



SUPPLEMENTARY REGULATIONS FOR FIM LAND SPEED WORLD RECORDS 2022 Bonneville Motorcycle Speed Trials

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.

Article 1 – PUBLICATION

Name of the Event: Bonneville Motorcycle Speed Trials (BMST)

National Sporting Authority: American Motorcyclist Association (AMA)

Address: 13515 Yarmouth Drive, Pickerington, Ohio 43147 USA

Phone: +11 (0)1-614-856-1900

Fax: +11 (0)1-614-856-1924

Email: bcumbow@ama-cycle.org

Web: www.ama-cycle.org

Definition of the Event: FIM Land Speed World Record Event

Organizer: Deliciate Promotions LLC.

Address: Bonneville Salt Flats, Wendover, Utah USA

Dates: August 27 - September 01, 2022

Article 2 – OFFICE OF THE ORGANIZATION

Organizer: Deliciate Promotions LLC

Address: PO Box 222, Poulsbo, WA 98370

Phone: +11 (0) 1-530-263-7276

Email: info@bonnevillemst.com

Web: <https://bonnevillemst.com/>

Article 3 – COURSE and PADDOCK

Courses set up related to accuracy of the length and timekeeping is FIM Homologated. Safety and rescue related needs shall not be less than the minimum standards

provided for the National Laws in which the event is taking place.

Multiple courses may be available at varying lengths. Shorter courses may overlay the main course.

Basic Course - The “basic course(s)” may consist of 3-mile total run (a one-mile approach, one mile timed, and one mile shut down). As per Art. 1.10.1 of FIM Land Speed World Records regulations.

Intermediate Course(s) - The “intermediate course(s)” may consist of a 5-mile total run (two-mile approach, one mile timed, and two-mile shut down).

Long Course - The “long course” may consist of up to an 9-mile total run (up to 3.5-mile approach, one mile timed and up to 3.5 mile shut down).

Streamliner Course - On request and entry, any streamliner participant may discuss with the promoters their desired course length (to be extended from the long course, subject to conditions).

The event organisers in consultation with FIM have total discretion as to the number of courses, their locations, and the length of each course. The determining factor for course number(s) and design(s) will be weather and course conditions.

At all times, all runs shall be flying start.

All motorcycles shall begin their runs at the designated ‘Start’ position. If a short course overlays a long course, the ‘Start’ or the short course shall be designated a mile/location for its start point.

Specialized vehicles (such as streamliners, electric etc.) may be authorized to begin at an alternative starting location to accommodate course conditions. Permission shall only be granted by the FIM Steward.

All competitors that have passed scrutineering are eligible for the Basic course.

To compete on the intermediate course, the entrant must be capable of exceeding 160 km/h (100 mph).

If the capability is in question; the entrant must complete a run on the basic course in excess of 160 km/h (100 mph) and present their timing ticket at registration to receive their intermediate course sticker.

To compete on the long course, all motorcycles shall run on the intermediate course in

excess of 280 km/h (175 mph) and present their timing ticket at registration to receive their long course sticker. Motorcycle and Rider that have a recorded pass over 160 km/h (100 mph) or 280 km/h (175 mph) at a previous Land Speed Records meeting should receive their applicable course sticker & wristband in registration and are exempt from qualifying each year (same rider & motorcycle combination required).

Streamliners are exempt from pre-qualification on the basic or intermediate course.

All courses are open to any class. Participants will not have to re-qualify for their applicable course if a change in class has taken place as long as the same motorcycle has exceeded 160 km/h (100 mph) or 280 km/h (175 mph).

The course(s) length will only be changed after the meeting begins due to weather or other conditions contributing to deteriorating course conditions and with the approval of Race Direction.

PADDOCK

Access to the facility will be authorized from Saturday August 28, 2022, 9:30 am.

The positioning of the competitors in the pits and in the paddock will be subject to prior authorization from the organization. During all interventions, motorcycles must be placed on an environmental mat, sheet or tarp, to protect the ground.

The official notice board is located at the front of the operations trailer.

Please also refer to Course/Event map enclosed.

It is formally forbidden to use the course or its immediate approaches with any race machine whatsoever except during Official Sessions with Race Official approval.

