

FÉDÉRATION INTERNATIONALE
DE
L'AUTOMOBILE

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International Sporting Code
and
Appendices

1964

start is given. But from then on, if the race is on a closed circuit, as from the end of the first lap each vehicle will be timed as it crosses the check line drawn in front of the time.

93. Starter's Orders. — Drivers and vehicles are under the orders of the Starter from the moment when the flag is raised until the moment when the flag is dropped. The movements of the flag may be accompanied or replaced by any other appropriate signal.

Any driver not coming under Starter's orders with his car in time shall be deemed to be a non-starter.

In any international speed event with a lined-up start, the starter shall be the Clerk of the Course.

94. Penalty for false start. — A false start occurs when, before the appropriate signal is given, a driver under Starter's orders moves forward from the prescribed position.

In case of grouped start, any driver who makes a false start shall be penalised by the addition of one minute added to the time taken by him to complete the course of the race. This penalty shall be immediately notified to his replenishment pit.

In case of single start without automatic timing, any competitor having made a false start shall be penalised by one second added to the time taken by him to complete the prescribed course.

If laid down in the Supplementary Regulations, the Stewards of the Meeting shall have power to increase the above-mentioned penalties, or to add others, but only in the limits previously fixed in said regulations.

95. Starting Judges. — One or several Judges may be appointed by the Organising Committee of a race to supervise the starts. Starting Judges shall immediately point out to the Clerk of the Course any false starts which may have occurred.

96. Heats. — A competition may be started in Heats the composition of which must be determined by the Organising Committee and published in the Program. The composition of these Heats may be modified, if required, but only by the Stewards.

97. Dead-Heat. — In case of a dead-heat the competitors shall

either share the prize allotted to their place in the classification, and the following available prize or prizes, or, if all the competitors agree, the Stewards may authorise a re-run by those competitors only, and impose conditions therefore, but in no case whatsoever shall the first Competition be re-run (see No 175).

CHAPTER VII

Records. — Generalities

98. Jurisdiction. — An A.C.N. shall adjudicate upon all claims to record made within its territory.

The F.I.A. shall adjudicate upon all claims to international or world record, which claims shall be submitted to it by the appropriate A.C.N.

99. Automobiles eligible to establish Records. — An international class record can be established only with a car answering the definition of art. 13, and assigned to one of the Classes A to K of Appendix B (art. 202 and 203).

The records recognised by the F.I.A. cannot apply until further notice to vehicles propelled by air screws or by rockets.

The F.I.A. shall recognise special Records for compression-ignition vehicles, and also for turbine-propelled vehicles.

(See Appendix B, art. 199).

100. Records recognised. — The only records recognised shall be local records (No 34), national records (No 35), international class records (No 36) and world records (No 37).

One same record may be recognised in several of the above mentioned categories.

No distinction is made between records on the track and records on the road.

101. Records restricted to their own Class. — An automobile having established or broken a record in its own class may thereby break the world record, but cannot beat the same record in any superior class.

102. Periods and distances recognised. — Only such periods and distances for national records, for international class records and for world records shall be recognised as are laid down in Appendix D.

An A.C.N. is permitted to recognise any kind of local record.

No competition against the watch under the name of «Kilometre Speed Trial» or «Mile Speed Trial» or any similar appellation shall be authorised unless all the conditions laid down in these Rules for attempts at record for these distances are fully observed.

103. Records established during a Race. — No record made during a race shall be recognised.

104. Attempts at Records. — Conditions under which Record attempts shall be made are mentioned in detail in Appendix D.

105. Conditions under which claims for International Class or World Record may be submitted. — An international class record or a world record cannot be recognised unless the attempt has taken place in a country represented on the F.I.A., or by way of exception, in a country not represented but with the special permit mentioned in No 54.

In no case may an international class record or a world record be recognised unless the attempt has taken place on a course approved by the F.I.A.

106. Registration of Records. — Each A.C.N. shall keep a register of all records established or broken within its territory and shall on request issue certificates of national or local records for which a fee will be payable to the A.C.N.

The F.I.A. will keep a register of international records in each class and a register of world records and will on request issue certificates of those records for which a fee will be payable to the F.I.A.

