



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

**FIM LAND SPEED WORLD RECORDS
REGULATIONS**

2021

*RÈGLEMENT FIM DES RECORDS DU MONDE
DE VITESSE TERRESTRE*

FIM Land Speed World Records Regulations

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Version	Applicable as from	Modified paragraphs
0	09/08/2021	<p>General Undertakings and Conditions</p> <p><u>1. Sporting Regulations</u></p> <p>Art. 1.10.1; Art.1.13; Art. 1.15; Art. 1.16; Art. 1.17; Art. 1.20; Art. 1.23; Art. 1.30; Art. 1.32;</p> <p>Sporting Appendices:</p> <ol style="list-style-type: none"> 1. Provisional Course/Track Map 2. Rider Application form - Short distance 3. Riders application form - Long distance 4. Template Time Sheet <p><u>2. Technical Regulations</u></p> <p>Art. 2.2; Art. 2.12.8; Art. 2.13 (from 2022); 2.14; Art. 2.15.16; Art. 2.19.3.; Art. 2.20,</p> <p>Technical Appendices:</p> <ol style="list-style-type: none"> 1. FIM Fuel Regulation (from 2022) 2. Riders' safety equipment and Helmets standards 3. Technical Control form
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Articles amended as from 2021 are in bold type

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GENERAL UNDERTAKINGS AND CONDITIONS

Any references to the male gender in this document are made solely for the purpose of simplicity, and refer also to the female gender except when the context requires otherwise.

These regulations derogate and supersede all and any other previous regulations in place the years before.

All riders, teams' personnel, officials, organisers and all the persons involved in any capacity whatsoever participating in the FIM Land Speed World Records (hereinafter referred to "World Records") undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:

1. SPORTING REGULATIONS
2. TECHNICAL REGULATIONS
3. DISCIPLINARY AND ARBITRATION CODE

5. MEDICAL CODE
6. ANTIDOPING CODE
7. ENVIRONMENTAL CODE
8. CODE OF ETHICS

as supplemented and amended from time to time: Up dated version available on <https://www.fim-moto.com/en/>.

All the persons mentioned above may be penalised in accordance with the provisions of the FIM Land Speed World Records Regulations (hereinafter referred to "Regulations").

Whilst the Regulations may be translated into other languages, in case of any dispute regarding interpretation, the official English text will prevail.

It is the responsibility of the team to ensure that all persons concerned with its entry observe all the requirements of the Regulations. The responsibility of the rider, or any other person having charge of an entered vehicle during any part of the event with respect to observance of the Regulations, is joint and several with that of the team.

All persons concerned in any way with an entered **vehicle** (i.e. motorcycle, sidecar or streamliner, etc.) or present in any capacity whatsoever in the paddock, pits, pit lane or track, shall wear an appropriate pass at all times during the event.



ANTIDOPING CODE

All the persons concerned shall at all times observe the FIM Anti-Doping Code and may be penalised accordingly.

SUPPLEMENTARY REGULATIONS

In special circumstances, the FIM may allow the Organiser of individual event to mention in the Supplementary Regulations particular provisions not included in or different from the current Regulations.

1. SPORTING REGULATIONS

1.1 Definition of a World Record

A record is the best result obtained over a certain distance or within an imposed time limit. Only the fastest record within the same category, group, division, type and class will be considered for ratification each calendar day.

When the result has been ratified by the FIM it becomes a “FIM LAND SPEED WORLD RECORD”, when it is ratified by an FMN it becomes a “NATIONAL LAND SPEED RECORD”.

1.2 Recognised World Records

The world records recognised for each class of motorcycle are as follows:

1.2.1 Short Distance World Records

with standing start:	with flying start:
1/4 mile	1/4 mile*
1 km	1 km
1 mile	1 mile

*Note: Attempts for the 1/4 mile with flying start are limited on tracks with a maximum length of 3'219 m (2 miles).

1.2.2 Long Distance World Records (All with standing start)

10 km
100 km
1000 km

1.2.3 Period World Records (All with standing start)

1 Hour
6 Hours
12 Hours
24 Hours

1.3 Validity of World Records

A **World** record attempt for a given class can only be made with a motorcycle where the engine size is within the capacity limits for that class. A **World** record is only valid for the class which corresponds to the capacity of the engine.

1.4 World Records Made Before 1978

Due to the new method of calculation, introduced by the FIM TECHNICAL COMMISSION in JANUARY 1978, short distance records made prior to this date are absolute.

Consequently, these **World** records are definite and cannot be broken. They are included in a separate section of the World Records Book (1979 Publication) for historical purposes only. The Archives are published on: <https://www.fim-moto.com/en/>.

Sidecar **World** records registered from 1st January 1952 to 31st December 1963, were made under regulations which have since been modified. At that time, no passenger or ballast was carried.

1.5 Establishment of a World Record

A **World** record is considered as having been established when the first best official result has been obtained by a vehicle of a given class.

1.6 Holder of a World Record

A **World** record is registered jointly in the names of the rider(s) and the **vehicle(s)** used in the attempt. They are the “FIM Land Speed World Record Holders”.

1.7 Permanence of a World Record

A **World** record is valid until it is bettered by another attempt. In order to break a record, the latter must be bettered based upon the prescribed form of expression (see below).

1.8 Recognised Method of Expression

The result of a **World** record attempt must be expressed and published according to the degree of accuracy of the time-keeping apparatus used and calculated on actual distance.

Long Distance **World** records must be expressed in times, and period **World** records in distances. The speed must also be given in km/h, to the nearest metre without any rounding off of the calculated figures. The mph will be indicated for information.

For the purposes of conversion, one mile is calculated as 1.609344 km and one kilometre as 0.6213712 miles.

1.9 Sites Where World Record Events Can Take Place

World record attempts can be made on a permanent track, on an autodrome, on an aerodrome or on a temporary track; provided that the sites conform to the conditions stated in below and that they are homologated or approved by the FIM.

In case of “force-majeure”, the FIM in consultation with the organisers may adapt these requirements.

Any modifications of the courses must be communicated to all participants.

1.10 Standards for Tracks and Courses

To reduce to a maximum all natural assistance, the track used for a record attempt must conform to the following requirements:

1.10.1 Short Distance World Records

The total course shall consist of a straight course between two points providing acceleration, timing and deceleration zones not having a gradient more than 1%.

No world record attempts are allowed in wet conditions on tarmac or concrete strips when the top speed is exceeding 250 km/h (High speed circuits excluded).

The following applies to vehicles (motorcycles, sidecars, 3 wheeled or quads) making attempts for a world record on man-made strips (i.e. airfield runways) made in concrete or tarmac:

- 1) All vehicles must have at least 2 independent braking systems (on different axles).
- 2) The secondary braking system must be able to supply at least a 0.5 g deceleration on dry surface. No engine braking can be used as unique secondary braking system. Proof of this deceleration ability must be supplied to the FIM CTI & CCR, when registering the event.
- 3) The braking zone on each end of the measured mile/km, is designed to allow a safe reduction of the vehicle's speed in case of failure of one of the independent braking systems.
- 4) On tarmac or concrete surface, the minimum braking distances are defined according with the top speeds of the bikes:
 - Up to 250 km/h -> 700 m
 - Up to 300 km/h -> 800 m
 - Up to 350 km/h -> 1100 m
 - Up to 400 km/h -> 1400 m
- 5) World record attempts with final speed exceeding 400 km/h are only permitted on high speed circuits (like Idiada or Nardò) or on natural surface strips (i.e. Bonneville Salt flats).

On high speed circuits (rings) or on natural surface strips (salt lakes):

For record attempts with a flying start where speeds do not exceed 250 km/h, the track shall extend a minimum of 750 m at each end of the timing zone.

Where speeds do not exceed 500 km/h, the track shall extend a minimum of 1500 m on each end of the timing zone.

For record attempts with speeds exceeding 500 km/h, the track shall extend a minimum of 3000 m at each end of the timing zone.

The extensions of the track must not have a gradient of more than 1%.

1.10.2 Long Distance and Period Records

A straight course between two points of the same altitude may be used or a closed circuit, if possible, of a maximum length of 10 km the road surface of which must be of a modern type ensuring good grip.

1.11 Regulations for Measuring Tracks

All permanent tracks must have a “record line” of 15 cm width marked with indelible anti-skid paint. It must be marked along the whole length of the track in the following way.

Between two successive bends in the same direction which are separated by a straight, the record line will be marked out parallel to the inside edge of the track, between its mid-point and 90 cm from the inside edge.

Between two successive bends in opposite directions separated by a straight, the record line shall continue as it leaves the first bend, diagonally across the straight and enter the second bend on the inside.

Between two successive bends in opposite directions without a straight separating them, the record line of the two bends must be joined by a tangent common to the two curves.

Temporary tracks, whether or not they are closed circuits with bends, must be measured out as indicated above.

On temporary (**natural fields**) tracks, alternative, appropriate marking methods may be used as dictated by speed and/or environmental concerns.

1.12 Precision of Measurement

The length of a track will be expressed using the metric system and to the nearest centimetre. The track will be measured by a qualified expert or a person holding qualifications of a recognised Institute (Engineering Firm, Certified Topographer, etc.). All other measurements must be accurate to one (1) centimetre (=10 mm).

On permanent tracks, relevant distances must be indicated by means of painted figures across the track, near to the start and finish lines. The figures must be painted onto the track surface itself with indelible paint.

The measurement of other relevant distances on the track must also be of a permanent nature.

On temporary tracks, the distances must be indicated by signs placed on the side of the track.

For all tracks, the start and finish lines of a record attempt will also serve as points at which timing commences and ends. They must therefore be clearly marked by means of signs placed at the side of the track.

1.13 Homologation of a Permanent Track

To obtain registration of the event in the FIM Calendar, the Organisers/FMNR must send to the FIM Administration, a detailed plan of the course. This plan must be to a scale no greater than 1/2000 and must indicate the characteristics (straights, bends) and total length (see Articles 1.10.1 and 1.10.2). The camber of the bends (if applicable), the type of road surface, the location of services and safety installations must also be shown.

The Homologation will be made after a satisfactory inspection has been carried out by the expert(s) appointed by the FIM at the cost of the applicant. The FMNR must certify that the measured characteristics of the track requiring homologation are correct (see Articles 1.10, 1.11 and 1.12).

1.13.1 Track inspection previous the event

A track inspection is required before the start of the competition on every day of the event.

The persons involved are the FIM Steward accompanied by the event Organiser representative and the FMNR Steward.

During an event with less than five participants, the FIM Steward accompanied by FMNR Representative or Organiser representative and the riders' representative will inspect the track.

The presence of the Official Timekeeper may be required.

A track inspection shall cover, but not limited to, the following items for short distance records (for long distance records, these requirements shall be adjusted according to the track/circuit layout presented):

- Track condition
- Starting areas

- **Location of Marshal posts (starters included)**
- **Location of timing loops/Timekeeping post/meteorological base**
- **Location of the rescue/medical vehicles, ambulances and firefighting vehicles**

1.14 Licences for a Permanent and Temporary Track

This is a document certifying the homologation by the FIM of a permanent track, or “autodrome”, or aerodrome. When homologated, the track and its licence holder are under FIM regulations.

1.15 Calendar and Events Registration

If the attempt is to be held on the territory of another FMN (which then becomes the FMNR) it is necessary to obtain its authorisation as well as that of the FMN of the entrant. If the attempt is to be held in a country not having an FMN, permission must be applied for from the FIM directly.

For **World** record events with up to five (5) participants (“**Private events**”), the FMNR must apply for authorisation and calendar registration to the FIM Administration at least **SIX (6) MONTHS** prior the date set for the event.

For **World** record events with more than five (5) participants, the deadline to receive applications shall be at least **by the 31st of December from the previous calendar year** prior to the first day of the event.

Registration need to be done on the official FIM Calendar form for events without Promoter.

For new venues (never registered in the FIM Calendar), a document certifying the measurements and the gradients of the track must be sent to the FIM Administration together with the Calendar registration form.

If the event is to be held on the territory of another FMN (which then becomes the FMNR) it is necessary to obtain its authorisation.

If the attempt is to be held in a country not having an FMN, permission must be applied for from the FIM directly.

The organiser/FMNR must submit to the FIM for approval, the Supplementary Regulations ninety (90) days prior to the first day of the event, together with:

- A document certifying the measurements and the gradients of the track (as per Art. 1.13),
- A map with provisional location of the Track Marshal posts, Timekeeping tour/room, Timekeeping loops location(s), Ambulances/medical vehicle(s) location(s), firefighter vehicle(s) location(s), etc. (as per Sporting Appendix 1_ PROVISIONAL COURSE/ TRACK MAP),
- A copy of the certificate of accuracy for the timekeeping instruments that will be used for the event (As per Art. 1.21).

Supplementary regulations Template are available upon request to the FIM Administration.

By making the application, the FMNR must ensure has made the necessary arrangements for essential services (i.e. timing, ambulance, rescue, track marshals, security, e.o.) and has obtained any necessary authorisations from local authorities, etc.

At the same time (minimum 30 days for organised events, 60 days for record events with less than 5 participants), a **FMNR technical steward**, holder of FIM Technical Stewards' licence, must send a written report to the applicants' FMN, with:

- 1) photos certifying the condition of the machine (2 photos with fairing and 2 without fairing),
- 2) the presence and effectiveness of the safety points (photos of each point),
- 3) the brand and type of tyres and
- 4) the brand and quality of the rider's clothes and helmet (and photos).

The FMN in turn must send the complete file to the FIM Administration.

Thirty (30) days before the event, the applicant's FMNR must send to the FIM Administration an official schedule mentioning amongst others:

- the date, time and venue of the meeting with the timekeeper;
- the date, time and venue of the meeting regarding the fire-fighting equipment and procedure;
- the date, time and venue of the meeting with the medical officer;
- the date and time of the first track inspection;
- the date and time of the first attempt.

1.16 Officials

All the Officials must be present and available at the time necessary to ensure smooth and efficient running of the Event.

All the Officials will meet at any time required during the event, but at least:

- a) At the beginning of the event, prior to the first run's sessions.
- b) At the end of run's day.
- c) At the end of the event.

During the runs/attempts, all communications between the FMNR Officials & FIM Officials must be made by a reliable system according to the venue possibility (it is highly recommended a system radio/walkie-talkie).

1.16.1 FIM Officials

When an authorisation for an event is issued, the FIM Administration shall appoint a Sporting (CCR) and a Technical (CTI) Stewards with appropriate FIM Steward licence to supervise the event.

In certain cases, an Assistant Deputy Steward under the supervision of the FIM Sporting and/or Technical Steward to enable the latter to benefit from training. The costs of the assistant/probationary Steward, if appointed, shall be covered by the FIM.



The calendar fee for a world record event registration depends on the number of days. The inscription fee includes the cost for the attendance of the FIM Stewards.

The FIM Stewards are responsible for enforcing the FIM Regulations and shall supervise the event; they may delegate some of their duties to an Assistant Deputy Steward or to an FMNR Official.

Under exceptional circumstances, such as the FIM Steward being prevented to arrive on time, late, or absent, the record attempt(s) shall take place under the supervision of the FMNR (Technical) Steward holding a valid international license.

The FIM Stewards are not responsible for the organisation of the event but they must see that all the necessary requirements (refer to Art. 1.15, “essential services” and below) have been met.

They can, in case of danger (weather conditions, state of the course, condition of the machines, or riders, etc.) order a postponement of the start or interrupts an attempt.

1.16.1.1 The duties and responsibilities of the FIM Sporting Stewards are:

Before the event:

- Check that the event takes place as per the Supplementary Regulations.
- Check the international licenses of the participants.
- Check the track lay-out and security provisions/arrangements (enough marshals and first aid staff are present) for the event are as per the track homologation and safety plan prior to the beginning of all runs for the “sporting” inspection.
- Check with the timekeepers that the timekeeping material is working accurately (test run).

During the event:

- To ensure the smooth and efficient running of the event.
- To make recommendations to the Organisers concerning any matter that is in contradiction to the Regulations.



- **To sanctioned any infringements of the Regulations**
- Check with the timekeepers that the wind speed does not exceed the authorised maximum of 5 m per second (11mph, or **9.5 kn** or 18 km/h), **before giving the “green light”/ flag to start the run.**
- Ensure that the motorcycle is under continuous observation by either himself or an official throughout the duration of the record attempt.

After a event:

- **Collect the results for the CCR Ratifications and event reports and send them to the FIM Administration.**

1.16.1.2 The duties and responsibilities of the FIM Technical Stewards are:

Before the event:

- **The weight/ballast may be checked to confirm the category the vehicle has been registered to compete. In case of addition of ballast, the ballast will be sealed by the Technical Steward.**

During the event:

- Ensure that there is no outside assistance and that the engine is switched off and that the motorcycle is stationary when refuelling.
- Ensure that only authorised parts are changed.
- Ensure that the timekeeper is informed of any possible changes of vehicle set up/parts and that any such changes appear in the official results.
- **If a motorcycle stops during a record attempt, they must go with another Steward to the exact point where the vehicle stopped and if necessary, order a new start.**
- **After record attempts the engine capacity will be checked or the engine will be sealed until the time the engine capacity will be checked.**
- **The weight of the vehicles will be checked.**

After a event:

- Maintain strict control of the **vehicles**, but allow access for publicity, press, photographs, etc. No more than one (1) hour may elapse before the motorcycle is checked (for events with five participants or less).
- Identify the motorcycle and check the engine and ballast.
- Supervise the measurement of the engine capacity by the technical steward.

The FIM (Technical) Steward must gather the **final required by Art. 1.32 & 1.33** and the results of all the participants with new records.

These documents must be sent to the FIM Administration (CCR) within 7 days after the completion of the attempt.

1.16.2 FMNR Officials

1.16.2.1 For World record events with up to five (5) participants (“Private events”), the FMNR/Organiser shall appoint the minimum following officials that shall be approved by the FIM:

a) Event manager/organiser

- Ensuring that the track is suitably prepared for and maintained during the Event and that all legal requirements applicable for the running of the event have been complied with.
- Ensuring that all officials and services are in place for the event.
- The stationing of all track personnel and equipment (i.e. marshals, fire-fighting services, medical vehicles, flags, etc.) alongside the track prior to the beginning of the first runs of the day for the “sporting” inspection.

b) Other officials:

- Marshals, Technical Scrutineers, Firefighters,
- Medical personnel, Timekeeping staff, etc. as required in the supplementary regulations for the efficient running of the event.

1.16.2.2 For World record events with more than five (5) participants, the FMNR/Organiser shall appoint the minimum following officials that shall be approved by the FIM:

a) Clerk of the Course/Event Manager

- Ensuring that the track is suitably prepared for and maintained during the Event and that all legal requirements applicable for the running of the event have been complied with.
- Ensuring that all officials and services are in place for the event.
- The stationing of all track personnel and equipment (i.e. marshals, fire-fighting services, medical vehicles, flags, etc.) alongside the track prior to the beginning of the first runs of the day for the “sporting” inspection.

b) FMNR Steward is responsible for ensuring that the event is conducted according to the Regulations and reporting any infringement to the FIM Steward.

c) The Doctor (or Chief medical Officer (CMO) if applicable) is responsible for liaison with the medical staff at the event and to ensure the compliance with the FIM Medical Code.

d) The Secretary of the event is responsible for:

- Effecting communications between the various stakeholders of the event.
- Providing secretarial support for the FIM and FMNR Officials (Drafting the meetings’ minutes, the notifications to participants, etc.)

e) Other officials

Marshals, Technical Scrutineers, Firefighters, Medical personnel, Timekeeping staff, etc., as required in the supplementary regulations for the efficient running of the event.

1.17 Entries

Persons wishing to make a world record attempt must make the application through their FMN with the proper form (See Sporting Appendix 2 & 3: Rider Application form for Short distance records or Long distance records).

Photographs of the motorcycle used in the attempt, taken from each side, two photographs with the streamlining in place, and two photographs of the motorcycle (vehicle) with the streamlining removed.

1) photos of the vehicle:

- 2 photos with fairing, taken from each side;
- 2 photos without fairing, taken from each side;
- 2 photos with fairing, taken from back and front;
- 2 photos without fairing, taken from back and front.

2) photos of each safety points/braking system, and if applicable, short report on how they work / their effectiveness.

The complete application documentations shall be forwarded as per procedure indicated in the form to the FIM by the applicant's FMN (National Motorcycle Federation).

Riders taking part in an FIM Land Speed World Record event must hold the appropriate valid FIM licence issued by an FMN.

1.18 Motorcycles (Vehicles)

1.18.1 Motorcycles used for short distance record attempts:

There is a distinction between Category I and Category II, 2-wheeled motorcycles used for short distance attempts.

The difference between the two categories is the number of the 'driven' wheels.

Motorcycle (vehicle) classes fall into three Divisions:

- **Division A - Non-streamlined:**
The rider is visible at all times. No streamlining devices are permitted. (See Technical Regulations: Art. 2.18. A: NON STREAMLINED vehicles).

- **Division B - Partially streamlined:**
The rider is visible when viewed from both sides and from above (with the exception of hands and wrists).
Front and rear wheels must remain partially uncovered
(See Technical Regulations: Art. 2.18. B: PARTIALLY STREAMLINED vehicles).
- **Division C - Streamlined:**
The rider is fully enclosed within the body of the vehicle.
(See: Technical Regulations, Art. 2.15. C: STREAMLINERS)

Divisions are hereafter sorted by Types and Classes, etc. (see “Divisions” chart).

1.18.2 Motorcycles used for long distance or period attempts

For long distance or period attempts, the rules concerning the capacity of the engine (Art. 2.5), the position of the ballast for three-wheelers (Art. 1.19.1 Cat II, Group B1, B2 & B3) and riders’ clothing (Art. 2.14) must be observed.

All other details are the responsibility of the rider and/or of the persons making the record attempt.

1.19 Categories, Groups, Divisions, Types, Classes and Number of Cylinders

- “Categories” describe the method by which the motorcycle is propelled.
- “Categories” are further defined by “Groups”.
- “Divisions” define the degree of streamlining.
- “Types” are determined by power source and then subdivided into “Classes”.
- “Classes” are determined by total engine displacement.
- “Number of cylinders” is determined by the number of combustion chambers.

1.19.1 Categories and Groups

- a) **Category I:** Motorcycles propelled by the action of one (1) wheel in contact with the ground.

All Groups **All vehicles:** A track is determined by the longitudinal centre-line of each of the vehicle's wheels in the direction of forward travel

Group A1 Solo Motorcycles

2 wheeled vehicles making only one (1) track on the ground, and:

- **Solo Motorcycles - Single (1) cylinder** (according to the class capacities, up to 1000cc maximum), Division A and B.
- **Solo Motorcycles - Two (2) cylinders** (according to the class capacities, up to 3000cc maximum), Division A and B.
- **Solo Motorcycles - Three or more (3+) cylinders** (according to the class capacities, up to 3000cc maximum), Division A and B.

Group A2 Scooters A2 - CVT type / A2 MGS type

A scooter is a motorised 2-wheel vehicle produced in large quantities by the original manufacturer with a minimum of 2000 units registered by the manufacturer and found in the manufacturers' and dealers' catalogue, available for the public market.

Scooter specification: a scooter must have its crankcase / swing-arm constructed as one single, rigid unit. Its transmission must be by a continuous variation transmission (A2-CVT), or originally fitted with a manually operated gear selector (A2-MGS).

- Prototypes are not permitted.
- Ergonomics: the seat and handlebar are designed for an erect position of the rider's upper body.