Article 4 – OFFICIALS

Race Direction:

FIM CCR Steward: Franck VAYSSIE

FMNR Sporting Steward: Ken SAILLANT

Organizer Event Director: Delvene REBER

Other officials:

FIM Technical Steward: Dominique HEBRARD

Chief Technical Steward (FMNR): Curtis SMITH

FMNR Technical Steward: Chris ELMER

FMNR Impound Control Steward: Rob BAUGHMAN
Chief Medical Officer: TBA
Organizer Operations Manage & Course Director: Lucas REBER
Timekeeping: Chronologic Timing – James RICE and Alan RICE

Administration:

FMNR Licensing: Connie FLEMING
FMNR Administration: Alexandria KOVACS
Organizer Registration: Linnea JOHNSTON

Article 5 – CLASSES

The organization will accept all recognized FIM classes except:

- Category III Group E Snowmobiles & Group G Quad Racers,
- Category IV
- All Type X vehicles.

Article 6 – ENTRIES and RIGHTS

Riders taking part in the attempt must hold a ‘one event’ FIM Land Speed World Records license (Art. n° 62 197 11) issued by the riders’ national federation (FMN).

Each entry must include a Land Speed World Record application form (enclosed) and a BMST online registration: <https://bonnevillemst.com/entry/>

The entry information must be received by the AMA as the FMNR **30 days** before the date set for the beginning of the event. Entries will not be accepted within 30 days of the event. It is strongly recommended to include photos certifying the condition of the machine (2 photos with fairing and 2 without fairing).

Modification of the Entry

There shall be no entry modifications approved after the official start of on course activity except as follows:

An entry may be modified to a different class if required for technical compliance only with the original machine entered and prior to that machine participating in the event.

An entry may be expanded to include an additional class entry only with the original machine entered, prior to the official start of on course activity, and with the approval of the Event Director and the FIM Steward.

Please also refer to the organiser's website information: <https://bonnevillemst.com/>

Refund of the Entry

Refunds will be provided with written notification in excess of 30 days. Refunds with less than a 30-day notice will be issued less a processing fee. Entry fees may be transferred to the following year or another participant. No refunds will be issued after an entry has participated in on course activity. FIM license and start permission fees will not be refunded. Weather refunds will be in accordance with the weather policy.

Article 7 – REGISTRATION, SCRUTINEERING AND BRIEFINGS

No competitor and no motorcycle will be allowed onto the course if the registration and scrutineering are not completed.

The schedule of registration, scrutineering and briefings shall be as follows:

Registration:

Sat Aug 27	1000 - 1630
Sun Aug 28 – Wed Aug	0700 - 1800
Thu Sept 01	0700 - 1000*

*** Pre-Entered Class/Rider or**

**additional
RWB Only**

Scrutineering:

Sat Aug 27	1030 - 1700
Sun Aug 28 – Wed Aug	0700 - 1800
Thu Sept 01	0700 – 1000*

*** Pre-Entered additional Class/Rider or RWB Only**

Scrutineering will be supervised by FIM licensed Technical Stewards.

Riders' Briefing:

Sun Aug 28	0800
Mon Aug 29 – Thu Sept 01	Prior to track opening*

The briefing on August 28 is compulsory for all riders.

Each subsequent day, a briefing will provide updated event information (as per scheduled above). Riders are responsible for pursuing information distributed at the riders' briefings and posted on the official notice board.

All riders must obtain an initial briefing prior entering the course.

Article 8 – EVENT SCHEDULE

It is strictly forbidden to ride racing vehicles on the course outside official sessions.

Date		Gates Open	Pre-Stage	Racing
Sun	Aug 28	0600 - 2000	0900 - 1700	0900 - 1800
Mon	Aug 29	0600 - 2000	0700 - 1700	0730 - 1800
Tue	Aug 30	0600 - 2000	0700 - 1700	0730 - 1800
Wed	Aug 31	0600 - 2000	0700 - 1700	0730 - 1800
Thu	Sept 01	0600 - 1400	0700 - 1100	0730 - 1300

The above schedule may be modified due to unacceptable weather or course conditions restricting course availability. The ending time each day is based on the time entering the measured mile as determined by timing and scoring. The ending time will be extended on a daily basis to the extent possible to allow for course closures due to weather or course conditions. Any modifications to the scheduled ending time each day will be announced and posted as soon as available. Any modifications to the starting time for the following day will be announced and posted at the conclusion of race activity each day.

Article 9 – JURISDICTION

This meeting will be held in accordance with the following Regulations or Codes:

- **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**

The current FIM Regulations & Codes in force are available and up dated from time to time on:

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

Any cases or matters not provided for by the FIM, FMNR regulations or these Supplementary Regulations, will be settled by the Race Direction of the event.

These rules/codes apply to all participants (rider, team manager, mechanic, etc.), organisers and Officials who are participating an FIM Land Speed World Record event.