The amount of fees payable to the A.C.N. or to the F.I.A. will be fixed each year by the F.I.A.

107. Publication of Records. — Pending the formal recognition of a claim to a record, the result of an attempt may not be advertised (see No 128) unless the following words are added, in easily readable characters: «Subject to confirmation». Disregard of this rule shall automatically entail the non-recognition of a claim to record without prejudice to any further penalty that may be inflicted by the appropriate A.C.N.

CHAPTER VIII Competitors & Drivers

108. Registration of Competitors and Drivers. — Any person desirous of qualifying as a competitor or as a driver, as defined in Rules Nos 42 and 45, shall make a formal application for a licence to the A.C.N. of his country (see No 47).

If the driver enters the car, he is also the competitor and must hold the two corresponding licences (see No 109).

109. Grant of Licence. — Certificates of Registration drawn up in accordance with the model certificates of the F.I.A., bearing the name of the A.C.N. and termed either «Licence for a Track» «Competitor's Licence» or «Driver's Licence» may be issued by an A.C.N. (No 112).

Three different kinds of international licences of the F.I.A. have been foreseen (see Appendix A) i.e.:

- licence for a track;
- competitor's licence;
- driver's licence.

Each A.C.N. is authorised to issue these licences as specified under No 110.

An A.C.N. may also issue National licences, the model of which may be chosen by that A.C.N. It may use for that purpose the F.I.A. licences by adding an inscription which will restrict the validity to its country only.

110. Right of issuing licences. — Each A.C.N. shall be entitled to grant these licences:

- 1) To its nationals;
- 2) To the nationals of other countries represented on the F.I.A., after having received authority from the appropriate A.C.N. to do so.

No person authorised by his own A.C.N. to apply for a licence from some other A.C.N. shall hold a licence from his own A.C.N. valid for the current year. Further no such person may obtain a new licence in his own country except after expiry of the current year.

An A.C.N. may also grant a licence to a foreigner belong-

BACK OF FORM

This licence to be valid shall be signed by the holder who thereby acknowledges his acquaintance with the Competition Rules of the Federation Internationale de l'Automobile and undertakes to respect them. This licence is not transferable and may be withdrawn at any time by the Competitions Committee of the Automobile Club of

This licence is available in any country represented on the Federation Internationale de l'Automobile.

Its possession is absolutely essential before participating in any competition or attempt at record governed by the rules accepted by that Federation.

Any competitor or driver who may be suspended shall at once give up his licence to his National Club, which will not return it, until expiry of the period for which the sentence of suspension has been pronounced.

Any delay in handing back the licence to the National Club will be added to the term of suspension.

N. B. — The text of the above will be reproduced in two languages, first in French, and secondly in the language of the country of the A.C.N.

APPENDIX B

Classification of vehicles
for record attempts

Class	(Cylinder capacity)	
A	Over 8.000 cc.	
B	— 5.000 cc. and up to 8.000 cc.	
C	— 3.000 cc.	— 5.000 cc.
D	— 2.000 cc.	— 3.000 cc.
E	— 1.500 cc.	— 2.000 cc.
F	— 1.100 cc.	— 1.500 cc.
G	— 750 cc.	— 1.100 cc.
H	— 500 cc.	— 750 cc.
I	— 350 cc.	— 500 cc.
J	— 250 cc.	— 350 cc.
K	up to 250 cc.	

The same classification applies to compression-ignition engines.

Turbine-propelled vehicles shall be divided into three classes, according to their weight viz.:

Class A - Vehicles weighing over 1.000 kilograms (empty).

Class B - Vehicles weighing over 500 and up to 1.000 kilograms.

Class C - Vehicles weighing 500 kgs or less.

APPENDIX D

Regulations for Records

CHAPTER 1

RECALL OF THE GENERAL RULES OF THE CODE

(Nos 98 to 107 of the International Sporting Code)

98. **Jurisdiction.** — An A.C.N. shall adjudicate upon all claims to record made within its territory.

The F.I.A. shall adjudicate upon all claims to international or world's record, which claims shall be submitted to it by the appropriate A.C.N.