- The minimum handlebar width: 550 mm.
- The seat shall have room for the rider and passenger.
- The area in front of the rider's seat shall have the typical scooter characteristic that is an 'open' space, or step-thru space.
- The minimum required difference in height measured between the bottom of the seat and the lowest part of this step-thru space shall be 100 mm.
- The area in front of the seat: the rider's legs and feet shall be protected by a leg shield with a minimum width of 400 mm.
- Floor (foot) boards minimum length: 350 mm
- Maximum rear wheel rim diameter: 16"

Group A3 Automatic 50 cc / Moped 50 cc

Motorcycles driven by an engine capacity up to 50 cc and having an automatic transmission.

- b) **Category II:** Motorcycles propelled by the action of two (2) wheels in contact with the ground.

Group A1 Solo Motorcycles (See Category I, Group A1 above)

Group A2 Scooters (See Category I, Group A2 above)

Group A3 Automatic 50 cc / Moped 50 cc (See Category I, Group A3 above)

Group B1 Motorcycles with a Sidecar

Vehicles with three (3) wheels, making two (2) tracks on the ground, consisting of a motorcycle making one track, and a Sidecar for a passenger making the other.

Group B2 Vehicles with a permanent Sidecar

Vehicles with three (3) wheels making two (2) or three (3) tracks on the ground in the direction of forward travel, with a permanently attached Sidecar forming a complete integral unit.

If three tracks are made, the centre-line of the two tracks made by the motorcycle wheels must not be more than 75 mm apart. A track is determined by the longitudinal centre-line of each of the vehicle's wheels in the direction of forward travel.

A passenger may not be carried. A ballast of 60 kg must be securely fixed to the Sidecar.

Group B3 Cycle-cars (FW or RW)

3-Wheel vehicles making three tracks on the ground forming a complete integral unit and having accommodation for a rider and a passenger.

A cycle-car is a motorcycle with 3 wheels differing from a Sidecar in that 2 of the wheels are mounted on the same geometric horizontal axis. These may be on the front (FW) or rear (RW) of the vehicle and shall ensure stability of the vehicle.

The “space” for a passenger can be by the side of the rider but not necessarily in the same frontal alignment. It can also be placed behind the rider. A passenger may not be carried. A ballast of 60 kg must be securely fixed to the Sidecar.

Steering must be by handlebars with a minimum length of 500 mm, or by a wheel with a minimum diameter of 300 mm.

If bodywork does not enclose the wheels, they must be protected by mudguards.

- c) **Category III:** Special vehicles propelled by the action of multiple wheels or track devices in contact with the ground but which are not covered by the conditions for Category I or II.

Group C Special 2-wheeled vehicles*

(*vehicle where the rider's position is in front or behind the engine and the vehicle adopts a longer and lower “motorcycle” profile).

- Group D** Special 3 wheeled vehicles.
- Group E** Special 3 wheeled vehicles.
- Group F** Sprinters and Drag Bikes (Dragsters)
- Group G** Quad Racers - 2 wheel driven
- Group H** Quad Racers - 4 wheel driven
- Group J** Electric Vehicles (see Art. 2.16)
- d) **Category IV:** Special vehicles not propelled by wheels in contact with the ground.
- Group Y** Specials

1.19.2 Divisions, Types and Classes

Groups are again separated into Divisions, Types and Classes.

For details of Divisions, refer to Art. 2.18 of the Technical regulations.

Division A - Non Streamlined vehicles	
Types	Classes
<u>Type I</u> - Internal combustion, spark ignition, naturally aspirated	Displacement Classes (*)
	50 up to 50 cc 85 over 50 cc to 85 cc 100 over 85 cc to 100 cc 125 over 100 cc to 125 cc 175 over 125 cc to 175 cc 250 over 175 cc to 250 cc 350 over 250 cc to 350 cc 500 over 350 cc to 500 cc 600 over 500 cc to 600 cc 750 over 600 cc to 750 cc 1000 over 750 cc to 1000 cc 1350 over 1000 cc to 1350 cc 1600 over 1350 cc to 1600 cc 2000 over 1600 cc to 2000 cc 2500 over 2000 cc to 2500 cc 3000 over 2500 cc to 3000 cc
<u>Type II</u> - Internal combustion, spark ignition, forced induction	
<u>Capacity and design limits:</u>	
* adjustment for rotary engines	



<u>Type III</u> - Internal combustion, Compression ignition (diesel), naturally aspirated <u>Type IV</u> - Internal combustion, Compression ignition (diesel), forced induction	750 up to 750 cc 1500 over 750 cc to 1500 cc 3000 over 1500 cc to 3000 cc
	<u>Type VII</u> - Solar/Electric powered 150 up to 150 kg 300 over 150 kg to 300 kg +300 over 300 kg
<u>Type X</u> - Other propulsion (Appendices governing the classes on these groups to be issued as each case is presented.)	

Division B - Partially Streamlined vehicles	
Types	Classes
<u>Type I</u> - Internal combustion, spark ignition, naturally aspirated <u>Type II</u> - Internal combustion, spark ignition, forced induction <u>Capacity and design limits:</u> * adjustment for rotary engines	Displacement Classes (*) 50 up to 50 cc 85 over 50 cc to 85 cc 100 over 85 cc to 100 cc 125 over 100 cc to 125 cc 175 over 125 cc to 175 cc 250 over 175 cc to 250 cc 350 over 250 cc to 350 cc 500 over 350 cc to 500 cc 600 over 500 cc to 600 cc 750 over 600 cc to 750 cc 1000 over 750 cc to 1000 cc 1350 over 750 cc to 1350 cc 1600 over 1350 cc to 1600 cc 2000 over 1600 cc to 2000 cc 2500 over 2000 cc to 2500 cc 3000 over 2500 cc to 3000 cc



<u>Type III</u> - Internal combustion, Compression ignition (diesel), naturally aspirated	750	up to 750 cc
	1500	over 750 cc to 1500 cc
<u>Type IV</u> - Internal combustion, Compression ignition (diesel), forced induction	3000	over 1500 cc to 3000 cc
<u>Type VII</u> - Solar/Electric powered	150	up to 150 kg
	300	over 150 kg to 300 kg
	+300	over 300 kg
<u>Type X</u> - Other propulsion (Appendices governing the classes on these groups to be issued as each case is presented.)		

Division C - Streamlined Vehicles (Streamliners)		
Types	Classes	
<u>Type V</u> - Spark ignition	Displacement Classes (*)	
	50	up to 50 cc
	85	over 50 cc to 85 cc
	100	over 85 cc to 100 cc
	125	over 100 cc to 125 cc
	175	over 125 cc to 175 cc
	250	over 175 cc to 250 cc
	350	over 250 cc to 350 cc
	500	over 350 cc to 500 cc
	600	over 500 cc to 600 cc
	750	over 600 cc to 750 cc
	1000	over 750 cc to 1000 cc
	1350	over 750 cc to 1350 cc
	1600	over 1350 cc to 1600 cc
<u>Capacity and design limits:</u> * adjustment for rotary engines	2000	over 1600 cc to 2000 cc
	2500	over 2000 cc to 2500 cc
	3000	over 2500 cc to 3000 cc

<u>Type VI</u> - Compression ignition (diesel)	750 up to 750 cc 1500 over 750 cc to 1500 cc 3000 over 1500 cc to 3000 cc
<u>Type VII</u> - Solar/Electric powered	150 up to 150 kg 300 over 150 kg to 300 kg +300 over 300 kg
<u>Type X</u> - Other propulsion (Appendices governing the classes on these groups to be issued as each case is presented.)	

1.20 Timekeeping and Timekeeping Equipment

In order to carry out their duties, during competition, the time keeping services must use the following:

- For all record attempts, one or more automatic chronometer(s) with a precision of 1/1000th second activated by the passage of a motorcycle crossing the time-keeping line must be used. All apparatus must be synchronised no more than 30' before the beginning of the record attempt by an automatic synchroniser or by a single electrical contact with the time of day registering time to 1/1000th second.
- For a long distance attempt carried out on a closed circuit, times must be recorded for each lap.
- For attempts at world records reaching speeds in excess of 1000 km/h, instantaneous measurements may be taken provided that the apparatus used has a certified accuracy of 1/10,000th of a second.
- A timekeeper officiating at a meeting must have at his disposal a reserve **set of timekeeping material** (as described below) to check the readings of instruments being used.
- The timing instruments detailed above must have a first class certificate of accuracy issued by an official National Observatory or Institute of Horology.

- Documents certifying the accuracy of time-keeping equipment must not be more than two years old.
- **The Timekeeping rooms/installation are fed by a main power supply source, a backup power system must always be operational in case a failure of the main system.**
- **An anemometer/wind gauge measure the wind speed and direction (see Art. 1.24.1).**
- **Recommended to use the Timing sheet for format results Please refer to Sporting Appendix 4: Template Timing sheet) or other approved electronic submission process.**

1.21 Starts

For Standing Starts:

The forward-most part of the motorcycle must be placed no further than 10 cm behind the timing line with the engine running.

When the Steward indicates that he is satisfied the rider can start in his own time. To assist the position of the motorcycles the use of a wedge behind the rear wheel is authorised.

For Flying Starts:

The rider can take his place behind the time-keeping line using as great a distance as he requires within the limits of the track at his disposal. When ready, he drives towards and across the starting line and continues across the finish line.

1.22 Refuelling and Rider Relays

To the rear of the start and parallel to the time-keeping line, at a distance of approximately 10 metres, a “refuelling line” must be clearly marked on the track. During refuelling or during the relay of riders, the motorcycle must stop in the zone between these two lines.

Outside assistance will be allowed to re-start the motorcycle, only in the event that a motorcycle must be “push” started by the mechanics up to (but not beyond) the refuelling line. At this point the motorcycle must continue under its own power or be started by its own on-board starting devices.

In the event that a motorcycle should be “push-started”, the motorcycle must be placed in front of the refuelling line, using as much distance as necessary to start the engine. If a machine is equipped with a kick- or electric starter, the machine can start direct from the refuelling position.

Refuelling must always be carried out with the engine stopped. The relaying of riders on the same motorcycle may be done with the engine running but any new starts must conform to the above rules.

For long distance records, a preliminary refuelling test may be required by an FIM Delegate. All personnel in connection with the refuelling operation must wear fire retardant head and eye protection, and suitable fire retardant clothing (for the body, hand and feet).

1.23 Outside Assistance and Wind Speed

During the whole time that an attempt is taking place and during the run-up to a flying start attempt the machine can only be driven by its own engine, the physical force of the rider (and passenger if applicable) and by the natural forces of gravity. No outside assistance will be tolerated.

The wind speed component in the direction of a run must not exceed 5 m/s (11 mph, 9.5 kn or 18 km/h) for record ratification. **See also wind rose and table with wind speed and direction.**

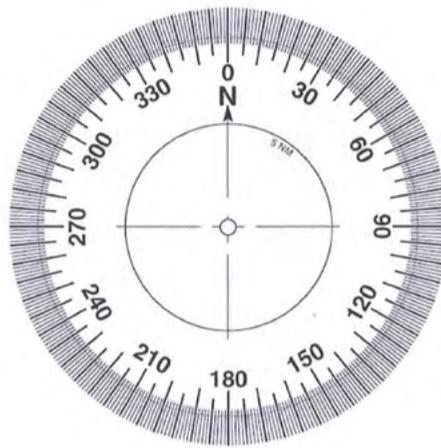
For streamliners and non-wheel driven machines and, at the absolute discretion of the supervising steward(s), this rule may be varied in respect of run up only, to allow assistance up to maximum speed of 80 km/hour (50 mph) and not further than 400 m from the starting point (zero speed).

1.23.1 Wind Speed and Direction (in relation to the course)

In order to compute the wind speed in relation to the course, the FIM Steward will need to:

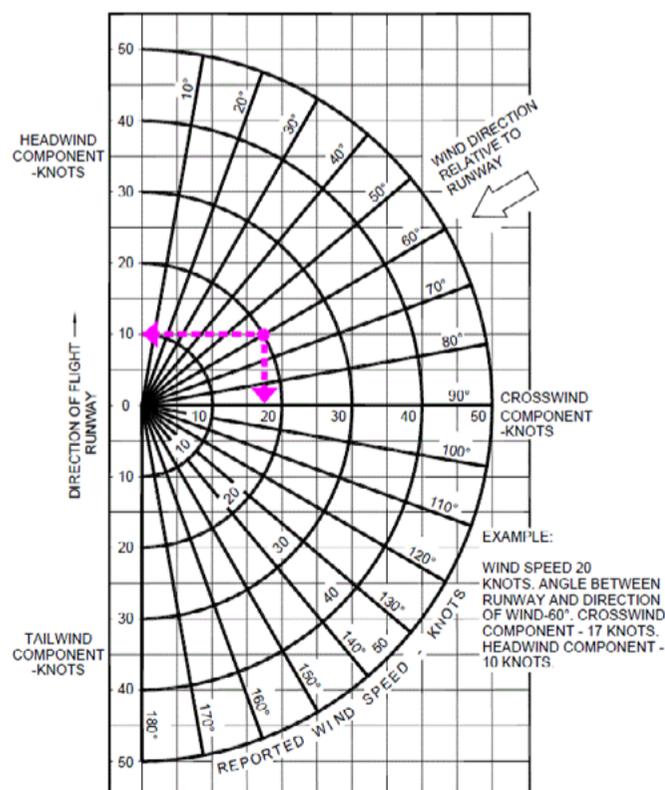
- a) Determine the direction of the course (the “track”) in degrees (available from the “tower” when the event is at an airport, or from the official timing services present at the event).

- b) Determine the wind direction in degrees and the velocity (speed). The wind is always reported “from” in degrees or using compass points (see “Compass Points Chart”). The wind speed is always reported as average value, not an instant (or highest) value.



- c) Determine if there is a tailwind component (= in the direction of the record attempt) and if so the velocity or speed (See table hereunder).

While the actual crosswind component is a factor for streamliners and possibly other participants as a controllability issue, the value of the “tailwind” component is limited to achieve a valid record. Effectively if the wind is from the right or left quadrant up to 90 degrees from the course there is no tailwind component. See example hereunder:



Note: At airports, the prevailing wind speed is usually expressed in knots (kn).

For events on a natural surface, the wind speed is reported by the official timing stand, usually expressed in miles per hour (mph), or kilometre per hour (km/h) m/sec (meter per second).

Especially in windy conditions and for safety reasons, it is important to check wind direction and wind speeds before every attempt, as follows:

- 1) the “tailwind” (or tailwind component) in the direction of the attempted run.
- 2) the “crosswind” (a result produced by the direction of the wind, coming from the left- or right, front- or aft quarter).

In all cases, the maximum value is: 11 mph (9.5 kn or 18 km/h or 5 m/s).

For streamliners, the recommended maximum “crosswind” component: is 3 mph (2.6 kn or 4.8 km/h, or 1.33 m/s).

The “official” values of wind speed and wind direction will be measured at a height of 1 m to 3 m at least 1 place (point 0, at the center of the track).

Additional wind measurements locations are recommended (i.e. at Start and End points of the track).

1.24 Simultaneous Attempts (Long Distance/Period Attempts)

Several attempts can be made simultaneously on the same course or circuit provided that there are independent time-keeping arrangements for each.

A rider shall not ride continuously in the slip-stream of another machine. A distance of at least 50 metres must separate machines on the track at the same time.

1.25 Time Limits and Stoppages

During a record attempt over 1000 km, 6 hours or more, the machine must not be stopped for more than 1 Hour in all.

During 1 Hour or a 100 km attempt, the machine must not be stopped for more than 5 minutes. After 5 minutes of stoppage, the motorcycle must complete one lap of the course (if a closed circuit is used) or one run (if the attempt is over a course using two directions) before being able to stop again. If this is not done, the attempt will be considered as having failed.

During a 1 Hour record attempt, even if the distance necessary to establish a new record has already been reached, the record can only be registered if the machine has been running for at least 55 minutes.

1.26 Stops and Re-Starts During a World Record Attempt

If for any reason whatsoever a vehicle stops outside the refuelling zone, the place where it stops shall serve as the re-start point under the supervision of the FIM Steward or another official.

1.27 Change of Parts

For a short distance record attempt no change of parts is permitted, with the exception of: -changes to the ignition settings, - fuel-air ratio changes (or fuel mapping), and other changes in the ECU), - spark plugs, wheels and tyres, data may be downloaded. Used parts can only be changed if the new parts are identical to those replaced.

Fuel may be added.

For long distance or period record attempts, the following parts cannot be changed: frame, cylinder, cylinder head and crankcase.

Electrical vehicles may recharge their batteries during the record attempt or may replace their batteries (and keep the same type and quantity). Batteries with fuel cells are not allowed.

1.28 Final Examination

Immediately after the completion of the last attempt the FIM Technical Steward can ask to check the motorcycle's/vehicle's identity, the capacity of the engine and the weight of the ballast (if any).

Electric powered vehicles: the complete motorcycle/vehicle must be weighed.

In large events which have more than 5 participants, the FIM Technical Steward may request their motorcycle/vehicle to be placed in a secure impound area until it is practicable to conduct the final examination.

1.29 Calculation of World Record Results

1.29.1 Short distance records

A short distance land speed world record attempt consists of two consecutive timed runs in opposite directions, within a period of two hours.

This period is initiated when the vehicle passes the first timing cell of the first run and ends when the vehicle passes the last timing cell of the consecutive run.

Time stamps (hour/minute/second) must be provided for each participants' run.

Short distance records (1/4 mile, 1 km, 1 mile) are expressed in both kilometres per hour (km/h) and miles per hour (mph). The speed is calculated by using the average elapsed time (ET) recorded from two consecutive runs in opposite directions.

The elapsed time (ET) must be presented in seconds, with a minimum accuracy in milliseconds (See also Art. 1.20: The certificate of accuracy for the time-keeping instruments).

The numbers of attempts are not limited.

1.29.2 Long distance or Period records

These land speed record attempts are generally held on closed circuits. The rider will not be stopped until he has completed the final lap of the attempt.

Long distance records are expressed in times and period records in distances. Results will be calculated using the system known as interpolation.

Example:

On a closed circuit of 3 km in length, the 1000 km record is being attempted. In this attempt, 333.333 laps must be run (1000:3). Therefore, the rider must complete at least 334 laps. The time taken for 1000 km is then calculated by adding the time taken over 333 laps to 0.333 of the time taken over the 334th lap.

For a period record (1, 6, 12 and 24 hours), the result will be expressed as a distance covered in the time imposed. This distance will be calculated by adding the total distance covered when the motorcycle crosses the finish line for the last time (before the timing is stopped) to the remaining fraction of the lap which will make up the total time.

Example:

On a circuit 3 km in length, a rider is attempting to beat the 6 hour record. He has covered 300 laps of the circuit in 5 hours, 59 minutes and 7 seconds. He is therefore 53 seconds short of 6 hours. He must cover one more lap of the circuit. This lap takes him 72 seconds. The distance covered during these remaining 53 seconds is calculated on this last lap.

Result:

In 6 hours he has covered $300 \times 3 \text{ km} + 53/72 \text{ nds of } 3 \text{ km}$ (one lap). This gives a total of 902.208 km. In this example, the remaining 53 seconds are expressed as a fraction of 72.

1.30 Ratification of World Records

When all the necessary documentation for a complete attempt has been received and checked by the FIM Administration, the results shall be published on the FIM website (<https://www.fim-moto.com/en/>).

If any objections are made concerning the provisional records, they must reach the FIM Administration within one month after publication. If after one month no objection has been received, the results will **automatically be ratified by the FIM Circuit Racing Commission (CCR)**.

After ratification of a record, a certificate will be issued and send to riders' FMN.

1.31 Publication of Results and Advertising

If a record is still in the process of being ratified, any advertising concerning the results of the attempt must clearly state, in sufficiently legible characters:

“SUBJECT TO FIM RATIFICATION”.

These requirements must be respected, and infringement will entail a fine and/or other penalty stated in the FIM regulations.

1.32 Documents Required for World Record Ratification

The following documents must be sent to the FIM Administration immediately after the record attempt with a copy to the FIM Steward and/or the FMNR (see Article 1.33).

- Timing sheets certified by the Chief Time-keeper, the time recorded (for long distance records, the time recorded of each lap) as per **Sporting Appendix 4: Template Timing sheet or acceptable approved electronic means.**
- For special vehicles, upon request, documented written proof must certify that the vehicle was in contact with the ground for at least 90% of the distance travelled.

1.33 Certificate of Engine Characteristics

The Final Technical Control Form must provide the following details according to the type of engine used:

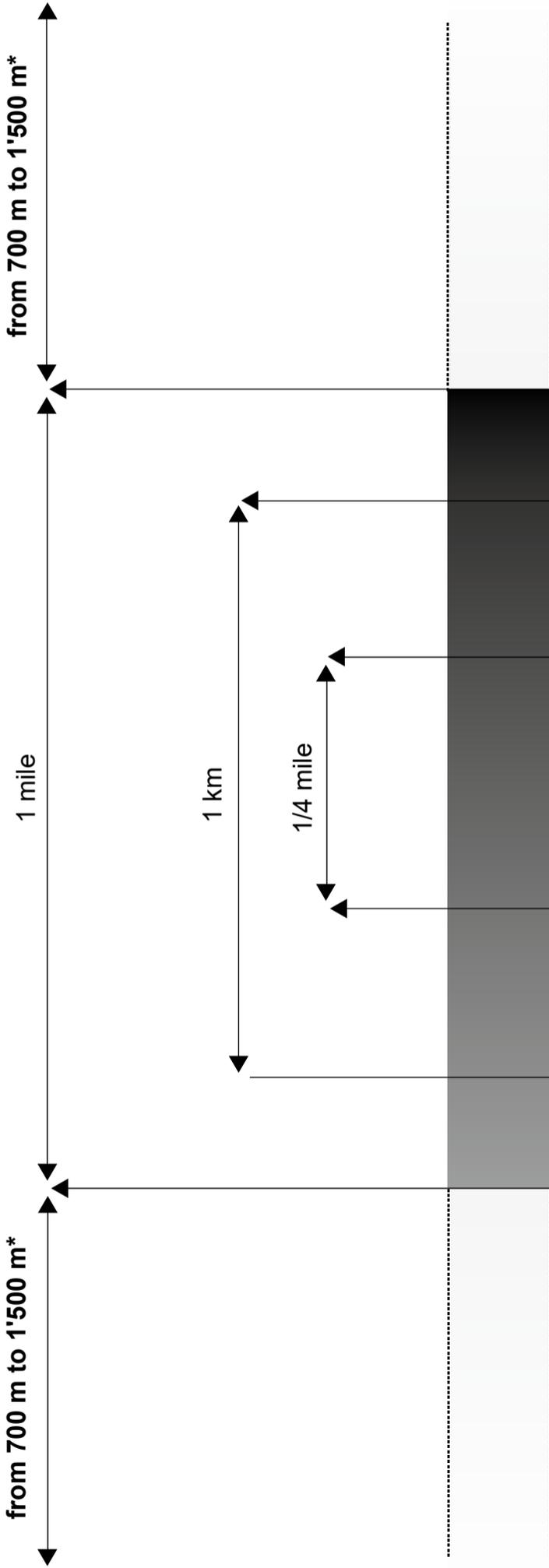
- The record category (Art.1.2)
Example: Short distance records, 1 km/1 mile with standing start
- The CATEGORY, GROUP and DIVISION (Art. 1.18): Non-streamlined, etc.
- The TYPE (internal combustion, forced ignition (diesel), rotary engines, etc.
- For Piston Engines:
 - The cycle (2 or 4 stroke), the number of cylinders, the bore and stroke,
 - The class and the resulting total cylinder capacity,
 - The record category (see Art. 1.19.1).