Event Officials:

The FIM Steward shall be appointed by the FIM CCR and shall supervise the attempt. The FIM Steward is not responsible for the organization of the attempt but he must see that all the necessary requirements have been met.

Race Direction shall consist of the FIM CCR Steward, the FMNR Sporting Steward and the Organizer Event Director.

Each member of Race Direction has a vote with the FIM Steward having the casting vote in the event of a tie.

The Race Direction will meet at any time during the event, at least prior to the event and at the end of each day.

The meetings shall be chaired by the FIM Steward. The FIM Technical Stewards may attend the regular Race Direction meetings without voting rights.

The Race Direction has the competence to pronounce ex officio sanctions against riders, team staff, and officials.

The authority and duties of the Race Direction are (see Art. 2 and 3 of the FIM Disciplinary & Arbitration Code):

- To ensure the smooth and efficient running of the event.
- To approve all the provisional results of the event.
- To impose penalties for any infringements or actions contrary to the Regulations.
- To impose penalties for any action prejudicial to the interests of the event.

– To adjudicate on any protest relating to infringements of the Regulations.

The Race Direction may pronounce the following penalties provided for in the FIM Disciplinary and Arbitration Code.

– Warnings

– Fines

– Time Penalty

– Disqualification

– Suspension

– Exclusion

– Refer the case to the CDI to impose a higher penalty than the Race Direction/FIM Steward is empowered to do.

– Specific penalties:

Specific penalties for certain offences are provided for in the FIM Sporting Code, the FIM Medical Code, the FIM Anti-Doping Code, the FIM Environmental Code and the FIM Code of Ethics.

Article 10 – PROTESTS AND APPEALS (see Art. 4 of the FIM Disciplinary & Arbitration Code)

Protest

All protests are to be formulated in accordance with the FIM Disciplinary and Arbitration Code and these supplementary regulations.

The Race Direction will hear any protests that are lodged during the event.

Any person or organization affected by a disciplinary decision of an Official has the right to protest this decision. This protest must be presented in writing to the FIM Steward 1 hour at the latest after the results have been posted.

Security deposit for a protest to the Race Direction is 660 Euros (or 750 USD).

Appeal

All appeals are to be formulated in accordance with the FIM Disciplinary and Arbitration Code and these supplementary regulations.

An appeal may be made in writing against a decision of the Race Direction (and/or FIM Steward) to the International Disciplinary Court (CDI) within 5 days.

Security deposit for an appeal against the Race Direction (and/or FIM Steward) decision is 1320 Euros (or 1500 USD).

After exhaustion of the FIM internal instances, an appeal to the CAS may be lodged within 5 days at the latest after the notification in writing of the decision of the

International Tribunal of Appeal (TIA).

Article 11 – EQUIPMENT STANDARDS

Equipment standards will be as per the FIM Land Speed World Records Regulations in force.

Article 12 – OPERATING PROCEDURES

Operating procedures will be as per the FIM Land Speed World Records Regulations in force.

FIM Land Speed World Record events take place in conjunction with National record attempts and will use the same procedures for pre-staging, staging and starting as the National program.

The BMST Racing Rider's Handbook provides reference information regarding the event and is available at:

<https://bonnevillemst.com/about/rider-handbook/>

Starters have the authority to prohibit any machines from the course. With respect to machines attempting FIM record runs, the authority of the FIM Steward supersedes that of the starters.

For clarification, an FIM Land Speed Record attempt is made over two consecutive runs, each in an opposite direction, the speed will be calculated using the average mean time recorded over the two consecutive runs (see Art. 1.29.1 of the FIM Land Speed World Records Regulations in force).

The time between the start and finish of a complete attempt must not exceed two hours.

The start time begins when the machine officially enters the timed section on the first run and is complete when the machine enters the final timed section per timing and scoring.

Every reasonable effort will be made to allow a participant the opportunity to complete the two consecutive runs within the two-hour period but it is the responsibility of the participant.

The ending time each day will not be extended to accommodate this rule.

Only participants that have a reasonable chance to make a successful complete attempt will be allowed to make a consecutive run. A reasonable chance is generally defined by being within 5 per cent of the record on the first run but the final decision will be made by the FIM Steward.

If the participant meets the criteria to make a second run they will be escorted to the impound area and subsequently back to the starting area for the return run. Exceptions may be made to this process for streamliners or special needs machines at the discretion of the FIM Steward in which case there will be an observer assigned to remain with the machine until the return run.

Article 13 – MINIMUM MEDICAL REQUIEREMENTS FOR THE EVENT

For this event, the minimum medical requirements are as described in the FIM Medical Code in force (see Art. below):

09.7.17 FIM LAND SPEED WORLD RECORDS

(...)