99. **Automobile eligible to establish Records.** — An international class record can be established only with a car answering the definition of art. 13, and assigned to one of the Classes A to K of Appendix B (art. 199).

The records recognised by the F.I.A. cannot be given until further notice to vehicles propelled by air screws or by rockets.

The F.I.A. shall recognise special Records for compression-ignition vehicles, and also for turbine-propelled vehicles. (See, Appendix B art. 199).

100. **Records recognised.** — The only Records recognised shall be local Records (No 34), national Records (No 35), international class Records (No 36) and world's Records (No 37).

One same Record may fall within two or more of these descriptions.

No distinction is made between Records on the track and Records on the road.

101. **Records restricted to their own Class.** — An automobile having established or broken a record in its own class may thereby brake the world's Record, but cannot brake the same Record in any superior class.

102. **Periods and distances recognised.** — Only such periods and distances for national Records, for international class records and for world's Records shall be recognised as are laid down in Appendix D.

An A.C.N. is permitted to recognise any kind of local Record.

No Competition against the watch under the name of «Kilometre Speed Trial» or «Mile Speed Trial» or any similar appellation shall be authorised unless all the conditions laid down in these Rules for attempts at Record for these distances are fully observed.

103. **Records established during a Race.** — No record made during a race shall be recognised.

104. **Attempts at Record.** — Conditions under which Record attempts shall be made are mentioned in detail in Appendix D.

105. **Conditions in which claims for International Class or World's Record may be submitted.** — An international class Record or a world's Record cannot be recognised unless the attempt has taken place in a country represented on the F.I.A., or by way of exception, in a country not represented but with the special permit mentioned in Art. 55.

In no case can an international class Record or a world's Record be recognised unless the attempt has taken place on a course approved by the F.I.A.

106. **Registration of Records.** — Each A.C.N. shall keep a register of all Records established or broken within its territory and shall on request issue certificates of national or local Records, for which a fee will be payable to the A.C.N.

The F.I.A. will keep a register of international Records in each class and a register of world's Records and will on request issue certificates of those Records for which a fee will be payable to the F.I.A. The amount of fees payable to the A.C.N. or to the F.I.A. will be fixed each year by the F.I.A.

107. **Publication of Records.** — Pending the formal recognition of a claim to a Record, the result of an attempt may not be advertised by the persons concerned (see No 128) unless the following words are added in easily readable characters: «Subject to confirmation». Disregard of this rule shall automatically entail the non-recognition of a claim to record without prejudice to any further penalty that may be inflicted by the appropriate A.C.N.

CHAPTER 2

RECALL OF DEFINITIONS

(Nos 33 to 38 of the International Sporting Code)

33. **Record.** — A maximum result obtained in particular conditions prescribed by the regulations.

34. **Local Record.** — A Record established on a permanent or temporary track approved by the A.C.N., whatever the nationality of the competitor.

35. **National Record.** — A Record recognised by an A.C.N. as the best performance made on the territory of that A.C.N., whatever the nationality of the competitor.

36. **International Class Record.** — A Record recognised by the F.I.A. as the best performance of its class.

37. **World's Record.** — A Record recognised by the F.I.A. as the best performance irrespective of class.

38. **Holder of Record.** — If the Record is one established in the course of an individual attempt, the holder is the person to whom permission to make the attempt was granted and who made formal application for such permission.

If the Record is one established in the course of a Meeting, the holder is the person in whose name entry was made of the vehicle with which the performance was achieved.

CHAPTER 3

ATTEMPTS AT RECORDS. — CONDITIONS

216. **Run for attempts at Record.** — Attempts at Record may be made:

1) On a licensed track not at a Meeting, the competitor having been granted a Record permit from the A.C.N. and having complied with the conditions laid down in such permit.

2) During a Meeting, provided that the permit granted for that Meeting has expressly authorised attempts at Record.

217. Permit to attempt at Record. — Any person desiring to enter for an attempt at record shall make application to the appropriate A.C.N. on a form approved by the latter; for which application a fee may be charged of such amount as may be fixed by the A.C.N.

The A.C.N. will issue a record permit to any approved applicant. Such permit will state the names and licence numbers of the entrant and of the drivers, the description of the Record or Records to be attempted, the make and class of automobile with which it is proposed to make the attempt and the period during which the permit is operative.