In all record attempts, the type of engine must be stated on the Technical Control Form, either: Naturally aspirated, Supercharged or Turbocharged.

In addition to the above points, for rotary engines with a single capacity cylinder (geometric), the system of carburation and ignition must be stated.

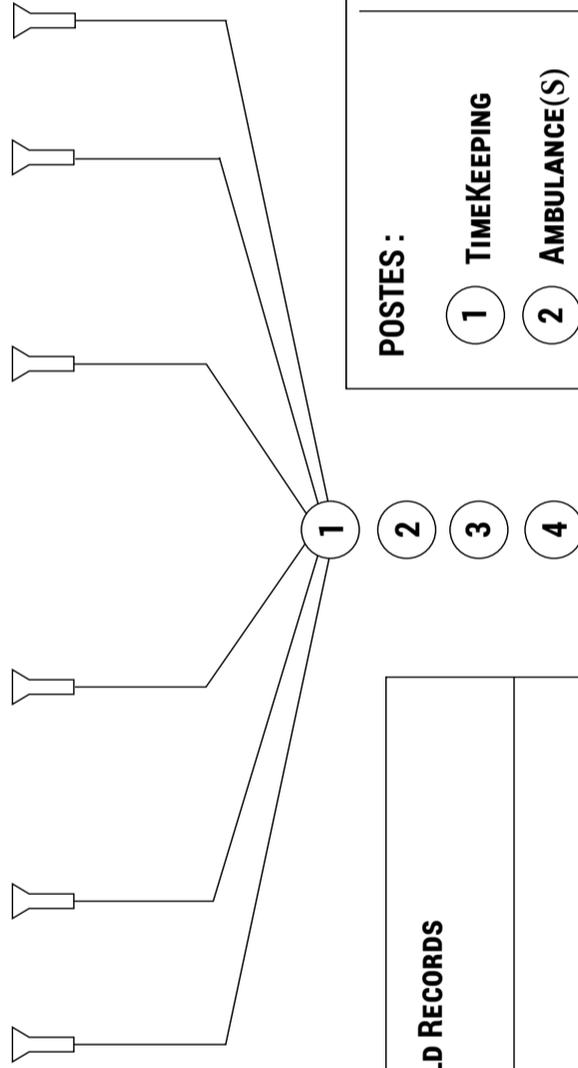
The measurement of the cylinder must be made by a qualified technical steward.

APPENDIX 1



*On tarmac or concrete surface, the minimum braking distances are defined according with the top speeds of the bikes:

- Up to 250 km/h -> 700 m
- Up to 300 km/h -> 800 m
- Up to 350 km/h -> 1100 m
- Up to 400 km/h -> 1400 m
- Up to 500 km/h -> 1500 m



<p>POSTES :</p> <p>1 TIMEKEEPING</p> <p>2 AMBULANCE(S)</p> <p>3 FIRE / RESCUE</p> <p>4 RACE DIRECTOR / CoC</p> <p>LIGHTBEAN</p>	<p>REMARKS :</p>
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 FEDERATION INTERNATIONALE DE MOTOCYCLISME	FIM LAND SPEED WORLD RECORDS TRACK INSPECTION
HOMOLOGATION	GRADE H
TRACK INSPECTOR NAME : DATE : SIGNATURE :	



APPENDIX 2

page 1/3



FIM LAND SPEED WORLD RECORDS APPLICATION FORM SHORT DISTANCE RECORDS

The applicant must fill out and return this form to the FIM via his/her National Federation (FMN)

Please return this form and documents to victoria.corredoira@fim.ch and to dominique.hebrard@fim.ch, at latest **3 months (90 days)** before the date set for the attempt or the start of the event (**see procedure for SUBMITTING APPLICATION below below**). By making this application, **the rider's FMN** must ensure that the applicant is in conformity with **and will respect FIM Regulations and codes in force* (see list below)**.

(PLEASE USE BLOCK CAPITALS)

EVENT INFORMATION	
Event name	
Event date (dd/mm/year)	
Venue (City, Country)	
Type of record(s) to be attempted:	
Short Distance with Standing start:	(1) ¼ Mile
	(2) 1 Km
	(3) 1 Mile
Short Distance with Flying start: *limited on tracks with MAX. length of 3'219 km (2 Miles)	(1) ¼ Mile*
	(2) 1 Km
	(3) 1 Mile

RIDER INFORMATION	
Rider's First Name & Name	
Rider's Birthdate (dd/mm/year)	
Rider's FIM Licence's number	
Rider's FMN	
Rider's Contact Phone	
Rider's E-mail	
Rider's Address	
City/Country	

VEHICLE INFORMATION	
<u>Vehicle</u> (Manufacturer name)	
Year	
Model/Type	
Frame (Manufacturer name)	
Raw material/Type	
Year	
Frame Number	
<u>Engine</u> (Manufacturer name)	



Model/Type	
Year	
Engine Number	
CATEGORY	
GROUP	
DIVISION	
TYPE	
CLASSE	
CYLINDER(S)' NUMBER	
ENGINE CAPACITY (cc)	
Rider Number (if applicable)	
<u>TYRES</u>	
Manufacturer	
Type (slick, etc.) – Reference	
<u>REMINDER: Rider's Personal Equipment (refer to Technical Appendix 2)</u>	
FIM Homologated helmet (FRHPhe-01)	
Helmets (accepted for Streamliners only) : SNELL SA2010 or SA2015 or SA2020	
Leather suit (1-piece) (EN1621-1:2012)	
Gloves (leather)	
Boots (leather)	
Back Protector (EN1621-2, CB or FB Level 1 or 2) - Highly recommended	
Chest protector (prEN1621-3) - Highly recommended	
Personal Airbag (optional)	
Name of Team or Sponsor	

Please add to your registration file the following documents (see « HOW TO SUBMIT YOUR APPLICATION” below:

- 1) **Photos of the vehicle:**
 - 2 photos with fairing, taken from each side
 - 2 photos without fairing, taken from each side
 - 2 photos with fairing, taken from back and front
 - 2 photos without fairing, taken from back and front
- 2) **Photos of each safety points/braking system, and if applicable, short (data analysis) report on how they work / their effectiveness**

Date:	Rider's Signature:
-------	--------------------

FMN:

Stamp:

Signature:

IMPORTANT NOTICE

The application form **& related documents are** for advance registration purposes. The fact that a registration form has been stamped by the participants' National federation does not guarantee that the participants' machine has been automatically accepted. The participants' machine will be subject to a technical inspection by the appointed FIM Steward **during the event before being permitted to go on the course/track.**

*** The FIM regulations and Codes that apply for all FIM Land Speed World records events are:**

- **FIM Land Speed World Records Regulations**
- **FIM Sporting Code and FIM Disciplinary & Arbitration Codes**
- **FIM Medical Code**
- **FIM Anti-Doping Code**
- **FIM Environmental Code**
- **FIM Code of Ethics**

And The Supplementary Regulations of the event the participant registers to.

The current FIM Regulations & Codes are available on:

<https://www.fim-moto.com/en/documents>

HOW TO SUBMIT YOUR APPLICATION:

1) REGISTRATION FORM:

The registration form needs to be filled in and signed by each participant and its FMN for each vehicle.

Scanned and sent in PDF format.

File name must be as follow: Name_Surname (of the individual participant)_Event Venue_Event IMNn°.pdf, i.e.:

- JOHN_SMITH_Bonneville_197_01.pdf
- ALICE_DUPONT_Elvington_197_02.pdf

2) VEHICLES PICTURES:

Pictures of the vehicle need to be sent as follow: All the pictures of the vehicle must be in .jpg or .jpeg format.

Each file (picture) name must be as follow: Name_Surname (of the individual participant)_Event Venue_Event IMNn°_name of the i.e.

JOHN_SMITH_Kawasaki_fairing_side 1.jpg

JOHN_SMITH_Kawasaki_fairing_side 2.jpg

JOHN_SMITH_Kawasaki_fairing_front.jpg

JOHN_SMITH_Kawasaki_fairing_back.jpg

JOHN_SMITH_Kawasaki_naked_side 1.jpg

JOHN_SMITH_Kawasaki_naked_side 2.jpg

JOHN_SMITH_Kawasaki_naked_front.jpg

JOHN_SMITH_Kawasaki_naked_back.jpg

JOHN_SMITH_Kawasaki_safety point 1.jpg

JOHN_SMITH_Kawasaki_safety point 2.jpg

ALICE_DUPONT_Suzuki_fairing_side 1.jpg

ALICE_DUPONT_Suzuki_fairing_side 2.jpg

Etc.

3) DELIVERY:

All the documents for each participants (form and vehicles pictures) must be sent inside an individual compressed folder in .zip format.

The name of the compressed file must be as follow: the IMN n° of the event_name of the venue/event_ Name_Surname (of the individual participant), i.e:

- 197_01_BONNEVILLE_JOHN_SMITH.zip
- 197_02_ELVINGTON_ALICE_DUPONT.zip



APPENDIX 3

page 1/3



FIM LAND SPEED WORLD RECORDS APPLICATION FORM LONG DISTANCE & LONG PERIOD RECORDS

The applicant must fill out and return this form to the FIM via his/her National Federation (FMN)

Please return this form and documents to victoria.corredoira@fim.ch and to dominique.hebrard@fim.ch, at latest **3 months (90 days)** before the date set for the attempt or the start of the event. **(see procedure of file delivery below)**

By making this application, **the rider's** FMN must ensure that the applicant is in conformity with the **current** FIM Regulations **and codes*** (see below).

(PLEASE USE BLOCK CAPITALS)

<u>EVENT INFORMATION</u>	
Event name	
Event date (dd/mm/year)	
Venue (City, Country)	
Type of record(s) to be attempted:	
Long Distance with standing start:	(1) 10 km
	(2) 100 km
	(3) 1000 km
Period Records with standing start:	(1) 1 hour
	(2) 6 hours
	(3) 12 hours
	(4) 24 hours

<u>RIDER INFORMATION</u>	
Rider's First Name & Name	
Rider's Birthdate (dd/mm/year)	
Rider's FIM Licence's number	
Rider's FMN	
Rider's Contact Phone	
Rider's E-mail	
Rider's Address	
City/Country	

<u>VEHICLE INFORMATION</u>	
Vehicle (Manufacturer name)	
Year	
Model/Type	
Frame (Manufacturer name)	
Raw material/Type	
Year	
Frame Number	



Engine (Manufacturer name)	
Model/Type	
Year	
Engine Number	
CATEGORY	
GROUP	
DIVISION	
TYPE	
CLASSE	
CYLINDER(S)' NUMBER	
ENGINE CAPACITY (cc)	
Rider Number (if applicable)	
<u>TYRES</u>	
Manufacturer	
Type (slick, etc.) – Reference	
<u>REMINDER: Rider's Personal Equipment (refer to Technical Appendix 2)</u>	
FIM Homologated helmet (FRHPhe-01)	
Helmets (accepted for Streamliners only) : SNELL SA2010 or SA2015 or SA2020	
Leather suit (1-piece) (EN1621-1:2012)	
Gloves (leather)	
Boots (leather)	
Back Protector (EN1621-2, CB or FB Level 1 or 2) - Highly recommended	
Chest protector (prEN1621-3) - Highly recommended	
Personal Airbag (optional)	
Name of Team or Sponsor	

Please add to your registration file the following documents (see « HOW TO SUBMIT YOUR APPLICATION » below):

- 1) **Photos of the vehicle:**
 - 2 photos with fairing, taken from each side
 - 2 photos without fairing, taken from each side
 - 2 photos with fairing, taken from back and front
 - 2 photos without fairing, taken from back and front
- 2) **Photos of each safety points/braking system, and if applicable, short (data analysis) report on how they work / their effectiveness**

Date:	Rider's Signature:
-------	--------------------

FMN:

Stamp:

Signature:



IMPORTANT NOTICE

The application form **& related documents are** for advance registration purposes. The fact that a registration form has been stamped by the participants' National federation does not guarantee that the participants' machine has been automatically accepted. The participants' machine will be subject to a technical inspection by the appointed FIM Steward **during the event before being permitted to go on the course/track.**

*** The FIM regulations and Codes that apply for all FIM Land Speed World records events are:**

- **FIM Land Speed World Records Regulations**
- **FIM Sporting Code and FIM Disciplinary & Arbitration Codes**
- **FIM Medical Code**
- **FIM Anti-Doping Code**
- **FIM Environmental Code**
- **FIM Code of Ethics**

And The Supplementary Regulations of the event the participant registers to.

The current FIM Regulations & Codes are available on:

<https://www.fim-moto.com/en/documents>

HOW TO SUBMIT YOUR APPLICATION:

1) REGISTRATION FORM:

The registration form needs to be filled in and signed by each participant and its FMN for each vehicle.

Scanned and sent in PDF format.

File name must be as follow: Name_Surname (of the individual participant)_Event Venue_Event IMNn°.pdf, i.e.:

- JOHN_SMITH_Bonneville_197_01.pdf
- ALICE_DUPONT_Elvington_197_02.pdf

2) VEHICLES PICTURES:

Pictures of the vehicle need to be sent as follow: All the pictures of the vehicle must be in .jpg or .jpeg format.

Each file (picture) name must be as follow: Name_Surname (of the individual participant)_Event Venue_Event IMNn°_name of the i.e.

JOHN_SMITH_Kawasaki_fairing_side 1.jpg

JOHN_SMITH_Kawasaki_fairing_side 2.jpg

JOHN_SMITH_Kawasaki_fairing_front.jpg

JOHN_SMITH_Kawasaki_fairing_back.jpg

JOHN_SMITH_Kawasaki_naked_side 1.jpg

JOHN_SMITH_Kawasaki_naked_side 2.jpg

JOHN_SMITH_Kawasaki_naked_front.jpg

JOHN_SMITH_Kawasaki_naked_back.jpg

JOHN_SMITH_Kawasaki_safety point 1.jpg

JOHN_SMITH_Kawasaki_safety point 2.jpg

ALICE_DUPONT_Suzuki_fairing_side 1.jpg

ALICE_DUPONT_Suzuki_fairing_side 2.jpg

Etc.

3) DELIVERY:

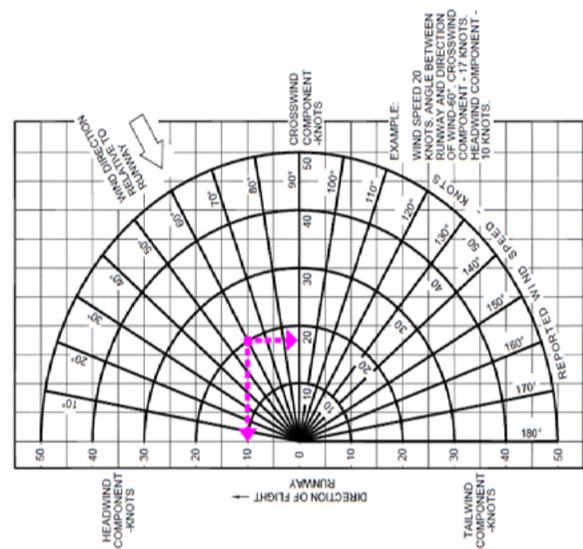
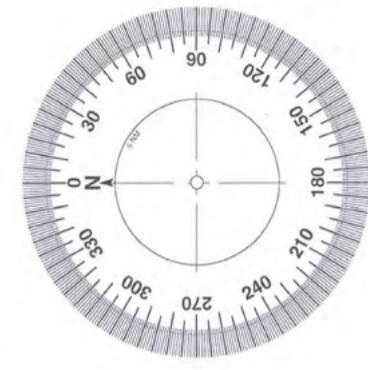
All the documents for each participants (form and vehicles pictures) must be sent inside an individual compressed folder in .zip format.

The name of the compressed file must be as follow: the IMN n° of the event_name of the venue/event_ Name_Surname (of the individual participant), i.e:

- 197_01_BONNEVILLE_JOHN_SMITH.zip
- 197_02_ELVINGTON_ALICE_DUPONT.zip

APPENDIX 4

TEAM - Land Speed World Record - Venue/Location - XX/XX/XX				Speed		Motorcycle		Wind checks (Weather station - Point 0)			Wind	Track: 213°	
Date	Run	Start type	Rider	Run	Mile	1/4 mile	Division	Version	Hour	Speed (Knots)	Gyro (Degs)	Diff angle	Comment(s)
XX/XX/XXXX	1	Standing Start	XX	ONE WAY OUT RETURN AVERAGE	0,000 #DIV/0!	0,000 #DIV/0!	A (+300kg)	X XXX.XX kg	XXhXX XXhXX	X X	XXX XXX	#VALEUR! #VALEUR!	X X
XX/XX/XXXX	2	Flying Start	XX	ONE WAY OUT RETURN AVERAGE	15,789 366,941	3,672 394,446	B (+300kg)	Example 330,00 kg	10h07 10h16	4 4	170 180	-43 -33	Correction 40° = -3kt Correction 30° = -2kt



IAVO - International Virtual Aviation Organisation

sin α	0	0.17	0.34	0.5	0.64	0.77	0.86	0.94	0.98	1
cos α	1	0.98	0.94	0.86	0.77	0.64	0.5	0.34	0.17	0

We can have a simpler table for wind calculation: here we have approximated crosswind and headwind speeds for a wind speed value = 10kt.

α	0°	10°	20°	30°	40°	50°	60°	70°	80°	90°
Crosswind (kt)	0	0	3	5	6	8	9	10	10	10
Tailwind (kt)	10	10	9	8	7	6	5	3	0	0

2. TECHNICAL REGULATIONS

2.1 Introduction

The term “motorcycle” covers all vehicles having, in principle, less than four wheels, propelled by an engine and designed essentially for the carriage of one or more persons of which one is the rider of the vehicle. The wheels must normally be in contact with the ground except momentarily or in certain exceptional circumstances.

2.2 Freedom of Construction

A motorcycle conforms to the requirements of the FIM Regulations, to the Supplementary Regulations, as well as to a number of specific conditions that the FIM may require for certain competitions. No further restriction is placed on the make, construction or type of motorcycle used.

All solo motorcycles (Group A) must be constructed in such a way that they are entirely controlled by a rider (see Diagrams A, B & C).

Motorcycles with Sidecars (Group B) must be constructed to carry a passenger (see Diagram D).

Diagrams in Appendices.

2.3 Categories and Groups

Motorcycles are divided into categories which must be observed for all meetings for world record attempts (see FIM Land Speed World Records Sporting Regulations).

2.4 Divisions, Types and Classes

Groups are again separated into Divisions, Types and Classes.

See Arts. 1.18 and 1.19 in the FIM Land Speed World Records Sporting Regulations and in Art. 2.15. A and in Art. 2.15. B hereunder.

2.5 Measurement of Capacity

2.5.1 Reciprocating movement engine, “Otto” Cycle

The capacity of each engine cylinder is calculated by the geometric formula which gives the volume of a cylinder, the diameter is represented by the bore, and the height by the space swept by the piston from its highest to lowest point:

$$\text{Capacity} = \frac{D^2 \times 3.1416 \times C}{4}$$

where D = bore
and C = stroke

When a cylinder bore is not circular the cross sectional area must be determined by a suitable geometrical method or calculation, then multiplied by the stroke to determine capacity.

When measuring, a tolerance of 1/10 mm is permitted in the bore. If with this tolerance the capacity limit is exceeded for the class in question, a further measurement must be taken with the engine cold (at ambient temperature), to 1/100 mm limits.

2.5.2 Rotary engines

The capacity of an engine which determines the class in which the motorcycle shall compete in a meeting shall be calculated by:

$$\text{Capacity} = \frac{2 \times V}{N}$$

where V = total capacity of all the chambers comprising the engine.
and N = number of turns of the motor necessary to complete one cycle in a chamber.

This engine is classified as a 4-stroke.

2.5.3 Wankel system

For Wankel system engines with a triangular piston, the capacity is given by the formula:

$$\text{Capacity} = 2 \times V \times D$$

where V = capacity of a single chamber
and D = number of rotors.

Classified as a 4-stroke.

2.6 Supercharging

An engine whether 2-stroke or 4-stroke coming within any one of the recognised classes as determined by the capacity of the working cylinder shall not be considered as supercharged when in respect of one engine cycle, the total capacity measured geometrically, of the fuel charging device or devices, including the capacity of the working cylinder, (if used for inspiring the fuel) does not exceed the maximum capacity of the class in question.

Direct injection of fuel is not considered to be supercharging. The use of nitrous -oxide will be considered as an external aid, similar to “forced” induction, turbo- or “supercharging”.

2.7 Motorcycle Weights

Weighing scales must have been certified within two (2) years prior to their use. A certificate (or copy) must be presented to the Technical Steward.

(A 1 % tolerance in the weight of the machine at the post-race control is accepted, except when otherwise stated in the “Additional Specifications” of the Category/Class concerned.)

2.7.1 Weights of motorcycles without a thermic engine

For electric powered vehicles, weight limits define the Classes. These vehicles are weighed WITH all the batteries. In between the runs for an attempt, batteries cannot be added to or taken out of the vehicle. All batteries (battery packs) must be securely fitted.

2.7.2 Ballast

On three wheeled vehicles and cycle-cars, where the participation of a passenger is not compulsory, a ballast of 60 kg must be securely fixed to the machine on an area provided for this purpose. When these vehicles are fitted with an engine of up to 250 cc, the max ballast is 30 kg. The ballast must be shown during verification and properly sealed to the motorcycles

Ballast must be made from solid metallic piece/s, firmly, securely connected, either through an adapter or directly to the main frame or engine, with minimum 2 steel bolts (min. 8 mm diameter, 8.8 grade or over). Fuel in the fuel tank can be used as ballast.

2.7.3 For Groups B1, B2 and B3:

A passenger may not be carried.

2.8 Designation of Make

When two manufacturers are involved in the construction of a motorcycle the name of the chassis manufacturer and engine manufacturer must appear on the machine.

2.9 Definition of a Prototype

A prototype is a vehicle which must conform to the safety requirements as written in the FIM Code applicable to the type of competition for which it is to be used.

2.10 General Specifications

Specifications apply to all vehicles of the groups indicated and to all types of competitions except where otherwise stated in the corresponding section of the FIM Regulations. Providing that the following regulations are complied with, the constructor is free to be innovative with regards to design, materials and overall construction of the motorcycle.

2.10.1 Engine

The number of cylinders in an engine is determined by the number of combustion chambers. If separate combustion spaces are used, they must be connected by an unrestricted passage of minimum cross sectional area at least 50 % of the total inlet port area.

2.10.2 Streamlining

Introduction

No part of a motorcycle (with the exception of “Partially Streamlined Vehicles” and extreme aerodynamic vehicles, also known as “Streamliners”) may extend beyond the wheels. No airfoils, spoilers or movable external control surfaces are allowed.

The seat shall not be placed directly above the rear wheel.

The maximum height of the back of the rider’s seat is 150 mm. This will be measured from the lowest point of the rigid base of the seat to the uppermost part of the fairing behind the rider.

The fuel cap must be fitted in such a way that it does not protrude in relation to the streamlining or tank profile and cannot be torn off in a crash.

2.10.3 Inclination and Suspension of Motorcycles

All 2-wheel vehicles, when unloaded, must be capable of being inclined to an angle of 20° from the vertical without any part other than the tyre being in contact with the ground. For “Dragsters”, a minimum angle of inclination is required for the rider to retain full control.

2.10.4 Tyres for solos

The minimum tread depth for tyres with ratings of under 320 km/h (200 mph) is 2.5 mm.

Tyres that exhibit cords shall be prohibited.

All vehicle tyres (tubeless included) are required to have metal valve stems and metal valve caps.

Angled valve stems may be safety wired to resist centrifugal force deflection.

