



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

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*, ASNs 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; 5000 km; 10000 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; 5000 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 Organizing Permit. The *Competitor* will sign and send to the *ASN* an *Organizing 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 Licence. 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 Article D12.

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 main 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 1/10th 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*.

D13.2.1.a For *National Records*, the ASN shall homologate the *Records* established in accordance with its own regulations.

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 ASM) 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.

Groups		Classes		
		Cylinder capacity cm³		
I	<i>Reciprocating 2 or 4 stroke engine with supercharger</i>		<i>Over</i>	<i>Up to</i>
II	<i>Reciprocating 2 or 4 stroke engine without supercharger</i>	1		250
		2	250	350
III	<i>Diesel cycle engine with supercharger</i>	3	350	500
		4	500	750
IV	<i>Diesel cycle engine without supercharger</i>	5	750	1100
		6	1100	1500
V	<i>Rotary engine with supercharger</i>	7	1500	2000
		8	2000	3000
VI	<i>Rotary engine without supercharger</i>	9	3000	5000
		10	5000	8000
XV	<i>Hydrogen reciprocating engine</i>	11	8000	
		Unloaded weight kg		
VII	<i>Solar powered</i>		<i>Over</i>	<i>Up to</i>
VIII	<i>Electrical engine</i>	1		499
		2	500	999
IX	<i>Turbine engine</i>	3	1000	1499
		4	1500	1999
		5	2000	2499
X	<i>Steam engine</i>	6	2500	2999
		7	3000	3499
XI	<i>Hybrid engine</i>	8	3500	3999
		9	4000	4499
		10	4500	4999
XIV	<i>Fuel Cell engine</i>	11	5000	

ARTICLE D17.2 CATEGORY B : SERIES PRODUCTION AUTOMOBILES.

Groups		Classes		
		Cylinder capacity cm³		
I	<i>Reciprocating 2 or 4 stroke engine with supercharger</i>		<i>Over</i>	<i>Up to</i>
II	<i>Reciprocating 2 or 4 stroke engine without supercharger</i>	1		500
		2	500	600
III	<i>Diesel cycle engine with supercharger</i>	3	600	700
		4	700	850
IV	<i>Diesel cycle engine without supercharger</i>	5	850	1000
		6	1000	1150
V	<i>Rotary engine with supercharger</i>	7	1150	1400
		8	1400	1600
VI	<i>Rotary engine without supercharger</i>	9	1600	2000
		10	2000	2500
		11	2500	3000
XII	<i>T2 (Formerly T1) homologated automobiles with supercharger</i>	12	3000	3500
		13	3500	4000
XIII	<i>T2 (Formerly T1) homologated automobiles without supercharger</i>	14	4000	4500
		15	4500	5000
XV	<i>Hydrogen reciprocating engine</i>	16	5000	5500
		17	5500	6000
XVI	<i>Automobiles meeting the criteria for homologation in Group GT3</i>	18	6000	
		Unloaded weight kg		
VII	<i>Solar powered</i>		<i>Over</i>	<i>Up to</i>
VIII	<i>Electrical engine</i>	1		499
		2	500	999
XI	<i>Hybrid engine</i>	3	1000	1499
		4	1500	1999
		5	2000	2499
		6	2500	2999
		7	3000	3499
		8	3500	3999
		9	4000	4499
		10	4500	4999
		11	5000	

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.