218. Supervision of attempts at Records. — An A.C.N. shall nominate for the supervision of any attempt at Record, one or more Timekeepers, Scrutineers and Assistant-Scrutineers as may be necessary. These officials must be selected from amongst those figuring on the list drawn up each year by the A.C.N. (see No 133) and be chosen in agreement with the competitor if he should wish so.

219. Responsibilities of competitor. — The competitor must get in touch in time with the A.C.N. to fix the time when he may make his attempt at record. He shall be responsible for the making of all arrangements for the carrying out of his attempt at record, particularly the payment of all necessary fees for his use of the track and for the attendance of the officials referred to in No 218 above.

To that effect, each A.C.N. shall draw up a scale of fees, revisable annually on 1st January, showing the fees due for the track and for the officials.

The competitor shall, before the start of the attempt at Record, produce his Record permit to the official responsible for the supervision of the attempt, who, if satisfied that the permit is in order shall cause the automobile to be sealed.

220. Change of driver. — A change of driver will be permitted provided that the name of each driver appears on the record permit.

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221. Acts forbidden during the course of an Attempt at Record. — At the time of the start, and throughout the duration of a record attempt, the automobile shall not be moved by any mechanical force other than its own propelling device.

It shall be forbidden to continue driving in the slip stream of another vehicle, nearer than 50 metres.

222. Examination after the Record attempt. — At the end of the attempt, suitably qualified officials shall check the engine cylinder-capacity most accurately. This examination shall take place immediately after the attempt unless the vehicle has been sealed and taken official charge of pending such examination.

223. Accuracy of Records. — No Record shall be accepted unless it has been individually timed or measured, as provided under Nos 226 and 228.

224. Conditions in which claims for international class or world's Records may be recognised. — An international class Record or a world's Record cannot be recognised unless the following conditions have been fulfilled:

1) The attempt must take place in a country represented on the F.I.A. or, exceptionally, in a country not represented but with the special permit mentioned in No 54.

2) The course on which the attempt is to take place must be one approved by the F.I.A. and consequently must answer the prescriptions of the present Code and in particular those of Nos 226, 228 and of Appendix E.

3) The bore and stroke of the engine of the vehicle shall be actually measured, the necessary parts of the engine having been dismantled, the accuracy of those measures must be within one tenth of a mm. or one hundredth of an inch for cylinder volumes within 1 % of the limit of class.

4) The performance must show, compared to the former record, a minimum betterment of 1 % of the average speed expressed in miles per hour or in km. per hour.

5) The timing must be made as indicated in Nos 226 and 223.

225. Timing of Records.

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a) Official Timekeepers are the only qualified persons for taking the times and making the calculations for attempts at record.

b) For records which must be timed to within 1/100th of a second, the times shall be registered by one or several automatic timing machines, approved by the F.I.A., and supplied with an official certificate stating the good functioning of the whole machine including the parts which ensure the printing of the times.

Furthermore the recording of the times must be produced by the timing apparatus being actuated directly by the vehicle passing without any human intervention.

Lastly, in case of several apparatuses having been used, each of these must have registered all the times.

c) As regards Records which may be timed to within 1/5th of a second, or to within one second, either by means of watches, or by an authorised apparatus, the times must be registered at each passage of the vehicle on the control line or lines.

In case of timing by means of a watch, the latter shall be a split-second chronometer furnished with a first class certificate issued by one the following observatories: Besançon (France), National Physical Laboratory (England), National Bureau of Standards, Californian Institute of Technology (U.S.A.), Geneva or Neuchâtel (Switzerland), Deutsches Hydrographisches Institut (Germany), Brera (Italy) or by a national Observatory in a position to issue similar guarantees of accuracy.

A certificate of additional tests shall be furnished for each chronometer every two years at least (or more often if the A.C.N. considers it desirable).

In case of timing by means of an authorised apparatus, it must fulfil the same conditions as a watch (chronometer) as regards certificates of first test and of additional tests, every two years.

d) **Time-Keepers' Report.** — Times taken by Timekeepers and appearing in their report shall be the only officially recognised times.