The minimum distance between the surface of the tyre and with suspensions fully compressed must be sufficient to provide clearance with any parts of the motorcycle at any speed.

Participants using under-rated tyres may be excluded from competition.

The rider has the sole responsibility of inspecting the condition of the tyres before and after each run.

2.10.5 Tyres for Sidecars

The appendices mentioned in Art. 2.10.4 above for solo motorcycle tyres also apply to Sidecars.

2.11 Number and Numberplates (include: “non-streamlined” and “partially streamlined” motorcycles)

Each vehicle shall have two positions for numbers, fully visible, which shall not be obscured by the rider in position. Each number (and plate) shall be placed on either side of the machine (see Diagram E).

Numbers shall be easily legible, in a clear simple font and contrast strongly with the background colour.

The minimum sizes for numbers are:

height - 150 mm, width - 80 mm, stroke - 25 mm.

For “**non-streamlined**” motorcycles: numbers shall be affixed on number plates which are not part of the streamlining shall be made of flexible materials only (i.e. ABS plastics, etc.). All other materials are prohibited.

For “**partially streamlined**” motorcycles: number shall be affixed on the streamlining or on numberplates (with the same requirements as above).

All numberplate corners and edges shall be rounded (with a radius) and without any sharp edges.

2.12 Equipment Requirements

2.12.1 Fuel supply and shut-off valve

The vehicles shall have an efficient fuel shut-off which the rider can activate when he/she is in position.

All pressurised fuel lines, including non-valved fuel lines shall be reinforced by braided steel.

Nitrous oxide applications shall have a protected shut-off valve system.

2.12.2 Air induction

Air induction created solely by depression and/or with the aid of pressure created by passive external systems (i.e. “ram” air) is considered as naturally aspirated.

Air induction enhanced by active devices such as supercharging or turbocharging is considered as forced induction.

2.12.3 Supercharging

Superchargers and turbochargers shall be separated from the rider, either by a cover of steel plate at least 3 mm thick or a ballistic blanket that meets SEMA specifications 14-1, or by a vehicle or engine structure that provides equivalent protection.

2.12.4 Engine cut-off

Two shut-off switches are required to stop the engine/motor power (including any nitrous oxide systems).

The rider shall be able to operate one cut-off switch with his hands placed on the handlebars.

The other cut-off switch shall be located on the outside of the cockpit.

Electric fuel pumps must be wired through a circuit cut-out which will operate automatically in the event of an accident.

2.12.5 Hand and Foot controls

Throttles shall be self-closing.

Foot operated throttles shall have a toe clip.

Hand controls (clutch and brake levers) shall have a ball end with a minimum diameter of 12.5 mm (1/2"). Flattened ball lever ends are acceptable if all edges are rounded. All control ends shall be an integral part of the lever.

Foot operated controls shall pivot independently.

When riders are in their riding position, a minimum distance of 250 mm (10") between thumbs shall be respected.

All handlebars shall extend outside each fork tube by minimum of 150 mm (6"). (This rule is not applicable to "Streamliners".)

Steering stops shall limit the rider's hands from touching the fairing or tank at full right and left travel.

Exposed handlebar ends must be plugged with a solid material or rubber covered.

The repair by welding of light alloy handlebars is prohibited.

Riders may be asked to demonstrate their ability to operate the vehicle with their controls set up.

2.12.6 Steering Dampers

A hydraulic steering damper is required in classes that have a record speed of 200 km/h (125 mph) or more. The hydraulic damper may not act as a fork stop.

2.12.7 Foot rests (except for Scooters / 50 cc Automatics and Moped)

Only one pair of functional footrests is allowed. All footrests shall be able to fold.

All footrests shall be able to fold. Footrests, when folding must be fitted with a device (springloaded) which automatically returns them to the normal position.

On "partially streamlined" vehicles, foot rests must be a folding type which must incorporate a device to return them to the normal position. Footrests may be mounted rigid only when they are shielded by the vehicle's streamlining and shall not be in contact with the surface when inclined.

An integral protection is to be provided at the end of the footrest which must have at least 8 mm solid spherical radius.

Footrests shall be positioned in front of the rear axle.

2.12.8 Brakes

For speed record attempts taking place on concrete, tarmac/adam/asphalt surface, vehicles in Groups A, B, C, F, J & Y must be fitted with at least 1 efficient brake operating on at least 2 of the wheels and operated independently and concentrically with the wheel. A second efficient and independent brake system is highly recommended (in case of failure of the main one).

Applicable from 2022:

A second efficient and independent brake system is mandatory (in case of failure of the main one).

2.12.9 Transmission / Chain covers

All transmission drives shall be protected with a guard which covers, at least, the outer perimeter from the top half of the first sprocket to the rearmost portion of the final sprocket.

2.12.10 Lights (front and rear)

Headlamps, if not removed, shall be at least taped in a crisscross pattern to hold potential broken glass.

2.12.11 Mirrors

“Stand alone” type rear view mirrors shall be removed.

Mirrors incorporated into a fairing (bodywork), shall be taped.

2.12.12 Safety and locking devices

Engine and transmission oil lines, when containing positive pressure shall have swaged connectors. All fluid drain plugs shall be ‘safety’ wired.

Axle fasteners shall have a secondary functional anti-rotation or locking device. Washers may not be used for this purpose.

2.12.13 Exhausts / silencers systems

The exhaust/silencer shall end before the vertical tangent of the rear tyre.

2.13 Fuel, Oil and Coolants

2.13.1 Fuel

Fuel shall be liquid at ambient pressure and temperature and shall be used as such.

(applicable for propulsion model Type I, II, II, IV; see also Art. 1.19.2).

2.13.2 Air

Only ambient air may be mixed with the fuel as an oxidant (except for nitrous oxide applications).

2.13.3 Primary Tests

- a) The FIM may require tests of fuels to be administered before, or at the time of delivery to, an event at which such fuels are to be used.
- b) The FIM may request any person or organisation, being a potential Official Supplier of fuel, to submit a sample for testing for conformity with the fuel specifications.

New rule applicable from 2022:

2.13.1 Fuel

Fuel shall be liquid at ambient pressure and temperature and shall be used as such.

(applicable for propulsion model Type I, II, II, IV; see also Art. 1.19.2).

If the fuel is not purchased from a public station, the fuel used for competition is considered as race fuel and must be in accordance with the FIM Fuels Regulations. Please refer to Appendix 1 FIM Fuels Regulation (applicable from 2022).

2.13.2 Air

Only ambient air may be mixed with the fuel as an oxidant (except for nitrous oxide applications).

2.13.4 Fuel Storage

Fuel may only be stored in metal containers.

A maximum of 60 litres of fuel, stored in a sealable container, is allowed in the competitor's pit.

Fire fighting equipment, protective devices and staff must conform to the requirements imposed by the local authorities and by-laws.

The organiser must have fire extinguishers of a size and type approved by the local by-laws, available to each competitor in the pit area.

2.13.5 Coolants

The only liquid engine coolants permitted other than lubricating oil shall be water.

2.14 Equipment, Protective Clothing and Helmets

2.14.1

Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, shoulders, hips etc.

2.14.2

Leather substitute materials may be used, providing they have been checked by the Chief Technical Steward.

2.14.3

Riders must wear a helmet which is in perfect condition, provides a good fit and is properly fastened.

2.14.4

Please refer to Technical Appendix 2. Rider's safety equipment and Helmets standards.

2.14.5

Any question concerning the suitability or condition of the riders clothing and/or helmet shall be decided by the FIM Steward and/or Chief Technical Steward, who may, if he so wishes, consult with the manufacturers of the product before making a final decision.

2.15 Specifications for Vehicles Used for Short Distance Record Attempts

Vehicles are defined by their streamlining as follows:

A. “NON STREAMLINED” Vehicles (See Diagram A)

Any type of aerodynamic aid or streamlining device is prohibited in this class.

A front fender is compulsory and shall be restricted to the following size:

- The front fender may only cover the contour of the tyre until the rim, over a maximum section of 135° of the wheel, when looked upon from the side.
- The forward tip of the front fender shall not exceed forwards of an imaginary line drawn through the centre of the front wheel axle at an angle of 45°.
- The front fender and its section going to the fixing point(s), shall cover the forklegs partially (max 50%), and in a parallel line.

Any aerodynamic aid at the rear of the motorcycle (including the riders' seat section), shall not exceed past the most rearward edge of the rear tyre, shall not be higher than 150 mm above the lowest section of the seatbase, nor extend below the seat base by more than 25 mm.

Objects are considered 'streamlined' if they control the airflow around the motorcycle and/or rider or are placed to reduce aerodynamic drag.

B. “PARTIALLY STREAMLINED” Vehicles (See Diagram B)

Aerodynamic aids or streamlining devices are allowed with the following restrictions.

All measurements will be taken with the designated rider seated on the motorcycle, with leathers, boots and helmet.

A team member may assist only to keeping the motorcycle upright. No other forces may be applied.



- **Streamlining:** The rider, when in racing position, must remain completely visible from either side of the motorcycle and from above, without having to look through any material. Only hands and forearms may be hidden when viewed from above. The rider must have unrestricted (fore/aft) movement of the arms when seated in racing position.

With the rider in racing position, no part of the streamlining shall cover the front wheel rim when viewed perpendicular from the side, (with exception: the area behind the front fork down to the horizontal line drawn through the front wheel axle as limit).

- **A front fender** is compulsory but shall be restricted in line with the following requirements:
 - viewed from either side, at least 180° of the lower part of the front wheel and tyre shall remain visible.
 - No part of the front fender shall be below a horizontal line drawn through the centre of the front wheel axle and in the front fork/ - suspension axis.
 - The front and rear section of the front fender shall not make contact with any part of the motorcycle.
- **Any aerodynamic aid** at the rear of the motorcycle, including the riders' seat section, shall not be higher than 150 mm above the lowest section of the seatbase and shall not exceed more than 400 mm past the most rearward edge of the rear tyre.

All sections of aerodynamic aid shall remain above a horizontal line, re with a minimum clearance of 1" (25 mm) above the ground (flat surface, and with the motorcycle measured in static position, see above).

Furthermore, front and rear streamlining aids shall each have a minimum of three (3) mounting points.

C. **STREAMLINERS** (Group Y - Special construction vehicles) (See Diagram C)

In order for a vehicle to be defined as a "Streamliner":

The rider shall be inside an enclosed compartment. A firewall shall separate the rider from the engine compartment. A substantial roll bar or equivalent structure shall be securely fitted to a part of the frame.

Full streamlining, including those which extend beyond the wheels, is allowed, with the following exceptions:

No movable external control surfaces are allowed. No airfoils or spoilers are allowed if not integrated in the basic streamlined form. Only one (1) single rear fixed vertical fin is allowed.

The vehicle, unloaded, must be capable of being leaned at an angle of 20° degrees (minimum) from the vertical position without touching the ground, other than the tyres.

A maximum of two stabilisers (in the form of wheels or skids) may be fitted to a vehicle constructed as a “streamliner”, only to aid stability at low speeds. These aids must be retracted during the record attempt.

2.15.1 Numbers and background

Each vehicle shall have numbers and letters. Numbers and letters shall be of one solid colour and in contrast with the background area colour.

- Background area - minimum size: 250 mm x 300 mm (10” x 12”)
- Numbers - minimum size: 200 mm x 30 mm (8” x 1-1/4”)

2.15.2 Frame construction

The constructor of a frame made of other than high grade steel shall submit frame structure information that documents the durability of the structure. Constructors may be asked to provide test certificates on components and on stress examination as required.

2.15.3 Canopy / Windshield

The canopy windshield shall be constructed of shatterproof plastic and provide a minimum of 120° of forward horizontal vision when the rider is in place.

The canopy assembly shall be removable from the inside or the outside without the use of any tools.

The outside of the Streamliner shall have clear markings with specific instructions for canopy removal.

All exterior access, operation points and all controls required for “Main Ignition Shut-off” and for “Canopy Release”, shall be marked and clearly visible on the exterior of the Streamliner body.

The rider shall be able to exit the cockpit of the Streamliner, be it up-right or on its side, without any outside assistance.

2.15.4 External operation and emergency controls

All exterior access, operation points and all controls required for “Main Ignition Shut-off” and for “Canopy Release”, shall be marked and clearly visible on the exterior of the Streamliner body.

2.15.5 Batteries

Two emergency battery cut-out switches are mandatory; one inside within reach of the rider and one outside the Streamliner.

All batteries shall be securely mounted. Batteries mounted in the rider’s compartment shall be on the inside of an acid spill-proof and sealed box.

“Tie”-down straps or elastic cords shall not be used to hold batteries in place.

2.15.6 Roll bars

A Streamliner shall have a minimum of one (1) roll bar. Streamliners entered and raced as from 2011, will have a minimum of two (2) roll bars: one in front of the rider’s head and one behind the rider’s head.

Roll bars should have a minimum outside diameter of 31.5 mm (1 1/4”), a wall thickness of at least 2.2 mm (.090”) and a steel cap of at least of 2.2 mm (.090”) thick.

The roll bar shall surround a minimum of 140° of the upper part of the rider’s head. The roll bar shall be braced on each side of the main frame.

Whilst wearing a helmet, there shall not be more than 5 cm (2”) head movement within the roll bar. Fireproof padding may be added.

Any other roll cage design shall be tested for strength and have had a finite element study to prove this.

2.15.7 Rider's compartment / Cockpit

The roll cage and all interior panels shall prevent the rider's arms and/or legs from extending outside the rider's compartment. All mounting tabs, brackets and protrusions shall be free of sharp edges.

The rider's compartment shall have an outside air source.

All riders (with complete attire) shall demonstrate the ability to exit the compartment within 30 seconds without assistance.

2.15.8 Fuel shut-off

Streamliners shall have a positive fuel shut-off safety valve which can be activated from the rider's compartment.

2.15.9 Engine compartments

Engine and fuel compartments shall be sealed off from the rider with at least one firewall.

Engine and fuel compartments shall have at least one 25 mm (1") opening for drainage.

Wiring, steering linkage and controls shall be sealed through firewalls to avoid leakage into the rider's compartment.

2.15.10 Fuel containment

Fuel and oil tanks are not permitted inside the rider's compartment.

Fuel lines shall not run through the rider's compartment.

Fuel compartments shall have at least one 25 mm (1") opening for drainage.

2.15.11 Steering Mechanism

All parts of the steering mechanism, including links, rods and cables shall be able to move freely throughout the Streamliner body, including the firewall, without excessive play.

The steering assembly shall be directly and securely mounted to the frame.

All steering components shall use bolts of grade "5" quality minimum.

Welding on steering components shall be scrutinized and may be subject to x-ray certification.

The handlebar/steering assembly in the cockpit shall be mounted in such a way as to allow the rider to evacuate rapidly in an emergency situation.

Quick disconnects for handlebars are permitted, providing that these are safely attached.

2.15.12 Wheel protection

A bulkhead shall separate the rider from the front wheel.

The front wheel shall be shielded to protect the rider in case of a tyre failure.

Each tyre compartment shall be sealed to prevent any dust, salt, etc., from entering the driver's compartment.

2.15.13 Skids and other supports

Motorcycle Streamliners which use skids shall have a positive “up” and “down”-locking feature. These positions shall be made visible to the rider when seated in the cockpit.

Skids shall have a turned up front edge to prevent digging into the track surface and shall be raised to the up position as soon the Streamliner is rolling and has found stability.

2.15.14 Fire extinguishers

Fire extinguisher(s) shall be able to extinguish a fire in both rider and engine compartments.

The minimum capacity for fire extinguishers required onboard Streamliners shall be:

- for speeds up to 250 km/h (150 mph): 2 kg / 5lbs.
- for speeds exceeding 250 km/h (150 mph): 5 kg / 10lbs.

A manual fire extinguisher control system is mandatory and shall be within reach of the rider. Once engaged, it shall stay activated and be capable of extinguishing a fire.



The fire extinguishing control system shall also be able to be activated from the exterior of the Streamliner.

Automatic systems with a heat-sensing switch shall also have a manual control to override the fire extinguishing system.

Extinguishing agents shall be approved and certified for use in confined spaces.

All nozzles, lines, and valves shall be securely mounted. Hose clamps may not be used to fix these parts.

The installation of extinguishers shall be made according to the manufacturer's specifications. All fire extinguishing equipment certifications/inspection tags shall not be older than twelve months.

2.15.15 Parachutes

All Streamliners are required to have one functional parachute.

Where speeds over 400 km/h (250 mph) are to be reached, two (2) parachutes are required: one low speed parachute and one high speed parachute.

All parachutes shall be mounted on a part of the frame structure.

Automatic parachute deployment actuators are required for:

- Streamliners with an “open” tail section: the parachute shall automatically deploy at 45° from upright.
- Streamliners with a closed tail section: the parachute shall automatically deploy at 40° from upright.

The rider shall be able to activate the parachute without his hands leaving the steering mechanism.

Parachute system operations shall be inspected for rider-activated deployment and automatic deployment at left and right angles.

Any failure in parachute operation or handling problems associated with parachute operation will require a re-inspection by the Technical Stewards.

2.15.16 Helmets and clothing

Helmets shall meet current FIM Helmet Standards.

Another helmet test standard highly recommended for Streamliners:

- Minimum:
- SNELL SA 2010 (valid until 31.12.2021) or SNELL SA 2015 or SNELL SA 2020; + SFI Spec 31.1.

SFI: Safety Foundation Inc. (See: <http://sfifoundation.com/article-3>)
(with fire retardant lining, for use in closed driver compartments).

Helmet liners, neck-brace and helmet balaclavas shall be made with fire-retardant materials (i.e. NOMEX®).

The minimum standard for the riders' suits, gloves, and boots is SFI 3-2A. **Please refer to Technical Appendix 2 Rider's safety equipment.**

2.15.17 Seat belts and other harness systems

A "seven point" seat belt/harness system is required to hold the rider's body.

These "seven points" consist of:

- two shoulder harness (right and left),
- two lap belts (right and left),
- two crotch straps (right and left, sometimes referred to as anti-submarine straps since they keep the torso from sliding under the lap belts), and
- the center strap (sometimes referred to as a supplemental crotch strap).

Shoulder and seat belts shall be installed according to the manufacturers' specifications. A label shall show the date of manufacture and the date of inspection (not older than 5 years).

Shoulder and seat belts shall be attached to a part of the main frame structure. The harness mounting points on the frame shall be directly in line with the direction of pull. Bolts cannot be mounted by pushing through the webbing of the harness. Belt and harness mounting hardware shall not be exposed.

Belt and harness mounting hardware will be well protected to prevent rider in contact with any sharp edges or protruding components. Any belt attachment components on the outer plane of the chassis structure will be protected from sliding contact with track surfaces. Belts shall not be mounted or exposed on the engine side of the sealed firewall separating the cockpit area.

Shoulder harnesses shall not be able to slip off the rider's shoulders when seated in position with all belts fastened and adjusted. Harnesses shall also be mounted in such way to keep the rider from moving if the vehicle becomes inverted.

Belt/harness systems with latch release shall have a cover over the latch release which prevents arm restraints from activating the latch assembly inadvertently. Aluminium hardware as a component of any belt system is not permitted.

Arm restraints are mandatory with anchor points on the harness assembly and secured to the frame.

Leg restraints are compulsory for any Streamliner where it is possible for the rider's legs to be outside the rider's compartment from any position while the Streamliner is rolling. Net type leg restraints are acceptable as long as the net allows the rider to exit the Streamliner without assistance.

2.15.18 Test runs

All new Streamliners shall have made a minimum of three successful trial runs to demonstrate stability and control prior to a record attempt.

The mandatory runs shall be at speeds which represent a percentage of the respective class record or of the Streamliners' design speed to be attained:

- Run #1 shall not be more than 50% of the intended class-speed record or as directed.
- Run #2 shall not be more than 70% of the intended class-speed record or as directed.
- Run #3 shall not be more than 85% of the intended class-speed record or as directed.

Any rider exceeding the speed increment may be subjected to disciplinary action.



Each test run will **include** parachute deployment and a demonstration of the total control by the rider of the Streamliner in operation.

Trial runs shall be closely observed by FMN and/or FIM representatives prior to advancing to the next speed increment.

2.15.19 Rules on assisted starting for Streamliners

In addition to any on-board starting devices, a “push” type or “tow”-start method is allowed, if deemed safe by the FIM Steward.

The maximum distance for an assisted start is 400 metres, counting from the starting point. No assisted starts shall take place within 800 meters (1/2 mile) from the first timing mark.

Once the “400” metre marker has been passed by the streamliner, no assistance vehicle is permitted to be on the track during the record attempt.

A flag (min 30 cm x 30 cm / 12”x 12”) attached to the middle of the towline, shall be visible to the rider.

2.15.20 Support crew

The Streamliner support crew shall present their pre-run checklist and must present it to the FIM Steward(s) at the initial vehicle inspection.

2.16 Specifications for Solar or Electrical Powered Vehicles

Introduction

The technical concept is for motorcycles, 2- and 3-wheeled vehicles, having traction on one or both wheels, to be powered without the use of **carbon-based** fuels and having zero toxic/noxious emissions.

Amendments to the technical regulations may be made at any time in order to ensure fairer competitions.

2.16.1 Groups and classes

2.16.1.1 Solar electrically powered vehicles

Vehicles propelled by the direct or indirect conversion of solar energy.

2.16.1.2 Electrically powered vehicles

2-Wheeled motorcycles, electric powered and propelled solely by stored electricity (battery/accumulator).

The number of electric motors and propelled wheels is free.

2.16.2 Charging the accumulator

Energy supply will be provided in the paddock at the times and locations determined by the organiser.

During practices and race riders are allowed to charge accumulator in the pit lane. It is compulsory to declare the process and technology to the FIM Technical Director.

The charging system must be separate from the machine and comply with all electrical safety requirements including thermal overload trip, fusing and be equipped with an earth leakage protection breaker.

2.16.3 Conformity

It is the duty of each competitor to show the Technical Stewards of the meeting that his/her vehicle fully complies with these rules and the rules governing the meeting, in their entirety at all times.

2.16.4 Numbers and Number Plates

Please refer to Art. 2.11.

2.16.5 Handlebars

The minimum angle of rotation of the handlebar on each side of the centre line or mid position must be 15° for all solo motorcycles.

Whatever the position of the handlebars, the front wheel, tyre and the mudguard, a minimum clearance of 10 mm must remain with the motorcycle (parts).

Solid stops, (other than steering dampers) must be fitted to ensure a minimum clearance of 30 mm between the handlebar with levers and the body when on full lock to prevent the rider's fingers from becoming trapped.

Handlebar clamps must be very carefully radiused and engineered so as to avoid fracture points in the bar.

Exposed handlebar ends must be plugged with a solid material or rubber covered.

The repair by welding of light alloy handlebars is prohibited.

2.16.6 Control levers

All handlebar levers (clutch, brake, etc.) must be ball ended (diameter of this ball to be at least 16 mm). This ball can also be flattened, but in any case, the edges must be rounded (minimum thickness of this flattened part 14 mm). These ends must be permanently fixed and form an integral part of the lever.

Each control lever (hand and foot levers) must be mounted on an independent pivot.

The brake lever, if pivoted on the footrest axis, must work under all circumstances, such as when the footrest is bent or deformed.

2.16.7 Power control

A “self-closing” throttle (power control) must be applied.

2.16.8 Foot Rest / Foot Controls

Except for vehicles of Group A2 (scooters), foot rests must be a folding type which must incorporate a device to return them to the normal position. Footrests may be mounted rigid only when they are shielded by the vehicle’s streamlining and shall not be in contact with the surface when inclined.

The end of the foot rest must have at least an 8mm solid spherical radius.

