Alcohol Funny Car, Top Fuel Dragster.

ARTICLE D16.2  TIMES AND DISTANCES RECOGNISED

D16.2.1  National Records. For National Records, the ASNs concerned will fix the distances, as well as any other regulations which they shall deem appropriate.

D16.2.2  World Records. For World or Absolute World Records, the recognised distances are as follows: Acceleration Records, standing Start: 1/8 Mile (201.17 m), 1/4 Mile (402.34 m).

D16.2.3  Speeds. Speed Records will be to the hundredth of a Mile per hour.

ARTICLE D16.3  RECORD ATTEMPTS

D16.3.1  General. The conduct, homologation, recording and publication of all record attempts will be done in accordance with Articles D5 through D8, D10 and D12, with the following explicit exceptions.

D16.3.2  Required Runs. Two runs must be covered on the same Course, during the time foreseen on the permit, or during the same Competition. The elapsed times of each run must be within 1% of each other. In this case the quicker time of the two runs will be taken into account if a new Record is established.

D16.3.3  Elapsed Times. In the Event that the elapsed times of the two runs are inferior to the existing Record but are not within one percent of each other, the quicker time will be acceptable as the backup for the slower time, which will stand as the new Record.

D16.3.4  Ties. If two Competitors tie for the elapsed time Record to the hundredth of a second at the same Event, the tie breaker will be the fastest Mile-per-hour reading for the run that established the Record.

D16.3.4.a  In the Event of a further tie, the Competitor accomplishing the Record run earlier in the Event will be awarded the Record.

D16.3.4.b  If the Record is tied at a later race, the Record will stay with the Competitor who established it first.

D16.3.4.c  Similarly, if two Competitors tie for the speed mark, the tie breaker will be the quickest elapsed time on the run that established the new Record.

D16.3.4.d  Records may be set until the Competitor is eliminated from further Competition.

D16.3.4.e  Previous runs are allowable as 1 % Record backup.

D16.3.5  Automobile Change. A Competitor cannot set Records with one Automobile, then compete in eliminations with another one.

D16.3.6  Record Holder. Only the Competitor holding the Record at the conclusion of the Event will be credited with the Record. A Competitor setting and then losing a Record at the same Event will not receive credit for establishing a Record.

D16.3.7  Class Entry. Competitors may not enter one class and claim a Record in another.

D16.3.8  Timekeeping. Timekeeping will be in accordance with Article D12. However the conditions laid down for Drag Racing must be satisfied (see "Timing Equipment" under Section 9 of the FIA Drag Racing regulations), in particular as far as the speed trap locations are concerned.
ARTICLE D17 CLASSIFICATION

ARTICLE D17.1 CATEGORY A : AUTOMOBILES.

<table>
<thead>
<tr>
<th>Groups</th>
<th>Classes</th>
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<tbody>
<tr>
<td></td>
<td>Cylinder capacity cm³</td>
</tr>
<tr>
<td>I</td>
<td>Reciprocating 2 or 4 stroke engine with supercharger</td>
</tr>
<tr>
<td>II</td>
<td>Reciprocating 2 or 4 stroke engine without supercharger</td>
</tr>
<tr>
<td>III</td>
<td>Diesel cycle engine with supercharger</td>
</tr>
<tr>
<td>IV</td>
<td>Diesel cycle engine without supercharger</td>
</tr>
<tr>
<td>V</td>
<td>Rotary engine with supercharger</td>
</tr>
<tr>
<td>VI</td>
<td>Rotary engine without supercharger</td>
</tr>
<tr>
<td>XV</td>
<td>Hydrogen reciprocating engine</td>
</tr>
<tr>
<td>VII</td>
<td>Solar powered</td>
</tr>
<tr>
<td>VIII</td>
<td>Electrical engine</td>
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<tr>
<td>IX</td>
<td>Turbine engine</td>
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<tr>
<td>X</td>
<td>Steam engine</td>
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<tr>
<td>XI</td>
<td>Hybrid engine</td>
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<tr>
<td>XIV</td>
<td>Fuel Cell engine</td>
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ARTICLE D17.2 CATEGORY B : SERIES PRODUCTION AUTOMOBILES.

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<th>Groups</th>
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<tbody>
<tr>
<td>I</td>
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<tr>
<td>II</td>
<td>Reciprocating 2 or 4 stroke engine without supercharger</td>
</tr>
<tr>
<td>III</td>
<td>Diesel cycle engine with supercharger</td>
</tr>
<tr>
<td>IV</td>
<td>Diesel cycle engine without supercharger</td>
</tr>
<tr>
<td>V</td>
<td>Rotary engine with supercharger</td>
</tr>
<tr>
<td>VI</td>
<td>Rotary engine without supercharger</td>
</tr>
<tr>
<td>XII</td>
<td>T2 (Formerly T1) homologated automobiles with supercharger</td>
</tr>
<tr>
<td>XIII</td>
<td>T2 (Formerly T1) homologated automobiles without supercharger</td>
</tr>
<tr>
<td>XV</td>
<td>Hydrogen reciprocating engine</td>
</tr>
<tr>
<td>XVI</td>
<td>Automobiles meeting the criteria for homologation in Group GT3</td>
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<tr>
<th>Cylinder capacity cm³</th>
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</tbody>
</table>

ARTICLE D17.3 CATEGORY C : SPECIAL AUTOMOBILES.

D17.3.1 Special Automobiles. These Automobiles may be sub-divided according to the type of engine used (jet, rocket, etc.).

ARTICLE D17.4 CATEGORY D: DRAG RACING AUTOMOBILES.

D17.4.1 Drag Racing Automobiles. Automobiles which comply with the FIA regulations for Drag Racing Automobiles.