228. Distance Records.

Open Track with distance measured in a straight line to the nearest cm or inch (see App. E).

Gradient: at the utmost 1 %.

For 1 km and 1 mile records, flying start, the extensions of the track must have no downward slope in either direction towards the run exceeding 1 % during the last 1.000 meters before entrance to the track.

Run: in both directions on the same track.

Maximum Time allowed: 60 min. from the beginning to the end of the attempt.

Timing: to within 1/100th of a second (see No 225-b).

Times counting for the record: Average of the times taken on 2 consecutive runs in opposite directions.

N. B. — The times must be taken at the actual crossing of each control line (start and arrival).

The average speeds in km or miles are expressed to one place of decimals, which decimal shall be increased by one unit if the following decimal is equal or superior to 5.

Standing

Start

1 km
1 mile

Flying Start

1 km
1 mile

either: Open track, the distance of which has been measured to the nearest cm or inch. (see App. E).

or: Closed track, the distance of which has been measured according to the length of the record line (see Appendix E).

Run: in both directions on the same track or on the same lap (closed track).

Maximum time allowed: 60 min. from the beginning to the end of the attempt.

Timing: to within 1/100 th of a second (see No 225-b).

Times counting for the record: Average of the times taken on 2 consecutive runs in opposite directions.

N. B. — The times must be taken at the actual crossing of each control line (start and arrival).

The average speeds are expressed as is said for the 1 km and 1 mile Records.

either: Open (straightaway track with distance measured to within the nearest metre or yard (see Appendix E).

or: Closed track, with distance measured according to the length of the record line (see Appendix E).

Run: In both directions on a straightaway track.

In one direction on a closed track.

On a straightaway track:

— **either:** the distance of the record shall be covered without an interruption, half in one direction, half in the opposite direction over the same course, the turning point being at half distance;

— **or:** the distance of the record shall be covered totally in one direction, then totally in the opposite direction on the same course with a maximum interruption of 30 minutes

between the end of the first run and the beginning of the return run.

Timing: to within 1/5th of a second (see 225-c).

Registration of times: shall be made at crossings of the starting line and of the arrival line (which may eventually be one and the same) if the distance is covered on an open track, half in one direction, half in the opposite direction:

— at each end of the open track if the distance of the record is covered twice in opposite direction on that track;

— lap by lap at crossings of the starting line on closed tracks.

Times counting for the Record:

— Average of the times taken on 2 consecutive runs if the distance of the record is covered twice in opposite directions on the same track.

— Time elapsed between the crossings of the starting line and arrival line in other cases.

N. B. — In case of record attempts on a closed track, the method of proportionate computation of extra distances is allowed under condition that the length of the record be higher than the length of track (see No 227).

The average speeds in km. or miles are expressed to two places of decimals, the last decimal of which shall be increased by one unit if the following decimal is equal of superior to 5.

Flying Start

5 kms
5 miles
10 kms
10 miles

Standing Start

50 kms
50 miles
100 kms
100 miles

Standing Start

50 kms
50 miles
100 kms
100 miles

either: Open track, the distance of which has been measured to the nearest cm or inch. (see App. E).

or: Closed track, the distance of which has been measured according to the length of the record line (see Appendix E).

Run: in both directions on the same track or on the same lap (closed track).

Maximum time allowed: 60 min. from the beginning to the end of the attempt.

Timing: to within 1/100 th. of a second (see No 225-b).

Times counting for the record: Average of the times taken on 2 consecutive runs in opposite directions.

N. B. — The times must be taken at the actual crossing of each control line (start and arrival).

The average speeds are expressed as is said for the 1 km and 1 mile Records.

either: Open (straightaway track with distance measured to within the nearest metre or yard (see Appendix E).

or: Closed track, with distance measured according to the length of the record line (see Appendix E).

Run: In both directions on a straightaway track.

In one direction on a closed track.

On a straightaway track:

— **either:** the distance of the record shall be covered without an interruption, half in one direction, half in the opposite direction over the same course, the turning point being at half distance;

— **or:** the distance of the record shall be covered totally in one direction, then totally in the opposite direction on the same course with a maximum interruption of 30 minutes

between the end of the first run and the beginning of the return run.