Non-folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or equivalent type of material (min. radius of 8 mm). The plug surface must be designed to reach the widest possible area of the footrest. The Technical Director has the right to refuse any plug that does not satisfy this safety aim.

2.16.9 Wheel and rims

Carbon wheels are forbidden.

If an OEM or aftermarket wheel is modified by the participant, he must supply the FIM Chief Steward/Chief Technical Steward with documentation proving the correct dimensioning of the parts.

2.16.10 Tyres

Tyres are free.

The use of tyre warmers is allowed.

2.16.11 Streamlining

No moveable aerodynamic devices are permitted.

Air foils or spoilers may only be fitted on solo machines as an integral part of the fairing or seat. These must not exceed the width of the fairing nor be positioned above the height of the handlebar. Sharp edges must be rounded off. The use of composite materials is allowed.

The maximum width of the bodywork must not exceed 800 mm. The width of the seat or anything to its rear shall not be more than 500 mm.

Any part of the streamlining which faces rearwards must be finished with rounded edges.

The rider must be completely visible from either side except for the rider's hands and forearms which may be obscured by bodywork, the inclination of the number plate must not render the front number plate invisible when viewed from the front.

Bodywork must not extend beyond a line drawn vertically at a distance of 200 mm to the leading edge of the front tyre and a line drawn vertically at a distance of 400 mm to the rearward edge of the rear tyre. The suspension should be fully extended when the measurement is taken.

With both wheels (tyres) on the ground, it must be possible to lean an unloaded motorcycle at an angle of 45° from the vertical position without any other part touching the ground. An electric powered streamliner must be able to being leaned at an angle of 20° degrees (minimum) from the vertical position without touching the ground, other than the tyres.

2.16.12 Machine Weight

Minimum vehicle weight is 100 kg (min.)

See also: Art. 1.19 in the FIM Land Speed World Records Sporting Regulations.

The machine will be weighed "ready-to-race". No weight tolerance will be applied at the technical verification checks after practice and race.

2.16.13 Overall Dimensions

- Maximum length of the vehicle: 2700 mm (motorcycles)
- Maximum width: 800 mm (2 wheeled vehicles)

2.16.14 Materials

For materials please refer to Art. Art. 2.10.

2.16.15 Chassis Number

A unique number must be embossed visibly on an easily accessible part of the chassis. In addition, a label made from durable material must be affixed in an easily accessible and visible location. The label must permanently display the name of the manufacturer, the model of the vehicle and its chassis number.

2.16.16 Electric equipment

2.16.16.1 IEC Publications

If no specific rule exists in these Technical Rules, the relevant IEC Standard (International Electro-technical Commission Standard) or Report has to be observed:

- IEC 60529: Degrees of protection provided by enclosures (IP Code).
- IEC 60783: Wiring and connectors for the road vehicles.
This report is applicable to cabling and connectors used in battery electric road vehicles.
- IEC 60784: Instruments for electric road vehicles.
This report is applicable to the instrumentation of electric road vehicles, excluding those items which are used as instrumentation in vehicles with internal combustion engines.
- IEC 60785: Rotating machines for electric road vehicles.
This report is applicable to rotating electrical machines [traction motors and auxiliary motors] of electric road vehicles including hybrids, which are fed from the main traction batteries).
- IEC 60786: Controllers for electric road vehicles.
This report is applicable to the equipment on electric vehicles that control the rate of energy transfer between the traction battery or batteries and the motor or motors).

2.16.16.2 Accumulator (storage battery)

The accumulator is defined as any equipment used for the intermediate storage of electrical energy supplied by the charging unit. Any on-board accumulator is considered as an integral part of the vehicle's accumulator.

The type, dimensions and weight of accumulator/s cannot be changed between official practices and race.

All on-board electrical equipment, unless consisting of items originally powered by dry batteries, small accumulators or their own solar cells, must receive its energy supply from the vehicle's official accumulators.

IMPORTANT: As a condition of entry, a Material Data Safety Sheet must be supplied with the race entry for the machine, including all relevant details as to the accumulator chemistry, human and environmental hazards, handling and specific fire risks and precautions.

2.16.16.3 Energy recovery

Recovering energy generated by the kinetic energy of the vehicle is permitted.

2.16.16.4 Use of outside energy sources

The use of any carbon based source of energy in any form whatsoever with the aim of improving the performance of the vehicle is strictly prohibited. This includes the energy used to drive the vehicle's cooling system.

2.16.16.5 Propulsion system failure

The vehicle must be able to freewheel in the event that the propulsion system has stopped (i.e. Fuel/Charge exhausted or system failure).

2.16.16.6 Electrical safety

In no part of the vehicle's electrical equipment may there be voltages of more than 500 volt referred to chassis and system ground respectively (system ground is the ground of the electrical equipment). Between system ground and chassis or body of the vehicle no more than 50 volts are allowed.

The voltage is limited to 500 volt between any two points. In cases where the voltage of the power circuit exceeds 42 volt, this power circuit must be separated from the onboard circuit by an appropriate insulator.

Symbols warning of “High Voltage” must be displayed on or near the electrical equipment protective covers; all symbols must comprise a black flash of lightning inside a yellow triangle with a black border. The sides of the triangle must measure at least 12 cm, but may be larger if practical.

The power circuit consists of all those parts of the electrical equipment which are used to propel the motorcycle. The on-board circuit consists of all those parts of the electrical equipment which are used for signalling, lighting or communication.

All parts of the electrical equipment must be protected to at least the equivalent of IP 44 type protection (dust proof and splash proof).

2.16.16.7 General circuit breaker - “Emergency Stop”

Two emergency stop switches (circuit breakers) are required as a stop has to be easily accessible both to the rider and to marshals.

When seated in a normal riding position, the rider must be capable of interrupting all electrical transmission between the accumulators and the energy consumers by means of a spark-proof general circuit breaker situated in front of him. This breaker must be located in such a way that it can be also operated from outside the vehicle. This breaker must be clearly identified as such. The use of a lanyard attached to the rider to operate this breaker as an alternative to a button is permitted.

The general circuit must also include a second general circuit breaker which shall be located behind the rider, positioned and easily recognised taking into account that the vehicle may be on one side following an incident. This circuit breaker must be operated by a red button and identified with a yellow disc (minimum 8 cm in diameter) reading ‘Emergency’ in red or black letters.

The options suggested below are acceptable, as are other solutions that meet the stated requirements. Teams will be required to demonstrate the operation of the Emergency Stops during technical inspection.

1. A low voltage switch (e.g. push button) as a control for a contactor relay in which the contactor can be mounted down near the motor and keep the power voltages and currents away from the rider and top side of the vehicle.
2. A relay with an integrated “breaker” switch, which requires running the full battery voltage to wherever this breaker is mounted.

Operation of the general circuit breaker must also isolate any pre-charge resistors, if installed.

In order to prevent contact melting of the general circuit breaker its ampere square seconds characteristics, representing heat energy dissipated on the breaker contacts during switching, must be sufficient to guarantee proper operation of the circuit breaker, even under surge current conditions, in particular those occurring during the connection of the accumulator to the power plug.

Low power accumulators provided for low voltage circuits, e.g. auxiliary circuits, do not have to be isolated by the general circuit breaker - Emergency Stop provided that they are completely isolated from the main power accumulators.

2.16.16.8 Power Indicator

When the vehicle is in a **powered-on** state, there must be two clearly visible indicators, one light on the instrument panel and one light on the rear of the vehicle.

The rear light must be red and visible from at least 10 m away, from the side or rear, and must flash between 1 - 2 times / second on a 50% duty cycle.

2.16.16.9 Fuses (over-current trip switches)

An over-current trip is a device which automatically interrupts the electrical current in which it is installed if the level of this current exceeds a defined limit value for a specific period of time.

Fuses and circuit breakers (but never the motor circuit breaker) count as over current trips. Extra fast electronic circuit fuses and fast fuses are appropriate. The fuses must be in an easily accessible location and as close as possible to the accumulator at both polarities.

All electrical cables inside the motorcycle must be protected by means of over currents trips rated according to the diameter of the individual conductors. Over-current trips must under no circumstances replace the general circuit breaker (Emergency Stop Button).

2.16.16.10 General electric safety

It must be ensured that the components used cannot cause injury under any circumstances, either during normal operation or in foreseeable cases of malfunction. It must be ensured that the components used for protecting persons or objects can reliably fulfil their function for an appropriate length of time.

2.16.16.11 Insulation resistance

Every part of the electrical equipment must have a minimum insulation resistance between all live components and earth.

- For equipment with up to 300 volt to earth, the insulation resistance must reach the following value: 250 k Ohms.
- For equipment with more than 300 volt to earth, the insulation resistance must reach the following value: 500 k Ohms.

The measurement of the insulation resistance must be carried out using a dc Voltage of at least 100 volts.

2.16.16.12 Dielectric strength

All electrical equipment of the vehicle conducting electric must fulfil the following conditions:

With regard to the dielectric strength, a distinction must be made between materials with light, normal or reinforced insulation.

Normal insulation is insulation which can withstand a test voltage of at least 2000 volt at 50 hertz for a period of one minute. It must only be used for electrical circuits with a nominal voltage not exceeding 500 volt.

Light insulation must not be used (except for the on-board circuit).

All electric live parts must be protected against accidental contact. Insulating material not having **enough** mechanical resistance, i.e. paint coating, enamel, oxides, fibre coatings (soaked or not) or insulating tapes are not accepted.

All electric conducting non live parts must be connected with the motorcycle ground.

2.16.16.13 Capacitors

Voltage across capacitors belonging to the power circuit should fall below 65 volts within 5 seconds after the general circuit breaker is opened or the over current trips of the accumulator are blown.

2.16.16.14 Accumulator fastening

The accumulator must be installed securely inside the vehicle and be protected against short-circuits and leakage. The accumulator must be attached to the frame or chassis using metal clamps with an insulating covering.

The fixing method must be designed in such a way that neither the accumulator nor the fastening device itself nor its anchorage points can come loose, even when subjected to a crash. A solid partitioning bulkhead must separate the location of accumulator from the rider. Each accumulator box must include an air intake with its exit.

The accumulator installation must ensure that in the event of accumulator cell leakage or explosion, the contents are kept away from the rider and do not interfere in any way with the rider's vision or the safe handling of the machine.

2.17 Specifications for Scooters and 50 cc Automatics / Mopeds

2.17.1 General specifications

All vehicles must belong to Category I, Group A2 and Group A3, as specified in these regulations and must comply with the following requirements.

In case of conflict, the following specifications have priority.

2.17.2 Front and / or side Numbers and Number Plates

Please refer to Art. 2.11.

2.17.3 Classes

- Scooter A2 - CVT (automatic transmission)
- Scooter A2 - MGB (manual operated gearbox)
- 50cc Automatics/Mopeds

2.17.4 Transmission

2.17.4.1

Transmissions must, in principle, be automatic. However, it is permitted to incorporate a manually operated transmission ratio locking device, except for scooters.

2.17.4.2

A manual clutch is forbidden.

2.17.4.3

Exposed rotating parts of engine or transmission must be fitted with guards in such a manner that under no circumstances can the rider come into accidental contact. The original clutch basket must be reinforced with a steel ring.

2.17.5 Main frame

For Scooters: The original frame may be modified. The engine/swing-arm mounting can be reinforced, and the rubber absorption blocks may be substituted by bearings.

2.17.6 Handlebar

The width of the handlebar shall be: minimum 400 mm and 650 mm maximum.

2.17.7 Mudguards

Front mudguards are strongly recommended.

2.17.8 Fairing / Body work

For scooters only, fairings may be added, but must turn with the handlebars.

2.17.9 Footrests

For safety reasons, pedals must be removed for competition racing.

With the exception of Scooters, footrests must be of the folding type or made from easily breakable material (plastic, etc.).

For Scooters, the rider will drive with his feet on the footrest platform.

2.17.10 Tyres

For mopeds, the total width of the tyre, mounted, shall not be more than 3.00” or 80 mm.

For Scooters, tyres must be as original and the maximum rim diameter must not exceed 400 mm. Tyre dimensions are free, but compatible with the ETRTO.

2.17.11 Ignition cut-out

An ignition cut-out must be fitted to operate when the rider leaves the machine. This ignition cut-out system must interrupt the primary circuit and must be wired for both the supply and return of the current.

The ignition cut-out system must be placed as near to the centre of the handlebar as possible and must be operated by a non-elastic string of adequate length and thickness and strapped to the rider’s right-hand wrist.

A spiral cable (similar to that of a telephone wire) of maximum 1 m extended length is permitted. The handlebars and the forks cannot be used as part of the electrical circuit: compulsory for mopeds, recommended for scooters.

2.17.12 Fuel and Oil Tank

Fuel and oil tank must be bolted, safely secured and with all drainplugs wired.

2.18 Specifications for Sidecars (See Diagram D)

2.18.1 General specifications

- a) Sidecars are vehicles with three wheels that make two or three tracks propelled by an engine, controlled exclusively by a driver.
- b) Providing that the following regulations are complied with, the constructors are free to be innovative with regard to design, materials and overall construction of the Sidecar vehicle.

2.18.2 Numbers and Number Plates

Please refer to Art. 2.11.

2.18.3 Rider's Position

The rider's position, regardless whether or not a driving seat is fitted, must be such that the rider's feet are positioned behind the knees when looking in the driving direction.

2.18.4 Protection

Vehicles must have a solid and effective protection between the rider and the engine. This protection must prevent direct contact between the rider's body or his clothes and escaping flames or leaking fuel and oil.

2.18.5 Aerodynamic Devices

Spoilers and other aerodynamic devices are authorized on condition that they do not extend beyond the overall dimensions of the bodywork and are an integral part of the fairing and/or body.

2.18.6 Windscreen

The windscreen edge and the edges of all other exposed parts of the streamlining must be rounded.

2.18.7 Ground Clearance

The ground clearance measured over the entire length and width of the frame and other mechanical parts (engine, oil bay, exhaust and platforms) excluding the fairing, race ready, fully loaded with rider in a static racing position, must not be less than 50mm (2") with the handlebars in straight position.

A tolerance of - 5 mm is authorised.

2.18.8 Fixing of the Sidecar

The Sidecar must be fixed to the motorcycle in at least three points, if it is not an integral part of the chassis.

The fixing points must not allow movement at the joints. If the angle of the inclination is changeable, it must be locked in such a way that it is completely secured and not only clamped on.

2.18.9 Steering

The motorcycle must be steered by a handlebar.

The handlebar extremities must not be lower than the front wheel spindle nor more than 500 mm behind the front wheel spindle in the straight ahead position.

The steering axis must not be offset more than 75 mm from the front wheel centre line.

To reduce the torque in the steering it is allowed to displace the front wheel and the rear wheel. Maximum “off-set” between front wheel and rear wheel axis is 100 mm.

2.18.10 Handlebars

Whatever the position of the handlebars, there must be a space of at least 20 mm between the streamlining and the ends of the handlebars or other steering systems, including any attachments thereto.

2.18.11 Suspension

Suspension of the front wheel must be designed so that under suspension action and in a straight ahead position.

The fixing nuts and bolts of the front and rear suspensions must be secured by a safety wire.

2.18.12 Fuel Cap

The fuel cap must be fitted in such a way that it does not protrude in relation to the fairing or the tank profile and cannot be torn off in a crash.

2.18.13 Battery

The battery must be covered in such a way that the rider cannot come directly into contact with the battery or its contents.

2.18.14 Engine

The engine must be positioned in such a way that the centre-line of the engine (by definition a position midway between centre lines of outermost cylinders for transversal engines, or the crankshaft for in-line engines) shall not exceed 160 mm beyond the centre-line of the rear wheel of the motorcycle. The engine must be positioned in front of the rear wheel.

2.18.15 Exhaust Pipes and Silencers

Exhaust pipe(s) must not extend beyond the width of the Sidecar and the furthest extremity of the exhaust pipe must not exceed the vertical line drawn at a tangent to the rear edge of the Sidecar body.

The ends of the exhaust pipes fitted to the Sidecar should be positioned within the perimeter of the streamlining or protected to prevent injury.

2.18.16 Oil catch tanks and breather systems

Where an oil breather pipe is fitted, the outlet must discharge into a catch tank located in an easily accessible position and which must be emptied before the start of a race.

The minimum size of a catch tank shall be 250 cc for the gearbox and 500 cc for the engine.

All 4-stroke motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.

All possible measures must be taken to prevent the possible loss of waste oil so that it does not hinder a following rider (see Art. 2.13.5).

2.18.17 Oil drain plugs and supply pipes

All oil drain plugs must be tight and must be drilled and wired in position. Oil supply lines must be correctly and securely wired in position. External oil filters and screws or bolts that enter an oil cavity must be safety wired.

2.18.18 Fuel tank breather pipes

Fuel tank breather pipes must be fitted with no-return valves. Fuel tank breather pipes must discharge into a catch tank, made of a suitable material, with a minimum volume of 250 cc.

2.18.19 Fuel and oil filler caps

Fuel and oil filler caps, when closed, must be leak proof. Additionally, they must be securely locked to prevent accidental opening at any time.

2.18.20 Tyres for Sidecars

The appendices for Solo motorcycle tyres also apply to Sidecars.

When the springs are compressed to their maximum, there must remain a minimum wheel clearance of 15 mm to every fixed part.

2.19 Procedures for Technical Control

2.19.1 Before the attempt(s):

The rider is at all times responsible for his machine. The technical control is first and foremost focused on safety items. It is not an explicit statement that the vehicle is in conformity with the FIM rules.

- a) The rider, or his mechanic, must be present with the machine for Technical control within the time limits stated in the Supplementary Regulations.
- b) The rider, or his mechanic, must present a clean motorcycle and in conformity with the FIM rules. The rider, or his mechanic, may be accompanied by a maximum of 2 other persons.
- c) The rider must present his equipment (helmet, leathers, boots, gloves). The helmet must be marked.
- d) Technical inspections will only be carried out when the rider's application/entry form has been verified and confirmed by the Organiser and when the technical specification form of the motorcycle has been completed by the rider before the preliminary controls.
- e) An overall safety inspection of the motorcycle must be carried out in conformity with the FIM rules. Accepted motorcycles will be marked with paint or a sticker.
- f) The Chief Technical Steward must be in attendance for an event at least 1 hour before the technical verifications are due to start. He must inform the Clerk of the Course and/or the Jury President of his arrival.
- g) The Chief Technical Steward shall appoint the Technical Stewards to individual posts for the race, practices and final control.
- h) The Chief Technical Steward must ensure that all Technical Stewards, appointed for the event, carry out their duties in a proper manner.
- i) The Chief Technical Steward must inform the Clerk of the Course (or the International Jury, if present) of the results of the Technical control and submit this list to the Clerk of the Course.
- j) The Chief Technical Steward has the right to inspect any part of the motorcycle at any time of the event.

- k) Any rider failing to report as required below may be disqualified from the meeting. The International Jury may forbid any team who does not comply with the rules, or any rider who can be a danger to other participants or to spectators, to take part in the practice sessions or in the races.
- l) Chief Technical Steward has the final authority in case of a dispute on the conformity of the parts in question and for acceptance thereof.
- m) In events with one or multiple participants, before each record attempt, the Chief Technical Steward must confirm that the motorcycle has passed the Technical control by checking the Technical control sticker before the motorcycles go on the track.

2.19.2 During or in-between the attempts:

- a) Only accepted motorcycles may be used in a record attempt.
- b) All machines must remain under control of a Technical Steward. In events with one or multiple participants, machines may be placed in the closed park area. The waiting area/holding point for the return run will be considered as a closed park area.
- c) If a motorcycle is involved in an accident, the Chief Technical Steward must check the machine (together with the helmet and clothing of the rider involved), to ensure that no defect of a serious nature has occurred.
- d) If a rider's helmet is clearly defective, the Chief Technical Steward must retain this helmet during the event (or make the FIM helmet sticker invalid). The organiser may be required to send this helmet, together with the accident and medical report (and pictures and video, if available) to the Federation of the rider.
- e) If there are head injuries stated in the medical report, the helmet must then be sent to a neutral institute for examination.
- f) Silencer sound levels may be checked by random choice during practice as well as after the event, if mentioned in the Supplementary Rules (SR's). On request of rider, team or mechanic, silencer sound levels of their motorcycle may be checked at any time during the event.
- g) The weight of a motorcycle may be checked at any time during the event (where applicable, ex: for electric vehicles). A random weight check may be held with minimum disturbance to the rider.

2.19.3 After the attempt(s):

Engine(s) cylinder capacity(ies) can be checked upon the request of the FIM Technical Director.

2.20 Verification Guidelines for Technical Stewards

Make sure all necessary measures and administrative equipment are in place at least 1 hour before the Technical control (see separate list) is due to open (time in Supplementary Regulations). **Please refer to Technical Appendix 3 Technical Control form.**

- Decide who is doing what and note decisions. “Efficiency” must be the watchword. Always keep cheerful and remember the reasons for Technical controls: SAFETY AND FAIRNESS.
- Be well informed. Make sure your FMN has supplied you with all technical “updates” that may have been issued subsequent to the printing of the Technical Rule Books.
- Copies of all homologation documents must be in your possession.
- Inspection must take place under cover with a large enough area (min. surface 100 sq. metres) to handle the technical verifications in two lines.
- Weighing apparatus must be accurate and practical. Certified master weights and their certificate must be available for verifying.

Rules regarding noise level and measurement must be respected.

1. Preparations and procedures

An area must be designated as the Technical Control Area. In this area, under the control of the Chief Technical Steward, suitable equipment will be available to conduct proper inspections.

The Technical control will be carried out in accordance with the schedule set out in the Supplementary Regulations.

Technical Stewards must be available throughout the entire event to check motorcycles and equipment as required by the Chief Technical Steward.

Presentation of a machine will be deemed as an implicit statement of conformity with the technical regulations.

The Technical Stewards must inspect the motorcycles for obvious safety omissions.

The Technical Stewards must inspect that the motorcycle conforms to all technical rules laid out in the Regulations.

- The weight scales (and sound meter), if required, will be available to the riders for pre-race checking in the technical control area.
- Sound test (where required) should take place in a clear area adjacent to the Technical control at least **10 metres** from any possible noise reflecting obstruction.
- At the conclusion of the inspections, a small sticker or coloured mark will be placed on the frame indicating that the machine had passed inspection.
- The Technical Stewards must re-inspect any machine that has been involved in an accident.
- The Technical Stewards must be available, based on instructions from the Chief Technical Steward, to re-inspect any motorcycle for technical compliance during the meeting.
- During the technical inspection in the closed park, the rider or his mechanics must assist with the inspections. Maximum two (2) team members per rider are allowed in the closed park during the post-race technical inspection. Downloading of data is allowed in the closed park.

2. Final inspection at the end of the record attempts

In accordance with the instructions of the FIM Chief Steward:

3. Appointment and attendance

The Technical Stewards must be present and available during the opening hours of the Technical control area. The Chief Technical Steward will instruct the Technical Stewards to verify motorcycles for compliance with technical and safety rules.

4. Administration day / Initial Technical control:

For all riders/teams min. 2 people

Tasks: Overall vehicle inspection, clothing and helmets
Weight control (i.e. for electric powered vehicles)

Administration tasks: 1 person

5. Technical control during record attempt days

Before attempt: Vehicle/Rider safety checks: as required

After attempt:

Weight (where applicable) 2 people

Engine sealing and/or displacement checks 2 people

Administration 1 person

NOTE: This is the required minimum of Technical Stewards. The actual number may be higher.

All final verification points to be decided in co-operation with the FIM Steward and the Chief Technical Steward. Post-race checks are under extreme pressure. It is important to be very well organised.