Timing: to within 1/5th of a second (see 225-c).

Registration of times: shall be made at crossings of the starting line and of the arrival line (which may eventually be one and the same) if the distance is covered on an open track, half in one direction, half in the opposite direction:

— at each end of the open track if the distance of the record is covered twice in opposite direction on that track;

— lap by lap at crossings of the starting line on closed tracks.

Times counting for the Record:

— Average of the times taken on 2 consecutive runs if the distance of the record is covered twice in opposite directions on the same track.

— Time elapsed between the crossings of the starting line and arrival line in other cases.

N. B. — In case of record attempts on a closed track, the method of proportionate computation of extra distances is allowed under condition that the length of the record be higher than the length of track (see No 227).

The average speeds in km. or miles are expressed to two places of decimals, the last decimal of which shall be increased by one unit if the following decimal is equal of superior to 5.

Flying Start

5 kms
5 miles
10 kms
10 miles

Standing Start

50 kms
50 miles
100 kms
100 miles

Standing Start

50 kms
50 miles
100 kms
100 miles

Standing Start

200 kms
200 miles
500 kms
500 miles

Run and Timing, Registration of times and Computing, in case of need of the extra distances: same conditions as for records from 50 kms to 100 miles, except as regards the measuring of distances which it will be sufficient to make to within 10 m. or 10 yds.

The average speeds are expressed as was said for 50 km to 100 mile Records.

Standing Start

1.000 kms — 1.000 miles
2.000 kms — 2.000 miles
5.000 kms — 5.000 miles

then, by leaps of
5.000 kms — 5.000 miles
up to 30.000 miles —
50.000 kms.

then by leaps of
10.000 kms — 10.000
miles above 30.000 miles
50.000 kms.

N. B. — A section of road or motorway which is covered both ways can be considered as a «closed circuit», but the timing must not be interrupted. In this case the vehicle shall have to half-turn beyond the limits of the basis which was measured for the record.

227. Computation of distance Records from 50 kms on a closed track. — For distance records from 50 kms on a closed track, automobiles must cross the arrival line, before the timekeeper's station, at the end of the lap during which the distance record to be registered has been run.

The average speed V of this last lap will be computed and there shall be added to the time taken at the end of the last but one lap, an additional time computed by supposing that on the distance still to be run after the last but one lap, the automobile kept up speed V.

When circumstances permit, the extra distance necessary to complete a distance record may be measured directly, on condition that this measurement be made by a competent

Run, registration of times and computing, if necessary, of the extra distance: same conditions as for records from 200 kms to 500 miles.

Timing: to within one second (see No 225-c).

The average speeds are expressed as was said for 50 km to 100 mile Records.

surveyor before the attempt. The calculation of the speed at which the extra distance has been covered shall be based upon the time taken by the competitor between his last passage at the normal control point of the track and his passage at the final distance point of the record. If this speed is greater than the average speed of the last but one complete lap made during the attempt, it will not be taken into consideration for the calculation of the time of the record, but, in this case, the record calculation shall be made on the supposition that the extra distance was covered at the average speed of the last but one complete lap made during the attempt.

N. B. — These computation methods shall only be applied in case where the distance of the record is higher than the length of the circuit.

228. Period Records.

Standing Start

1 hour

Run: in one direction on a closed track: the length of the course shall be that of the record line (see Appendix E).

Timing: to within 1/5th of a second.

Distance counting for the Record: determined as explained under No 229.

Standing Start

3 hours

6 hours

12 hours

24 hours

and above, by
leaps of 24 hours.

Run: same conditions as for the 1 hour record, standing start.

Timing: to within one second.

Distance counting for the Record: determined as explained under No 229.

Average speeds in kilometres or miles are expressed to two places of decimals, the last decimal of which shall be increased by one unit if the following decimal is equal or superior to 5.

229. Computation of Period Records on a Closed Track. —

In the case of attempts at period records on a closed track, the automobiles shall cross the arrival line before the

timekeeper's station at the end of the lap in the course of which the period record to be registered has been accomplished.