The Chief Technical Steward must present a report to the FIM Chief Steward after the technical verifications.

6. Minimum Equipment list

- Revolution meter
- Sound meter and calibrator
- Slide caliper
- Depth gauge
- Steel measuring tape
- Seals
- Weighing apparatus (scales) with calibration weights
- Tools for measuring engine capacity
- Tools for measuring valve lift
- Weighing apparatus for investigation of valve weights
- Colour for marking parts
- Magnet for materials testing
- Computer/Portable Laptop



7. Documents list

- Regulations of the CURRENT YEAR
- Supplementary Regulations
- Technical Control Forms (**Technical Appendix 3**)
- Writing materials



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

**FIM FUELS
REGULATIONS**

Applicable from 2022



FIM Fuels Regulation

Règlement FIM pour les essences

Modifications log		
Updated	Applicable as from	Modified articles
January 1 st 2021	01.01.2022	Creation



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A. RACE FUELS

Fuel companies which supply “race” fuels (fuels other than those obtained at public pump stations) to participating teams/riders must test their fuel at against all the FIM specifications set out in **Art. C** of this regulation.

1. Conformed fuels

If the specifications of the fuel are in conformity to **Art. C** of this regulation, a certificate containing a test report and batch number will be issued to the fuel company.

The fuel company shall be able to provide a copy of such certificate to their client rider/teams before they take part in a race.

A list of fuels which are in conformity with FIM specifications are listed in **Art. F** of this regulation.

2. Appointed supplier(s) to event(s)

In the cases in which only fuel from the appointed supplier is permitted (for a specific event or the entire World Championship, Prize or Cup), the aforementioned fuel shall have been previously tested in a FIM appointed laboratory in order to test its conformity with the FIM specifications as set out in **Art. C** of this regulation:

- in case of conformity, a certificate of conformity (including test report and tested batch number) shall be available and **Art. F** of this regulation applies in case of controls for the riders/teams;
- in case the conformity is not achieved, the FMN of the organising country/the Organiser/the Promoter shall ask the FIM for a waiver in order to enable the use of fuel not corresponding to FIM specifications. If the waiver is granted, the riders/teams will be responsible for using the fuel provided without changing its composition. Controls may be carried out by FIM.

B. TESTING LABORATORY

For question regarding the “race” fuels and/or the testing of the fuels please contact the aforementioned testing laboratory:

Intertek (Schweiz) AG
Analytical Testing - Fuel, Lubricants & Combustible
Wagistraße 2
8952 Schlieren
Switzerland

Telephone: +41 43 433 78 10
Fax: +41 43 433 78 19
Email contact: fimfuels@intertek.com.

C. FIM SPECIFICATIONS FOR UNLEADED FUELS OR MIXTURES OF UNLEADED FUELS

The following properties shall be within the following thresholds (for each property, the relative test methods to be used for the measurement are indicated):

Property	Units	Min. ¹	Max. ¹	Test Methods ²	
Density at 15°C	[kg/m ³]	720	785	EN ISO 12185	ASTM D4052
RON	-	95	102	EN ISO 5164	ASTM D2699
MON	-	85	90	EN ISO 5163	ASTM D2700
Oxidation stability	[min]	360		EN ISO 7536	ASTM D525
Vapour pressure (DVPE)	[kPa]		100	EN 13016-1	ASTM D5191
Aromatics	% (V/V)		35.0	EN ISO 22854	ASTM D6839
Benzene	% (V/V)		1.0	EN ISO 22854	ASTM D6839 or D5580
Diolefins total	% (m/m)		1.0	GC-MS	HPLC
Lead	[mg/L]		5.0	ICP-OES	AAS
Manganese	[mg/L]		2.0	ICP-OES	AAS
Nitrogen	% (m/m)		0.2	ASTM D 4629	ASTM 5762
Olefins	% (V/V)		18.0	EN ISO 22854	ASTM D6839
Oxygen (includes 10% ethanol allowance)	% (m/m)		3.7	EN ISO 22854	EN 13132 or elemental analysis
Sulphur	[mg/kg]		10.0	EN ISO 20846	ASTM D5453
Distillation:				EN ISO 3405	ASTM D86
E at 70°C	% (V/V)	20.0	52.0		
E at 100°C	% (V/V)	46.0	72.0		
E at 150°C	% (V/V)	75.0			
Final Boiling Point	[°C]		210		
Residue	% (V/V)		2.0		
Oxygenates:				EN ISO 22854	EN 13132
Methanol	% (V/V)		3.0		
Ethanol	% (V/V)		10.0		
Isopropanol	% (V/V)		12.0		
Isobutanol	% (V/V)		15.0		
tert-Butanol	% (V/V)		15.0		
Ethers (C5 or higher)	% (V/V)		22.0		
Others	% (V/V)		15.0		

Table 1 : Specifications and test methods (does not include the visual inspection)

In addition to these specifications, the appearance of the fuel, controlled by visual inspection must be clear, bright and free from solid matter and undissolved water.

¹ All reported min. and max. thresholds do not include the tolerance, which needs to be calculated in accordance with ISO 4259 and taken into account to correct the min. and max. thresholds

² In case of dispute the test method listed in **bold** will be the reference

The total of individual hydrocarbon components present at concentrations of less than 5% (m/m) must constitute at least 30% (m/m) of the fuel. The test method will be GC-FID (gas chromatography-flame ionisation detector) and/or GC-MS (gas chromatography-mass spectrometry).

The total concentration of naphthenes, olefins and aromatics classified by carbon number must not exceed the values given in the following table:

% (m/m)	C4	C5	C6	C7	C8	C9 +
Naphthenes	0	5	10	10	10	10
Olefins	5	20	20	15	10	10
Aromatics	-	-	1.2	35	35	30

Table 2 : Naphtenes, Olefins and aromatics contents

Bicyclic and polycyclic olefins are not permitted. The fuel must contain no substances which are capable of exothermic reaction in absence of external oxygen.

D. FIM SPECIFICATIONS FOR MIXTURES OF UNLEADED FUEL(S) AND LUBRICANT

The lubricant must not:

1. change the composition of the fuel fraction when added to the fuel
2. contain any nitro-compounds, peroxides or any other engine power boosting additives
3. contribute to an improvement in overall performance in any way
4. show a reduction in mass by evaporation of more than 10% (m/m) during the distillation up to 250°C (test method: simulated distillation GC)
5. contain more than 10% of anti-knock agents (lead, manganese, iron) (test method: ICP-OES).

Moreover, the following specifications are set for the mixture of unleaded fuel(s) and lubricant:

The following properties shall be within the following thresholds (for each property, the relative test methods to be used for the measurement are indicated):

Property	Units	Min.	Max. ¹	Test Methods	
Density at 15°C ³	[kg/m ³]	690	815	EN ISO 12185	ASTM D4052
RON	-		102	EN ISO 5164	ASTM D2699
MON	-		90	EN ISO 5163	ASTM D2700

³ For the density measurement, the min. and max. thresholds do include the tolerance

E. FUELS CONTROLS

The FIM may require fuel controls, i.e. controls of the unleaded fuel, mixture of unleaded fuels or mixture of unleaded fuel and lubricant, used by riders/teams at events. These controls involve an initial sampling at the event and further testing in the FIM appointed laboratory.

1. Sampling

- 1) The FIM Technical Director (or the FMNR Chief Technical Steward when there is no FIM Technical Director appointed) is the sole official responsible for the sampling management and supervision.
- 2) Riders/teams selected for fuel controls are directed to proceed with their vehicles to the area that has been designated for this purpose.
- 3) The FIM Technical Director/FMNR Chief Technical Steward collects the fuel from the motorcycle by using only new sample containers and pipettes/hand pumps.
- 4) The fuel is transferred through the use of the pipette/hand pump directly from the fuel tank into three containers, denominated A, B and C. The containers are closed and sealed by the FIM Technical Director/FMNR Chief Technical Steward.
- 5) The FIM Technical Director/FMNR Chief Technical Steward fills in (in all its parts) and signs the Fuel Sample Declaration Form (see forms). The rider or a team representative also signs this Form, after verifying that all the information is correct.
- 6) The FIM Technical Director/FMNR Chief Technical Steward prepares an appropriate shipping box containing the collected A, B and C samples and a copy of the respective, signed, Fuel Sample Declaration Form. The box is then shipped to the FIM appointed laboratory by courier.

2. Testing

- 7) One or more properties to be checked (following the relevant testing method as per **Art. C** and **D**) are set by the FIM for each selected rider/team.
- 8) Sample A is the first sample to be tested by the FIM appointed laboratory.
- 9) Sample B can be used for a second analysis if required by the FIM. The test result of the A or B sample more favourable to the rider/team is taken into account. Costs for the shipping and testing of sample A and B are paid by FIM.
- 10) As soon as possible after completing the testing, the FIM appointed laboratory reports the test results directly to the responsible CTI Coordinator.
- 11) For negative cases (i.e. conformity of the tested property(ies) with the specification), the riders/teams concerned will be individually informed by the FIM in due course, copying the rider/team's FMN, the FIM Technical Director/FMNR Chief Technical Steward, the competent authority (e.g. Race Direction, International Jury), the CTI Director, the Director and Coordinator(s) of the sporting Commission concerned.



- 6) Only for positive cases following testing of sample A or B or A and B (i.e. non-conformity of one or more properties*), the responsible CTI Coordinator notifies by electronic mail* the rider/team concerned (including the testing results) and, 24 hours after, forwards the relevant information to the rider/team's FMN, the FIM Technical Director/FMNR Chief Technical Steward, the competent authority (e.g. Race Direction, International Jury), the CTI Director, the Director and Coordinator(s) of the sporting Commission concerned.

*Note: The non-conformity of one property (except the Appearance) is sufficient for declaring non-conformity of the fuel or the mixture.

- 7) If the rider/team wishes to request a counter-expertise, he must notify the responsible CTI Coordinator by electronic mail* accordingly, within 72 hours of receipt by the FIM of the delivery status notification pertaining to the notification of the test results to the rider/team.

- If a counter-expertise is requested, the sample dedicated to the counter-expertise is sample C and the test shall aim at checking the same property(ies) previously checked on sample A/B. The rider/team can request that sample C be tested at one of the available FIM appointed laboratories. Costs for shipping and testing of sample C are paid by the rider/team concerned.

Upon notification of the sample C results, the responsible CTI Coordinator notifies by electronic mail⁴ the rider/team concerned (including the testing results) and forwards the relevant information to the rider/team's FMN, the FIM Technical Director/FMNR Chief Technical Steward, the competent authority (e.g. Race Direction, International Jury), the CTI Director, the Director and Coordinator(s) of the sporting Commission concerned.

- If no counter-expertise is requested within the time limit, the responsible CTI Coordinator forwards the relevant information by electronic mail* the rider/team's FMN, the FIM Technical Director/FMNR Chief Technical Steward), the competent authority (e.g. Race Direction, International Jury), the CTI Director, Director and Coordinator(s) of the sporting Commission concerned.
- 8) The competent authority of the event concerned (e.g. Race Direction, International Jury) makes a decision based on the information received. The Coordinator of the sporting Commission concerned notifies the rider/team concerned regarding the decision by electronic mail*.

The non-conformity of :

- A sample (in the cases B sample was not used) or
- B sample (in the cases A sample result was not conclusive) or
- A and B samples or

⁴ The receipt of a delivery status notification will be deemed as proof of delivery



- A and B and C samples (in the cases B sample was used and a counter-expertise was requested) or
- A and C samples (in the cases B sample was not used and a counter-expertise was requested)

automatically results in the disqualification of the rider/team from the entire event.

No disqualification will be applied in case of conformity of sample C.

Furthermore, in any case, other penalties may be applied.

- 9) The rider/team has the right to appeal against the decision of competent authority of the event concerned (e.g. Race Direction, International Jury) in accordance with FIM Disciplinary and Arbitration Code applicable to the relevant discipline.



F. FUEL SAMPLE DECLARATION FORM

FIM Fuel Sample Declaration Form												
Discipline												
IMN (xxx/xx)												
Rider/team's name												
Rider/team's number												
Rider/team's email or telephone number												
Team												
Vehicle's make												
Fuel's make and type												
Fuel origin (public station or race supplier)												
Fuel samples taken on date (dd/mm/yy)												
Fuel samples taken at (right before or after):												
MOTOCROSS	TRIAL	TRACK RACING	ENDURO /ISDE	RALLIES /BAJAS								
Practice <input type="checkbox"/>	Day 1 <input type="checkbox"/>	Heat n°__ <input type="checkbox"/>	Day 1 <input type="checkbox"/>	Day 1 <input type="checkbox"/>								
Qualifying race <input type="checkbox"/>	Day 2 <input type="checkbox"/>		Day 2 <input type="checkbox"/>	Day 2 <input type="checkbox"/>								
Race 1 <input type="checkbox"/>			Day n°__ <input type="checkbox"/>	Day n°__ <input type="checkbox"/>								
Race 2 <input type="checkbox"/>												
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">Container seal n°</th> </tr> </thead> <tbody> <tr><td style="width: 100px;">Sample A</td><td></td></tr> <tr><td>Sample B</td><td></td></tr> <tr><td>Sample C</td><td></td></tr> </tbody> </table>					Container seal n°		Sample A		Sample B		Sample C	
Container seal n°												
Sample A												
Sample B												
Sample C												
<p>The above listed details refer to fuel samples taken from the fuel tank of the motorcycle specified.</p> <p>Sample A is the first testing sample to be used by the FIM appointed laboratory</p> <p>Sample B can be used for a second analysis if required by the FIM</p> <p>Sample C is used if a counter-expertise is required by the rider/team.</p> <p>The serial numbers of the vial seals and the accuracy of the listed information have been verified.</p>												
Rider or team responsible name												
Rider or team responsible signature												
FIM Technical Director/ FMNR Chief Technical Steward name												
FIM Technical Director/ FMNR Chief Technical Steward signature												

G. LIST OF APPROVED FUELS⁵

The fuels are listed in 2 categories:

- **Category 1:** MotoGP, Moto2, Moto3, MotoGP Rookies Cup
- **Category 2:** All others

ENI						
N°	Sample incoming	Dossier	Batch/Lot	Reference	Category	
2	19/01/12	112052/01	11/314	ENI SBK 2010 B	1	2
4	04/03/13	113085/02		Eni Blu super +	1	2
5	22/05/13	113085/03	13/002	Eni Blu super +	1	2
6	24/06/13	113085/04	13-131	SF-S	1	2
7	03/09/13	113085/05	PP130540	SF-S	1	2
8	20/01/14	114053/01	PP130711	Eni SF-S	1	2
9	31/01/14	114053/02	14/001	Eni Blu super +	1	2
10	10/02/15	115095/01#01	PP 140390	SF-S	1	2
11	02/03/15	115095/02	PTMG 01	Eni Blu Super+	1	2
12	09/03/15	115095/03#01	PP 150065	Eni SF S	1	2
13	15/02/16	116162/01	3391	SF-S 102	1	2
14	08/04/16	116162/02	E031-16	Eni SF-S	1	2

Haltermann ETSP						
N°	Sample incoming	Dossier	Batch/Lot	Reference	Category	
2	04/04/13	113118/03	13-04/3015	ESC 1954		2
5	17/10/13	113118/17	13-10/3157	TBX 4 EVO 2		2
6	17/10/13	113118/18	13-10/3160	TBX 5 EVO 2		2
7	17/10/13	113118/19	13-10/3161	XS EVO 2		2
8	14/03/14	114152/01	14-03/3306	ESC LC5	1	2
9	04/08/14	114152/02	14-07/3434	TBX 5 EVO 3		2
11	10/12/15	115176/02	15-12/3865	ESC 1935	1	2
12	09/03/16	116248/01	15-10/3833	IRF 102	1	2
13	29/08/11	111045/05#01-02	BI-11-08/2595	ESC1933(APA001)	1	2
15	20/07/16	116248/05	BI 16-07/4077	ESC STRAT 5	1	2
16	22/08/16	116248/07	BI 16-08/4096	ESC LC6	1	2
17	11/01/17	117019/06	BI 17-01/4185	ESC 1955 A		2
18	31/03/17	117019/07	BI 17-03/4282	ESC LC6	1	2
19	14/07/17	117019/08#01	BI 17-07/4362	ESC LC6	1	2
20	21/08/18	118082/09	BI 18-08/4698	ESC LC6	1	2
21	15/03/19	119076/04	BI 19-02/4826	ESC 1955		2
22	22/05/19	119076/07	BI 19-05/4905	STRATO 5	1	2
23	06/06/19	119076/09	BI 19-06/4921	ESC LC6	1	2
24	08/01/20	120019/01	BI 19-12/5078	STRATO 5	1	2
25	10/01/20	120019/02	BI 20-01/5084	STRATO 5	1	2
26	23/01/20	120019/03	BI 20-01/5094	ESC 1955		2

⁵ The approved fuels listed here above are classified by manufacturer's alphabetical order to facilitate the reading

Lantmännen Aspen

N°	Sample incoming	Dossier	Batch/Lot	Reference	Category	
1	09/08/17	117548/01	N/A/	NEW AR	1	2

Lukoil

N°	Sample incoming	Dossier	Batch/Lot	Reference	Category	
1	09/05/16	116405/01	#1	Sporting gasoline	1	2
2	03/08/16	116405/03	1330	Gasoline "SPORT"	1	2

P1 Racing fuels

N°	Sample incoming	Dossier	Batch/Lot	Reference	Category	
1	11/01/19	119033/01		SBX (P-RG-008-03)	1	2

Panta

N°	Sample incoming	Dossier	Batch/Lot	Reference	Category	
3	27/05/14	114219/01		K4	1	2
4	18/05/15	115206/01			1	2
5	05/04/16	116283/02	19/16	K4	1	2
6	15/03/17	117183/01	01-17	Mtv4T01	1	2
7	15/03/17	117183/02	22-17	K4	1	2

Petronas

N°	Sample incoming	Dossier	Batch/Lot	Reference	Category	
1	15/11/19	119415/01#01	M2A	Petronas Primax Pro-Race 1902M2A	1	2

Race Republic

N°	Sample incoming	Dossier	Batch/Lot	Reference	Category	
1	11/02/14	114101/01		P1 102 RX racing fuel	1	2

Renegade

N°	Sample incoming	Dossier	Batch/Lot	Reference	Category	
1	17/04/13	113179/01	14213	GP4-2/7	1	2

Repsol

N°	Sample incoming	Dossier	Batch/Lot	Reference	Category	
1	14/02/12	112101/01		CTR-55-HRC	1	2
2	18/02/13	113087/01		CTR-55 HRC	1	2
3	04/02/14	114085/01		CTR-55 HRC	1	2
4	29/01/15	115069/01		CTR-55-HRC	1	2
5	10/11/15	115069/02#01		CTR-55-HRC	1	2
6	20/04/16	116362/01	2016/01	CTR-19-MH	1	2
7	25/10/16	116362/02		CTR-55 HRC	1	2
8	15/03/17	117179/01	2017/01	CTR-19-MH	1	2
9	22/11/17	117179/02		CTR-55-HRC	1	2
10	05/04/18	118280/01		CTR-55-HRC	1	2
11	05/04/18	118280/02		CTR-19	1	2
12	29/11/18	118280/03		CTR-55-HRC	1	2
13	25/03/19	119117/01		CTR-55	1	2
14	12/09/19	119117/02	1-2019	CTR-19	1	2
15	01/09/20	120024/01		CTR-55	1	2

Scuderia Braunschweig

N°	Sample incoming	Dossier	Batch/Lot	Reference	Category	
Scu1	10/07/19	119278/01	1907	SGR102		2

Shell						
N°	Sample incoming	Dossier	Batch/Lot	Reference	Category	
1	25/05/11	111008/06	PR4414	PR4414 - Ducati Fuel G2	1	2
2	09/02/12	112091/01	PR4666	Ducati Fuel Duc 3	1	2
3	13/02/12	112091/02	PR4670	RD 05-08-Fuel	1	2
4	13/03/12	112091/03	PR4696	Ducati Fuel Duc 10	1	2
5	21/03/12	112091/05	PR4719	Racing Fuel - RT	1	2
6	27/03/12	112091/06	PR4722	Racing Fuel - BF	1	2
7	13/06/12	112091/07	PR4826	Ducati Fuel DUC 10	1	2
8	28/01/13	113058/01	PR5050	Ducati Fuel Duc 10	1	2
9	20/02/13	113058/02	PR5088	Ducati Fuel Duc 10	1	2
10	14/06/13	113058/03	PR5193	Ducati Fuel Duc 10	1	2
11	06/12/13	113058/04	PR5383	Ducati Fuel Duc 10	1	2
12	27/12/13	113058/05	PR5438	Ducati Fuel Duc 12	1	2
13	10/03/14	114140/01	PR5498	Ducati Fuel Duc 12	1	2
14	04/06/14	114140/06	PR5640	Ducati Fuel Duc 12	1	2
15	22/08/14	114140/11	PR5803	Ducati Fuel Duc 12	1	2
17	27/11/14	114140/13	PR5941	Ducati Fuel Duc 12	1	2
18	16/02/15	115104/01	PR6084	Ducati Fuel Duc 30	1	2
19	07/05/15	115104/02	PR6198	Ducati Fuel Duc 30	1	2
20	01/06/15	115104/03	PR6235	Ducati Fuel Duc 30	1	2
21	27/07/15	115104/04	PR6293	Ducati Fuel Duc 30	1	2
22	23/10/15	115104/05	PR6395	Ducati Fuel Duc 30	1	2
23	13/01/16	116063/01	PR6456	Ducati Fuel Duc 30	1	2
24	21/04/16	116063/02	PR6605	Ducati Fuel Duc 30	1	2
25	02/08/16	116063/05	PR6697	Ducati Fuel Duc 50	1	2
26	09/09/16	116063/06	PR6730	Ducati Fuel Duc 51	1	2
27	17/10/16	116063/07	PR6795	Ducati Fuel Duc 30	1	2
28	20/02/17	117138/01	PR6914	Ducati Fuel Duc 50	1	2
29	08/05/17	117138/02	PR6980	Ducati Fuel Duc 30	1	2
30	08/05/17	117138/03	PR6989	Ducati Fuel Duc 53	1	2
31	09/06/17	117138/04	PR7042	Ducati Fuel Duc 53	1	2
32	11/07/17	117138/05	PR7074	Ducati Fuel Duc 50	1	2
33	04/12/17	117138/06	PR7219	Ducati Fuel Duc 53	1	2
34	06/02/18	118039/01	PR7275	Ducati Fuel Duc 30	1	2
35	09/02/18	118039/02	PR7308	Ducati Fuel	1	2
36	09/02/18	118039/03	PR7313	Ducati Fuel	1	2
37	20/02/18	118039/04	PR7324	Ducati Fuel	1	2
38	27/02/18	118039/05	PR7331	Ducati Fuel	1	2
39	21/03/18	118039/06	PR7361	Ducati Fuel	1	2
40	16/07/18	118039/07	PR7519	Ducati Fuel	1	2
41	25/07/18	118039/08	PR7531	Ducati Fuel	1	2
42	14/08/18	118039/09	PR7557	Ducati Fuel	1	2
43	16/11/18	118039/10	PR7652	Ducati Fuel	1	2
44	30/01/19	119075/01	PR7674	Shell V-Power	1	2
45	13/05/19	119075/02	PR7832	Ducati Fuel	1	2
46	05/08/19	119075/03	PR7917	Ducati Fuel	1	2
47	24/12/19	119075/04	PR8101	Ducati Fuel	1	2
48	29/01/20	120070/01#01	PR8129	Ducati Fuel	1	2