The average speed V of this last lap will be computed and there shall be added to the distance run up to the end of the last lap but one, an extra distance computed by supposing that, during the time still to be run at the end of the last but one lap, the automobile kept up speed V.

When it can be proved that the vehicle was at rest on the track at the conclusion of the period for which the record is being attempted, and that the point at which it stopped can be ascertained, there shall be added, at the request of the competitor, to the number of complete laps, the extra distance measured between the normal control point and that point of stopping. The measurement of his extra distance represented shall be taken as the distance counting for the record.

N. B. — These computation methods shall only be applied under condition that the length of the circuit has been covered at least once during the time of the record.

If, in an attempt at Period record, the vehicle is stopped before the period record has been accomplished, and if it can be proved that the distance thus covered by the vehicle is greater than that of the existing record, the performance thus made shall be considered valid, and the existing record shall be deemed broken.

However, in that case the speed shall be computed on the total of the record, and not on the actual time.

CHAPTER 4 REPLENISHMENTS

230. Replenishments during Records Attempts of not more than 24 hours duration. — At the control station, and under the supervision of the Scrutineer or Scrutineers all replenishments, repairs and replacements are allowed, excepting the replacement of the following parts: **Cylinder blocks, heads, sleeves, pistons, connecting rods, crankshaft, upper and lower crankcase, gear box and gears, chassis, rear axle assembly.**

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On the course, replenishments, repairs and replacements are only authorized on condition they are made exclusively by the persons on board and with the tools, spares and materials carried on the vehicle.

231. Replenishments and Repairs during Records Attempts of more than 24 hours duration. — Replenishments, repairs and replacements are allowed on condition that they are effected under the supervision of the official(s) and by means of the tools, materials and spares carried on the vehicle throughout the attempt. A list of the tools, materials and spares carried must be handed to the stewards and verified by them before the attempt begins.

The replacement of the whole or any part of the following components is prohibited: **cylinder block or blocks, heads, sleeves, pistons, connecting rods, crankshaft, upper and lower crankcase, camshafts, gear box and gears, chassis, rear and front axles and their parts.**

Replenishments, repairs and replacements may be effected at the control station with or without assistance. Further, for replenishing with water, fuel and lubricant, and for fitting wheels, tyres and sparking plugs, the unrestricted use of the necessary tools and materials is allowed.

On the course, replenishments, repairs, etc., must be effected exclusively by the persons on board and by means of the tools, spares or materials carried on the vehicle.

During any repair or replacement, the vehicle must invariably be at a standstill.

Change of drivers is allowed only at the control station.

The A.C.N. will issue a certificate of record which must definitely state the number and the nature of the spares used during the attempt.

232. Number of replenishment stations and observing posts for records on Tracks of great length. — A competitor is entitled to install as many replenishment stations as he may desire so long as each station is under the supervision of an Official Observer. On the other hand there must be as many posts for official observers as are necessary in order to keep a proper watch on the competing automobile throughout the length of the Track.

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App. D

CHAPTER 5

CLAIMS TO AND PUBLICATION OF RECORDS

233. Time in which request for acceptance of Records must be made to the F.I.A. — When an A.C.N. wishes the F.I.A. to accept a claim for an international or world's Record, it must inform the F.I.A. to this effect by teletype within 48 hours of the receipt of the claim by the A.C.N.

This telegraphic information must be confirmed by letter sent at the same time as the despatch of the telegram.

The necessary documents supporting the claim must be sent to the F.I.A. within ten days of the first notice.

234. Registration of Records. — Each A.C.N. shall keep a register of all records established or broken within its territory and shall on request issue certificates of national or local records for which a fee will be payable to the A.C.N.

The F.I.A. will keep a register of international records in each class and a register of world's Records and will on request issue certificates of those records for which a fee will be payable to the F.I.A.

The amount of the above fees shall be fixed each year by the A.C.N. and the F.I.A. respectively.

235. Publication of Records. — Pending the formal recognition of a claim to a national, international or world's Record the result of an attempt at such record may not be published or circulated or caused to be published or circulated before authority to do so has been granted by the A.C.N. of that country wherein such attempt has been made. Even when such authority has been granted, such results may, pending confirmation, only be published if the following words are added, in easily readable characters: «Subject to confirmation».