Showa Shell Sekiju

N°	Sample incoming	Dossier	Batch/Lot	Reference	Category	
1	10/07/14	114266/01			1	2

Slovakia Ring Agency

N°	Sample incoming	Dossier	Batch/Lot	Reference	Category	
1	20/03/18	118224/01		OMV MaxxMotion 100+	1	2

Soldà Vladimiro SpA (Wladoil)

N°	Sample incoming	Dossier	Batch/Lot	Reference	Category	
1	27/05/16	116466/01	16/05/04	WLADOGAS BB1	1	2

Total (1/3)

N°	Sample incoming	Dossier	Batch/Lot	Reference	Category	
1	30/12/11	111083/18	WSBK-FIM, 01220581U	MOTO 4TMAX, O1220561U	1	2
2	09/01/12	112012/01	O1220559U	YMH48	1	2
3	01/03/12	112012/03	P0120617U	MITS46	1	2
4	01/03/12	112012/04	P0220640U	MITS42	1	2
5	07/03/12	112012/05	P0220643U	Moto 4SGP	1	2
6	30/04/12	112012/07	P0420713U	Moto 4SGP	1	2
7	31/05/12	112012/08	P0520750U	YMH48	1	2
8	27/06/12	112012/09	P0520756U	MITS 46	1	2
9	12/07/12	112012/10	P0720847U	SPB MOTO 4T MAX	1	2
10	13/08/12	112012/11	P0620824U	ESSENCE SP MITS 43	1	2
11	07/01/13	113014/01	P1221076U	SPB HRC41	1	2
12	07/01/13	113014/02	P1221064U	MOTO 4SGP	1	2
13	17/01/13	113014/03 113014/07	P1221069U T0321199U	MOTO 4TMAX WSBK	1	2
14	17/01/13	113014/04	P1221066U	YMH48	1	2
15	17/03/13	113014/05	T0221130U	SP YMH48	1	2
16	17/03/13	113014/06	T0221129G	MOTO 4TMAX	1	2
17	10/05/13	113014/08	T0321200U	MOTO 4SGP	1	2
18	09/09/13	113014/09	T0821415U	SPB HRC41	1	2
19	15/10/13	113014/10	T0921520U	SPB HRC41	1	2
20	13/11/13	113014/11 113014/12	T1021523U T1021523U	SZK34 SP 4THRC33	1	2
22	17/12/13	113014/16	T1121601U	MOTO 4T YMH48	1	2
23	06/01/14	114015/01	T1121610U	SPB HRC41	1	2
24	03/02/14	114015/02	PCT120371U PCQ010325U	SPB MOTO 4TMAX WSBK-FIM	1	2
25	11/02/14	114015/03	PCQ010240U	SPB MOTO 4SGP	1	2
26	20/02/14	114015/04	PCQ010236U	SP YMH48	1	2
27	14/04/14	114015/05	PCQ040134G PCQ040211	SPB MOTO 4TMAX WSBK-FIM T50L	1	2
28	19/05/14	114015/06	PCQ040116U	SPB HRC41	1	2
29	23/05/14	114015/07	PCQ030232G PCQ050131G	SPB MOTO 4TMAX WSBK-FIM	1	2
30	02/06/14	114015/08	PCQ050143U	SP YMH48	1	2
31	27/06/14	114015/09	PCQ060147U	SPB MOTO 4SGP	1	2
32	31/07/14	114015/13	PCQ070079U	SPB HRC41	1	2
33	22/08/14	114015/15	PCQ060192G PCQ080194G	SPB MOTO 4TMAX WSBK-FIM	1	2
34	23/09/14	114015/22	PCQ090232U	SZK34	1	2
35	16/12/14	114015/23	PCQ100382U	SPB HRC41	1	2
36	07/01/15	115017/01	PCQ120216U	SZK34	1	2
37	14/01/15	115017/02	PCQ120252U	YMH48	1	2
38	18/02/15	115017/03	PCZ020169U	MOTO 4SGP	1	2
39	10/07/15	115017/04	PCZ060345 PCZ060291	MOTO 4TMAX WSBK-FIM	1	2
40	11/08/15	115017/05	PCZ070267U	YMH48	1	2
41	14/09/15	115017/06	PCZ090168U	HRC41	1	2
42	30/09/15	115017/07	PCZ090304U	Moto 4SGP	1	2

Total (2/3)

N°	Sample incoming	Dossier	Batch/Lot	Reference	Category	
43	22/12/15	115017/08	PCZ110339U	SZK34	1	2
44	22/12/15	115017/09	PCZ090305U	SPB MOTO 4SGP	1	2
45	22/12/15	115017/10	PCZ120176G	MOTO 2 FIM	1	2
46	12/01/16	116060/01	PCZ120373U	MOTO 4SGP	1	2
47	23/02/16	116060/02	PCS020149U	YMH48	1	2
48	03/03/16	116060/03	PCS020288U	MOTO 4SGP	1	2
49	31/03/16	116060/04	PCS030155U	SZK34	1	2
50-51	05/04/16	116060/05	PCS030327 + PCS030328	MOTO 4T MAX + WSBK-FIM	1	2
52	10/05/16	116060/06	PCS040330U	SPB MOTO 4SGP	1	2
53	14/06/16	116060/07	PCS050314U	MITS46	1	2
54	22/07/16	116060/08	PCS060244U	SZK34	1	2
55	27/07/16	116060/09	PCS070136G	SPB MOTO 4SGP	1	2
56	31/08/16	116060/10	PCS080240U	SBP HRC41	1	2
57	08/09/16	116060/11	PCS080332	SPB MOTO 4T MAX	1	2
58	08/09/16	116060/11	PCS080333	WSBK-FIM	1	2
59	14/12/16	116060/12	PCS110336U	HRC41	1	2
60	30/12/16	117012/01	PCS1202616U	SPB MOTO 4SGP	1	2
61	30/12/16	117012/02	PCS120465U	SZK 34	1	2
62	03/02/17	117012/03	PCE010121G	ELF MOTO 2 FIM	1	2
63	03/02/17	117012/03	PCE010121G	TOTAL MOTO 2 FIM	1	2
64	24/02/17	117012/04	PCE010368U	SPB MOTO 4T MAX	1	2
65	24/02/17	117012/04	PCE020215	WSBK-FIM	1	2
66	09/03/17	117012/05	PCE0201799G	Moto 4SGP	1	2
67	09/03/17	117012/06	PCE030052U	YMH48	1	2
68	04/05/17	117012/07	PCE040329U	SZK46	1	2
69	18/05/17	117012/08	PCE040292U	MOTO 4SGP	1	2
70	26/05/17	117012/09	PCE040261U	HRC41	1	2
71	07/06/17	117012/10	PCE050235U	SZK34	1	2
72	22/09/17	117012/11	PCE080094U	MITS46	1	2
73	06/10/17	117012/12	PCE090297U	MOTO 4SGP	1	2
74	15/12/17	117012/13	PCE110351U	SZK34	1	2
75	01/02/18	117012/14	PCE120271U	APL03	1	2
76	01/02/18	118013/01	PCE120284U	HRC41	1	2
77	05/02/18	118013/02	PCE120376U	MOTO 4SGP	1	2
78	08/02/18	118013/03	PCE120378U	YMH48	1	2
79	08/02/18	118013/04	PCH010065G	ELF MOTO 2 FIM	1	2
80	09/04/18	118013/05	PCH030291G	ELF MOTO 2 FIM	1	2
81	30/04/18	118013/07	PCH040203U	MOTO 4SGP	1	2
82	09/05/18	118013/08	PCH050144U	APL03	1	2
83	09/05/18	118013/09	PCH050163P	APL03	1	2
84	04/06/18	118013/10	PCH050294U	SZK46	1	2
85	29/06/18	118013/11	PCH050362U	Moto 4SGP	1	2
86	08/08/18	118013/16	PCH080204U	APL03	1	2
87	16/08/18	118013/17	PCH080148U	YMH48	1	2
88	16/08/18	118013/17	PCH080487	APL02	1	2
89	12/09/18	118013/18	PCH080141U	Moto 4SGP	1	2
90	10/12/18	118013/19	PCH100529U	Moto 4SGP	1	2

Total (3/3)

N°	Sample incoming	Dossier	Batch/Lot	Reference	Category	
91	09/01/19	119022/01	PCH110243G	ELF MOTO 2 FIM	1	2
92	01/02/19	119022/02#01	PCF010098G	ESSENCE SPB MOTO 4SGP	1	2
93	26/02/19	119022/05	PVF020242U	Essence SP YMH48	1	2
94	13/03/19	119022/06	PCF020373U	SZK48	1	2
95	17/04/19	119022/08	PCF040238U	APL02	1	2
96	29/05/19	119022/09	PCF050286U	YMH48	1	2
97	11/06/19	119022/10	PCF050313U	MOTO 4SGP	1	2
98	18/07/19	119022/11	PCF070179U	MOTO 4SGP	1	2
99	05/08/19	119022/12	PCF070373U	MOTO 4T MAX	1	2
100	19/08/19	119022/13	PCF070414U	APL02	1	2
101	19/08/19	119022/14	PCF080079	WBSK-FIM	1	2
102	10/12/19	119022/15	PCF120187U-GC	YMH48	1	2
103	13/12/19	119022/16	PCF120134G	MOTO 4SGP	1	2
104	27/12/19	119022/17	PCF110267U	MITS46	1	2

VP Racing Fuels

N°	Sample incoming	Dossier	Batch/Lot	Reference	Category	
1	28/05/15	115205/01	128/15	VP Moto		2
2	31/08/18	118649/01	242/18	VP Moto		2
3	11/04/19	119078/03	#053/19	VP MGP	1	2



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TECHNICAL APPENDIX 2

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Technical Appendix 2: Riders' equipment & FIM Helmets standards

1. It is compulsory that each contracted rider must begin each race event with at least one complete set of undamaged safety equipment. A complete set of safety equipment shall contain:

- Helmet
- Leather Suit, 1-piece
- (Personal) Airbag (optional, highly recommended)
- Gloves
- Boots
- Back Protector
- Chest Protector (optional, highly recommended)

The equipment must be worn, correctly fastened at all times, during on-track activity.

2. Safety Equipment Control

a) At Technical Control, one complete set of undamaged safety equipment must be presented and checked for the following:

- **Helmet:** a marking indicating certification to the helmet standard (see below).
- **Leather Suit** with additional leather padding or other protection on the principal contact points, knees, elbows shoulders, hips that conform to EN1621-1:2012. Check also point c)
- **Linings or undergarments** must not be made of a synthetic material which might melt and cause damage to the rider's skin.
- **Riders** must also wear leather gloves and boots, which with leather suit provide complete coverage from the neck down.
- **Back protector** highly recommended: must comply with EN1621-2, CB ("central back") or FB ("full back") Level 1 or 2.
- **Chest protector** highly recommended (with or without airbag protection in the suit): prEN1621-3.

b) At any time during the event, the Technical Director may request a piece of riders' equipment in order to check that it meets the requirements listed.

c) The use of sliders (specific parts of the riders' safety equipment, either permanently fixed or removable, intended to make regular contact with the track surface to assist the rider), is permitted on the knees, elbows or any other parts of the race suit, where it is deemed necessary.

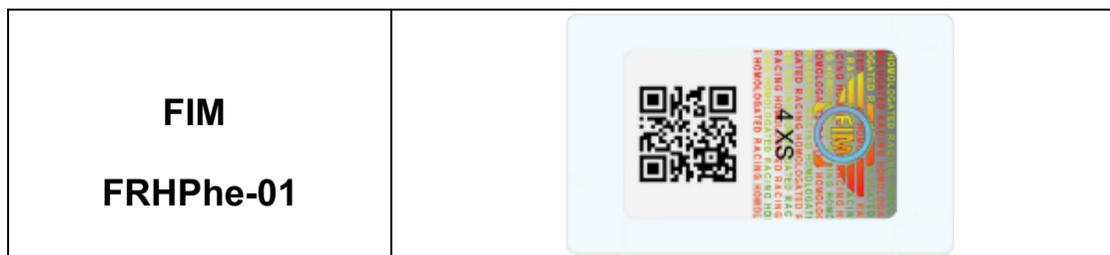
3. FIM Rider's Equipment Minimum Requirements (REMR)

Standards for Helmet and Visor:

- Helmets must be of the full-face type and conform to at least one of the following recognised Standards, and be labeled:

Mandatory in all categories (except for "Streamliners"):

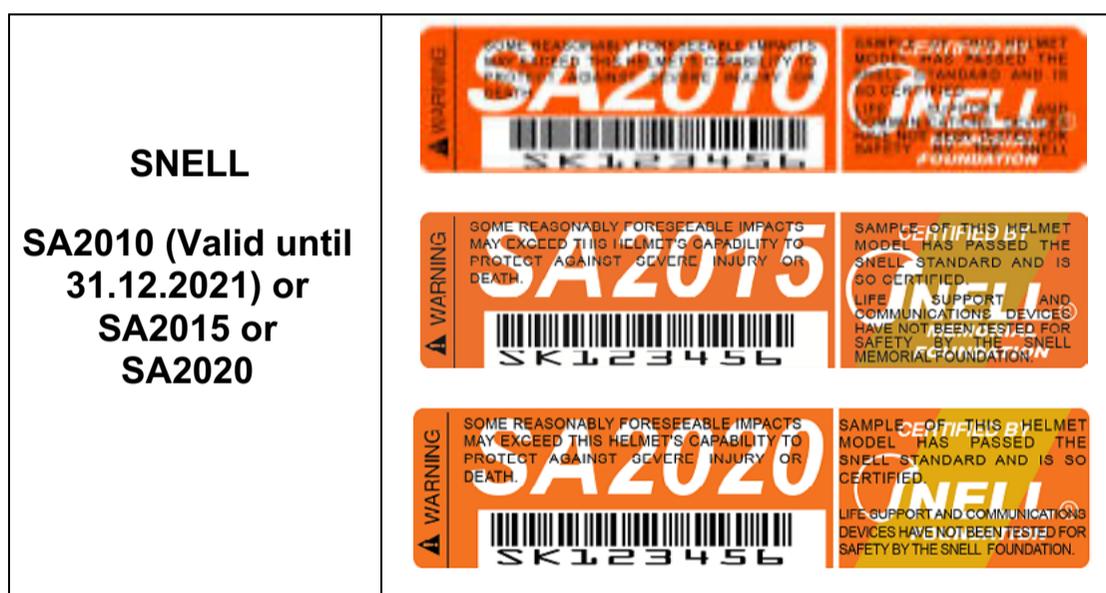
Helmets must comply with the FIM helmet standard. See example of label below:



A list of FIM Homologated helmets is available on www.frhp.org.

For “Streamliners” (also refer to Art. 2.15.16):

Helmets must comply with either: the FIM helmet standard (here above) or with the USA helmet standard. See example of label below:



- Visors must be made of a shatterproof material.
- Disposable visor ‘tear-offs’ are permitted.
- A protective lower face cover must be present and must be not detachable, not moveable and made of the same material of the shell.
- Helmets constructed with an outer shell made of more than one piece are not permitted (e.g. they must not contain any seam).
- A retention system with a strap and the double D ring closing system is recommended.

4. Post-crash Riders’ Safety Equipment Check

After a crash the Technical Director may at his discretion request that the rider’s safety equipment is checked prior to the start of the following practice session, warm up or race.

In the event that any item of equipment is considered, by either the Technical Director or the representative of the manufacturer of the item, to be too damaged for use on track, the rider will be required to replace or repair the item before being permitted on track.

Any question concerning the condition and suitability for use of the riders’ safety equipment shall be decided by the Technical Director, who may consult with the manufacturers of the product before making a final decision.

TECHNICAL APPENDIX 3

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FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

Technical Appendix 3: TECHNICAL CONTROL FORM LSWR

<u>GENERAL INFORMATION</u>	
Team (Name)	
Rider (First Name/Name)	
Venue	
Date	

<u>VEHICLE INFORMATION</u>	
Vehicle (Manufacturer name)	Year: <input type="text"/>
Model/Type	
Frame (Manufacturer name)	
Frame Number	
Raw material/Type	
Engine (Manufacturer name)	Year: <input type="text"/>
Engine Number	
Capacity declared (in cc)	
Model/Type	
World Record	
CATEGORY	
GROUP	
DIVISION	
TYPES	
CLASSES	

<u>ENGINE INFORMATION</u>			
	Naturally aspirated	Turbocharged	Supercharged
Cycle			
Number of cylinders			
Bore (mm)			
Stroke (mm)			
Single cylinder capacity (cc) (diameter ² x 3.1416 x stroke /4)			
Total capacity (cc)			

<u>SOLAR / ELECTRICALLY POWERED VEHICLES Art. 12.16.1/2</u>			
	Electric	AC	DC
BATTERIES (Make /Model)			
Number			

Motor(s) (Make/model/Number)	
Energy Recovery System	
Propulsion System failure	
Voltage (special allowance)	
Others:	

TECHNICAL SCRUTINEERING - CHECKLIST	
Rider min. std. equipment	Leathers (Art. 2.14.1/2) - EN1621-1:2012
	Boots (Art. 2.14.3/4) - Leather
	Gloves (Art. 2.14.3/4) - Leather
	Chest protector (Art. 2.14.5) - prEN1621-3 - Highly recommended
	Back protector (Art. 2.14.5) - EN1621-2, CB or FB Level 1 or 2 - Highly recommended
	Helmet (Art. 2.14.6/7) - FIM FRHPhe-01
	Helmet (Art. 2.14.6/7) - allowed for Streamliners only: SNELL SA2010 (valid until 31.12.2021) or SA2015 or SA2020
Motorcycle/Vehicle safety check	Ballast (3 wheels, Cycle cars) (Art. 2.7.2) (Kg + location)
	Max. height of the back of the rider's seat: 150 mm, Non-/Partially streamlined vehicles (Art. 2.10.2)
	Fuel Cap (Art. 2.10.2)
	Minimum inclination angle – 20°(Art. 2.10.3)
	Rider protected from turbocharger (Art. 2.12.3)
	Tyres Rating (Art. 2.10.4)
	Fuel supply (Art. 2.12.1); Engine cut-out (Art. 2.12.4)
	Self - closing throttle (Art. 2.12.5) Hand-, Foot controls (Art. 2.12.5)
	Steering damper (Art. 2.12.6)
	Rounded footrest end (Art. 2.12.7)
	At least one efficient/independent brake system (Art. 2.12.8) – second efficient/independent brake system highly recommended!
	Guard on primary/secondary transmission and countershaft (Art. 2.12.10)
	Exhaust pipe-end before vert. tangent of rear tyre (Art. 2.12.14)
	Coolant water or water + ethyl alcohol (Art. 2.13.5)
	Front fender (Art. 2.18.A/B)
	Non-streamlined vehicles (Art. 2.18.A)
	Partially Streamlined vehicles (Art. 2.18.B)
Streamliners (Art. 2.18.C)	
Closed breather systems (Art. 2.21.15)	



Verified by (Technical Steward's name):	
Date & Time	
Signature	

DIAGRAM A

NON STREAMLINED
See Art 2.15. & 2.20.

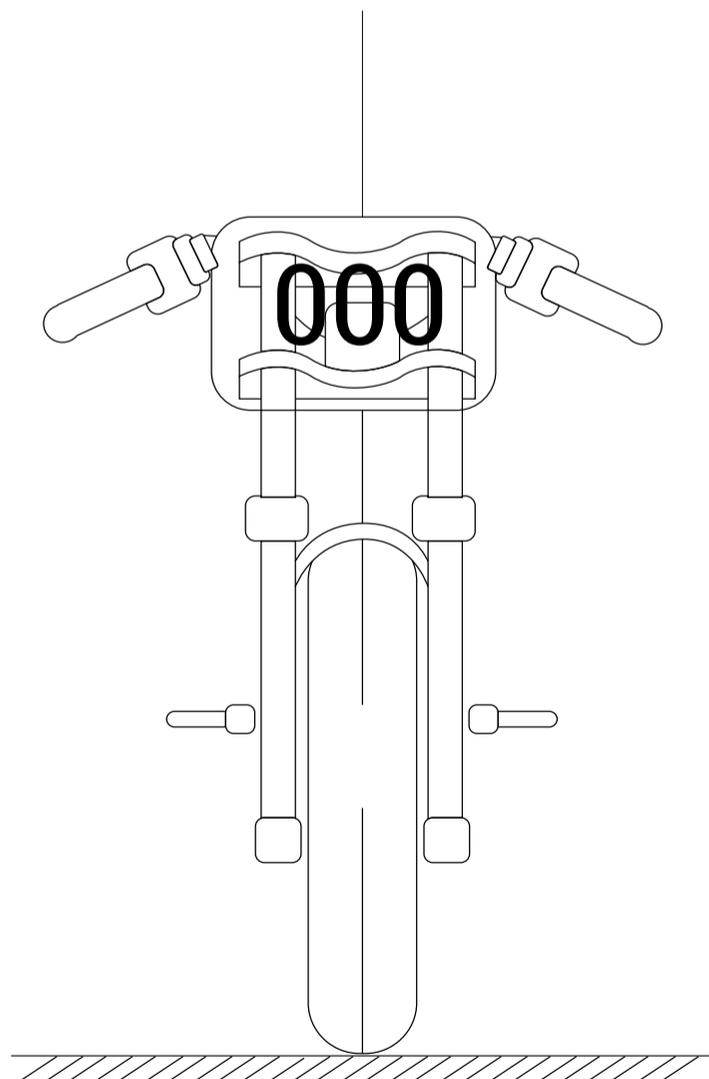
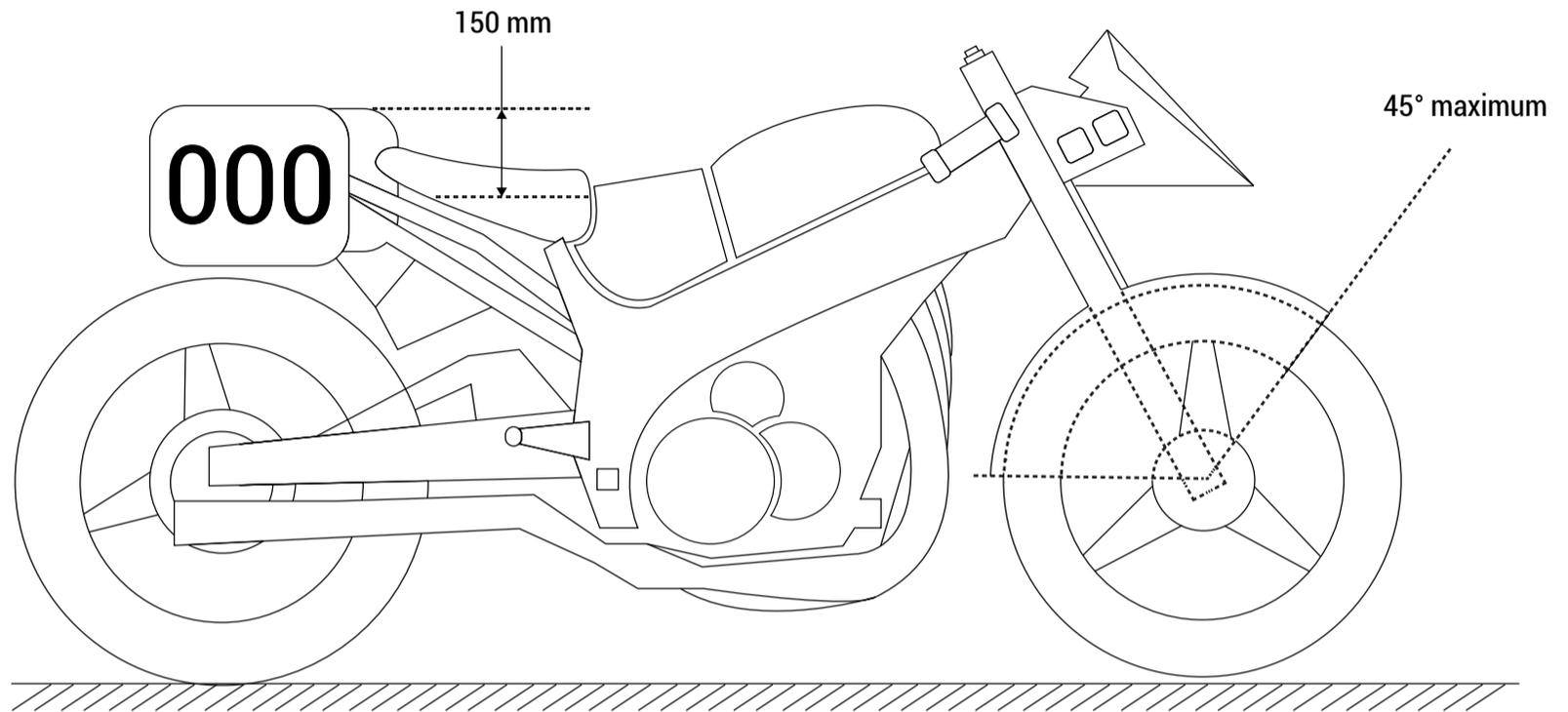


DIAGRAM B

PARTIALLY STREAMLINED

See Art 2.15.B.

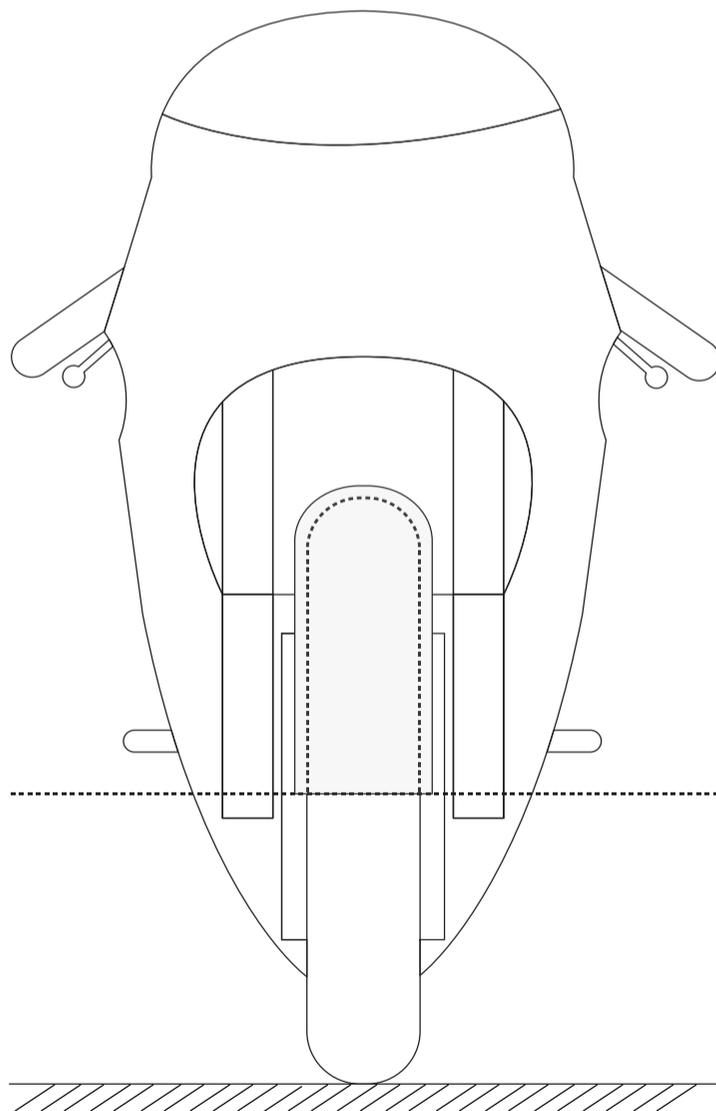
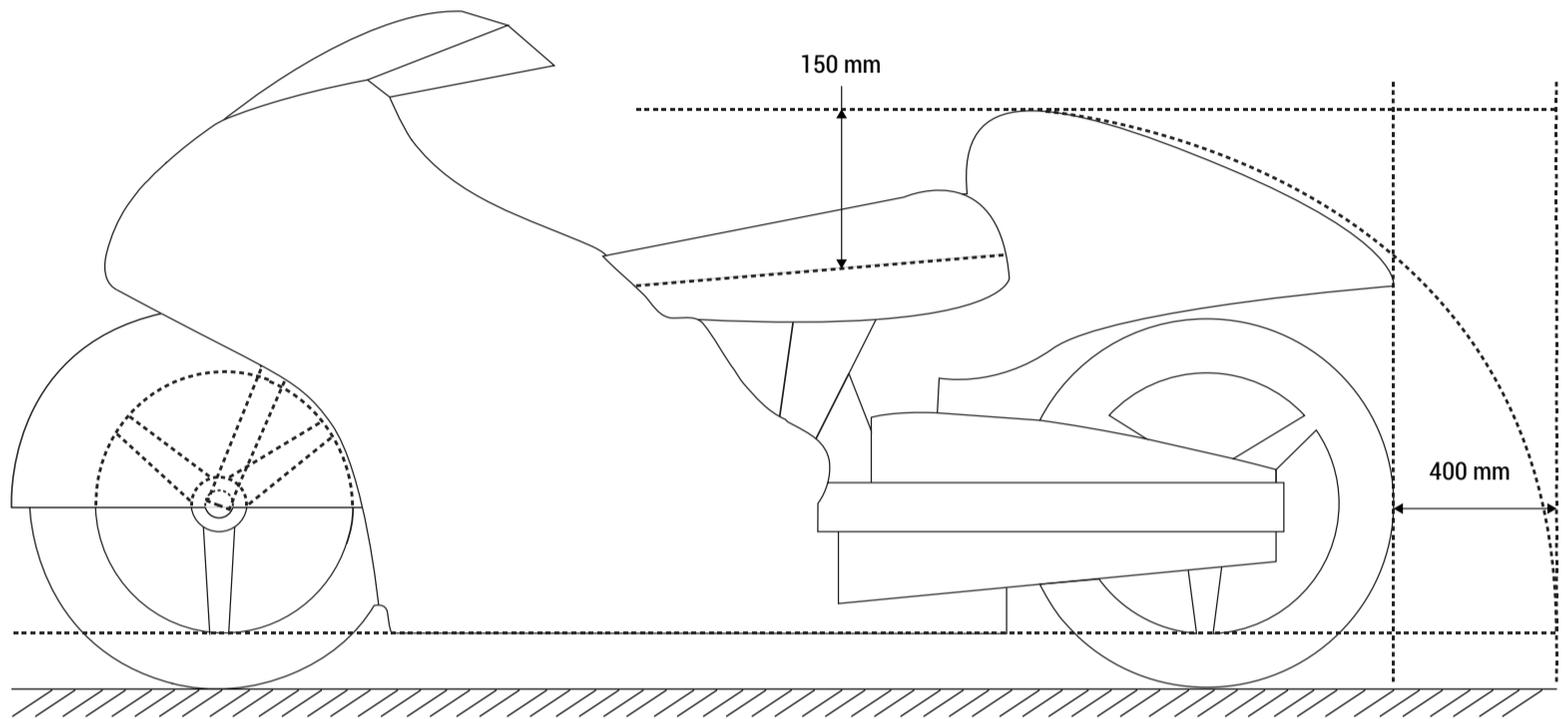


DIAGRAM C

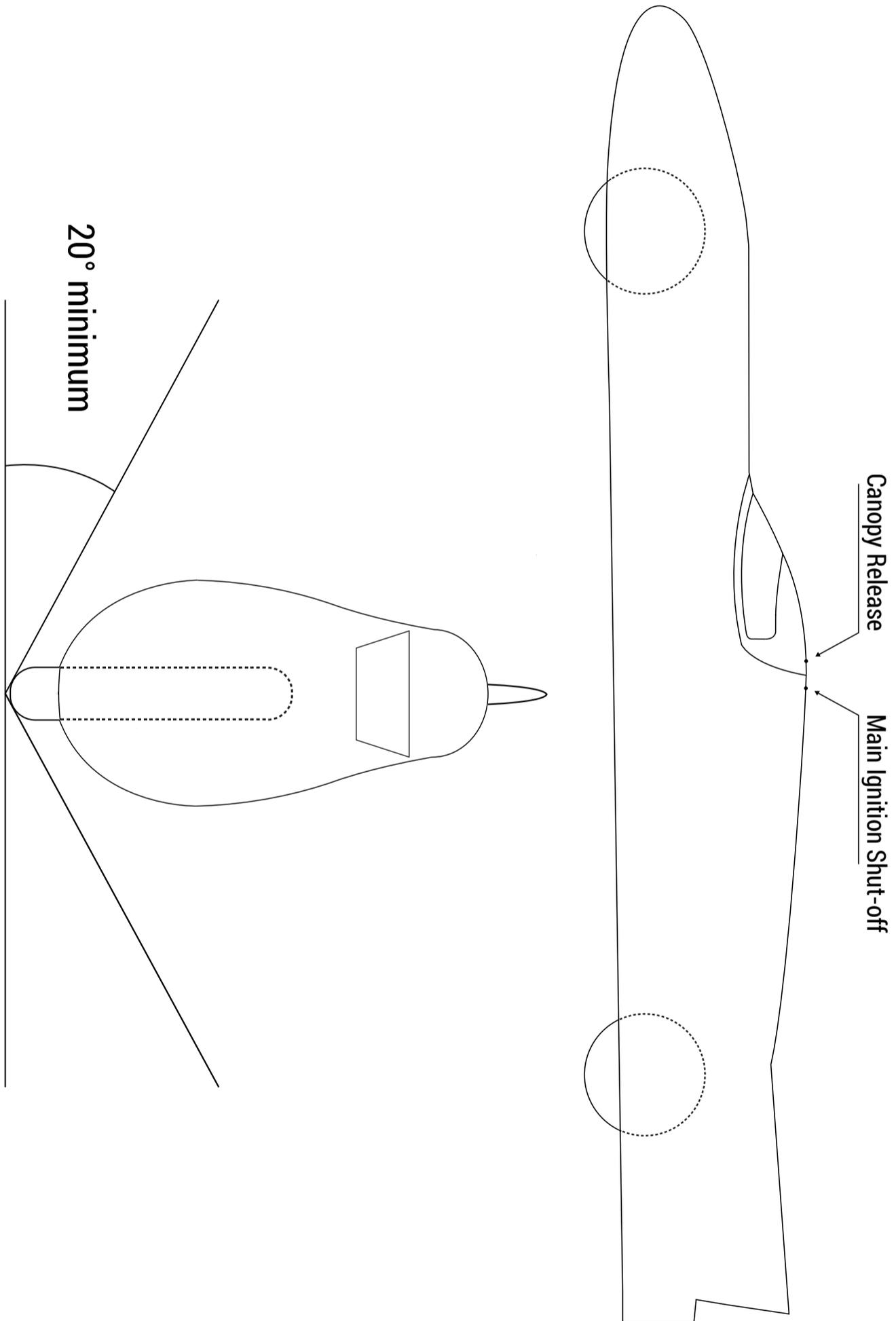


DIAGRAM D

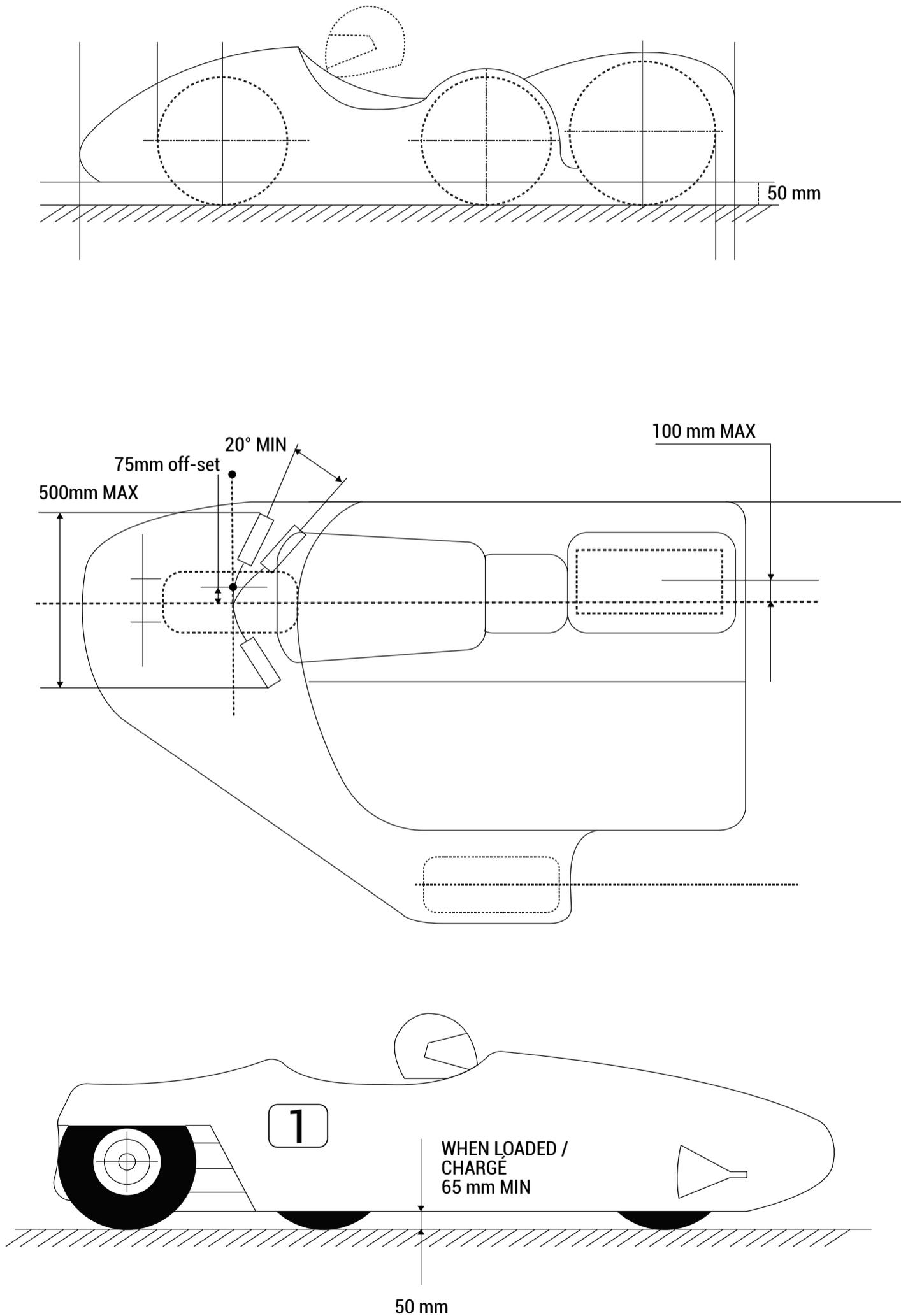
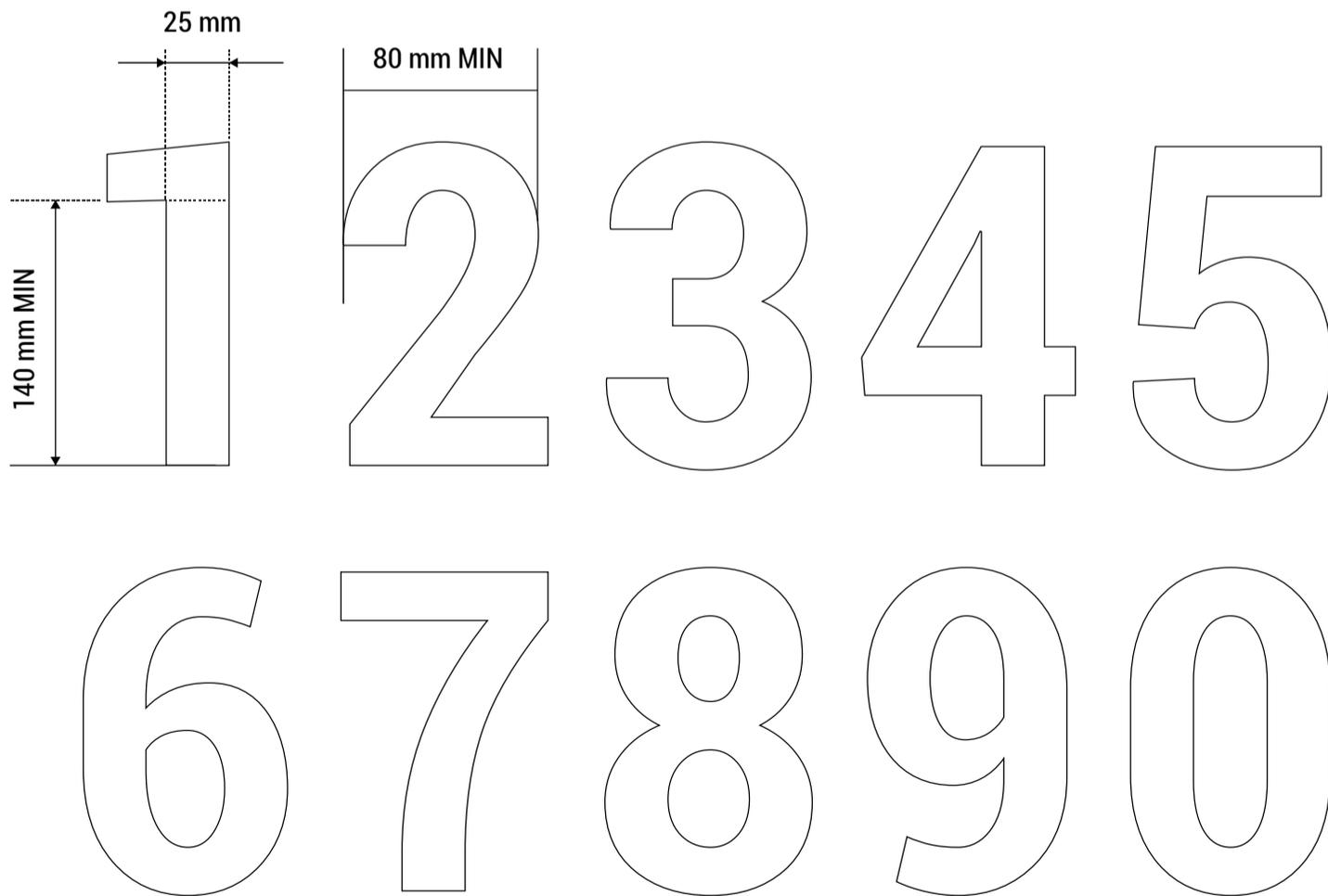
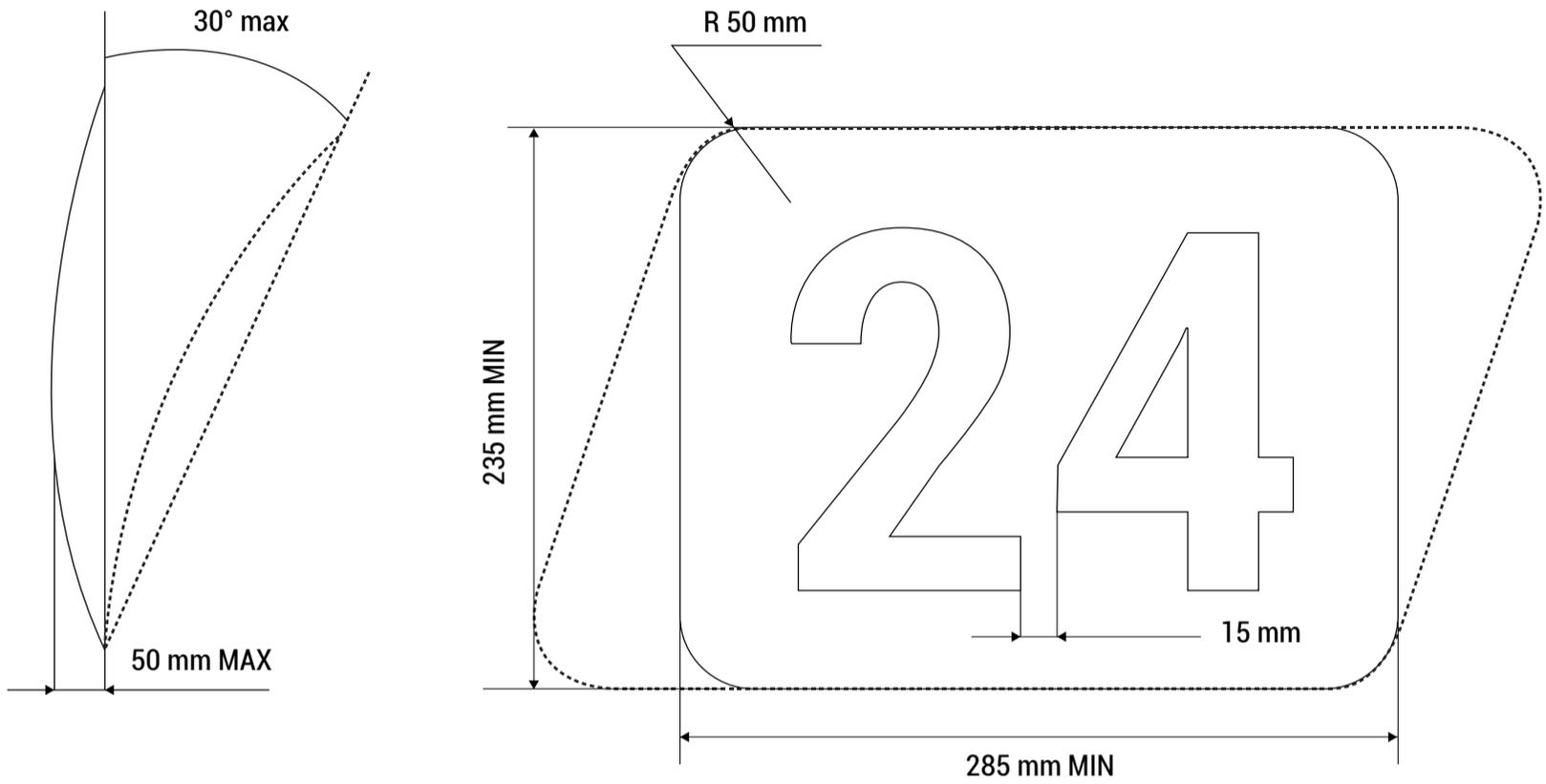


DIAGRAM E

NUMBERS





3. DISCIPLINARY AND ARBITRATION CODE

The regulations will be defined by the “FIM DISCIPLINARY AND ARBITRATION CODE”.

Up dated version available on <https://www.fim-moto.com/en/documents>



5. MEDICAL CODE

The regulations will be defined by the “FIM MEDICAL CODE”.

Up dated version available on <https://www.fim-moto.com/en/documents>



6. ANTIDOPING CODE

The regulations will be defined by the “FIM ANTIDOPING CODE”.

Up dated version available on <https://www.fim-moto.com/en/documents>



7. ENVIRONMENTAL CODE

The regulations will be defined by the “FIM ENVIRONMENTAL CODE”.

Up dated version available on <https://www.fim-moto.com/en/documents>



8. CODE OF ETHICS

The regulations will be defined by the “FIM CODE OF ETHICS”.

Up dated version available on <https://www.fim-moto.com/en/documents>



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