Disregard of this rule shall automatically entail the non-recognition of a claim to record without prejudice to any further penalty that may be inflicted by the appropriate A.C.N.

APPENDIX E

Regulations for the Measurement of Tracks and Autodromes

CHAPTER 1

RECALL OF DEFINITIONS

(Nos 30 and 31 of the International Sporting Code)

30. Track. — A permanent or temporary course utilised for competitions or record attempts.

31. Autodrome. — Certain permanent tracks, especially those having raised bends, and facilitating high speeds, are called «autodromes».

CHAPTER 2

MEASURING

236. Record Line. — Every permanent track shall have a line, called record line, traced on the ground indelibly and very conspicuously.

This line shall, throughout its length, have a uniform width of at least 15 cms.

237. Marking and Measuring of the Record Line on a Permanent Track.

1st case: All the bends of the track are in the same direction:

This line shall be drawn parallel to the inner edge of the track at a distance from this edge which must not be less than 90 cms (app. 37 7/16 in.) and not more than half the width of the track measured at its narrowest point.

Furthermore, the length of this record line, measured by a certified surveyor on the outer edge of the line, shall nowhere exceed 1.02 of an ideal line drawn at 90 cm. from the inner edge of the track.

2nd case: The track has bends in opposite directions:

In bends, and between two consecutive bends joined in a straight line in the same direction, the marking and measuring of the record line shall be done as in the 1st case above.

Between 2 consecutive bends in an opposite direction joined by a straight line, the outside edge of the record line at end of the first bend shall be joined in a straight line to its inner edge as the end of the 1st bend shall be joined to the 2nd. The length of the record line between two consecutive bends in opposite directions shall be measured by a certified surveyor, along one of the diagonals of the rectangular band formed by the tracing of the line thus obtained.

Furthermore, the length of this record line, measured as explained above, shall in no case be longer than 1.02 of the ideal line drawn in the same way at 90 cm. from the inner edges of the track in the bends, and following the common tangent of 2 consecutive bends, for the straight portions.

In every case, the measurements must have been accepted by the A.C.N. before the permit is issued.

238. Measuring of the length of temporary track. — Whether the track be an open or a closed one, its length shall be measured by an certified surveyor, as explained under No 237 for the Record line.

239. Accuracy of measurements. — The length of a track which must be used for an attempt at record, shall be expressed in metric or english measures to the nearest cm or inch respectively.

As regards permanent tracks, the length shall be painted or otherwise clearly indicated in conspicuous figures placed transversally across the track in proximity to the starting and finishing lines; which lines shall be similarly marked on the track itself in a clear and indelible manner.

The measuring of road distances for sporting competitions, other than records shall be effected as explained under No 83.

APPENDIX F

Conditions to be fulfilled by Timekeepers, Scrutineers, Assistant Scrutineers and Handicappers

For any competition or part of a competition for which the Supplementary Regulations provide any form of timing, the employment of a qualified timekeeper is mandatory.

Each A.C.N. shall prepare at the beginning of each year a list of Timekeepers, Scrutineers, Assistant Scrutineers and Handicappers, whom it shall have appointed as qualified to fulfil such duties in competitions governed by the International Sporting Code of the F.I.A. and its own national rules. If necessary, this list may be completed during the year.

240. Timekeepers. — Before appointment as an Official Timekeeper of an A.C.N., candidates shall satisfy the following conditions:

1) Pass an examination of which the syllabus has been drawn up by the Competitions Committee of the A.C.N. This syllabus shall amongst other things cover the following points:

a) The timing of one or more competitions over some distance less than 10 miles, including the use of each kind of automatic timing apparatus approved by the F.I.A., and the registering of times within 1/100th of a second, or the timing of one or more competitions of variable distance to within 1/5th of a second, by a split second recording chronometer. The candidate shall not be qualified to use both timing systems unless he has passed examinations in both.

b) Tests in rapid calculation of distance and speed on a closed track using the methods laid down in Nos 227 and 229 of Appendix D.

2) Serve a term of probation until an Official Timekeeper specially appointed for the purpose shall have issued to the applicant a certificate of capacity.