2. For a private event with more than two riders or a public event, the minimum medical requirements are the following:

- a) 2 vehicles type B (conf. Art. 09.5.1.4 of Medical Code)
- b) 1 doctor (or CMO, Chief Medical Officer), CMO recommended

For all events, the minimum medical requirements in addition to those listed above are the following:

- c) Coordination with and location (including a map) of the nearest suitable hospital that meets FIM requirements
- d) Coordination with a Helicopter Medical Service if there is not a hospital that meets **FIM requirements located within 20 minutes by road.**

Article 14 – MINIMUM FIRE FIGHTING SAFETY REQUIEREMENTS FOR ELECTRIC MOTORCYCLES

One firefighter or fire marshal with appropriate PPE with at least one insulated emergency hook (Norm CEI 61230) and one 9 liters lithium-ion extinguisher (also valid for class ABC fires and including F500 encapsulate agent)

It is recommended that marshals are equipped with insulated rubber gloves (Class 0 certified to CEI 60903-2003 or CEI 60903-2002), one insulated emergency hook (Norm CEI 61230) at each track marshal posts defined by the Safety Officer during the homologation

It is also recommended that these marshals have long sleeved gloves and wear standard

working gloves on top to offer protection when handling equipment to avoid damage that can affect the effectiveness of the insulated gloves. wear a protective helmet with a protection mask.

It is recommended that the following be located in the working area/paddock:

- **One 9 liters lithium-ion extinguisher (also valid for class ABC fires and including F500 encapsulate agent) located at every electric motorcycle pit box**
- **One insulated emergency hook (Norm CEI 61230) located at every electric motorcycle pit box**

Article 15 – SUCCESSFUL ATTEMPTS

Successful attempts must meet the FIM equipment standards and be accomplished complying with the FIM operating procedures. The attempt must also result in a recorded speed in excess of a current established class record (if a current record is established) and in excess of all other attempts within the same class during the same day.

Successful attempts will result in a tentative record however only the fastest tentative record within the same category, group, division, type and class will be recognized each day.

Successful attempts that result in a tentative record will not be recognized as a "FIM LAND SPEED WORLD RECORD" until it has been ratified by the FIM.

If a record is still in the process of being ratified, any advertising concerning the results of the attempt must clearly state, in legible characters, "SUBJECT TO FIM RATIFICATION".

The participant who obtains a tentative record will be notified and is held responsible to notify the organizer without delay of any errors or omissions regarding the record.

Article 16 – INSURANCE

By approving of the entry form, the rider's FMN must provide the rider with the appropriate FIM Riders' Licence and certifies that he is personally insured in compliance with the FIM Sporting Code in force (see Art.110.2).

It is the responsibility of the rider to check the Insurance coverage condition with his FMN.

The organizer has taken out an insurance policy covering the liability of the riders in the event of accident (s) occurring during the Event (as per Art. 110.1.1 of FIM Sporting Code.

A copy of the contract is available upon request. The organiser cannot be held responsible for damages caused to a vehicle, accessories or equipment through accident, fire or any other causes (As per Art. 110.3 of FIM Sporting Code in force).

Article 17 – RELINQUISHING ALL RIGHT OF CLAIM

Independently of the FIM Sporting Code status in force, riders by the mere fact of their participation, waive their rights of claim against the organizers, the AMA, the FIM, their representatives and-employees, whether through arbitration, law courts, or any other means not specified in the FIM Sporting Code in force or these Supplementary Regulations, for any damage to which they may be exposed as a result of any act or omission committed by the organizer, AMA and FIM, their officials, representatives and employees, in the application of these rules, or any rules which might be brought into effect at a later date, or for any cause which may be a result of this.

Article 18 – POSTPONEMENT / CANCELLATION OF THE EVENT

Should circumstances or safety reasons demand it, the BMST Racing Event could be postponed or cancelled. The organizer, AMA and FIM will not be held responsible.

Should this occur, the organizer undertakes to process refunds in accordance with the organizer refund policy.

More event information at: <https://bonnevillemst.com/entry/>

Article 19 – CODE OF ETHICS

All persons participating or involved in any capacity in an FIM Sports event, or FIM activity, or acting on behalf of the FIM, commits themselves to respect and apply the FIM Ethical Code.

Article 20 – HEALTH PROTOCOL

All persons participating in the event and entering the paddock must comply with it. Any breach by a person belonging to a competitor's organization may be the subject of a report from the organizer to the sports authorities in addition to possible legal proceedings.

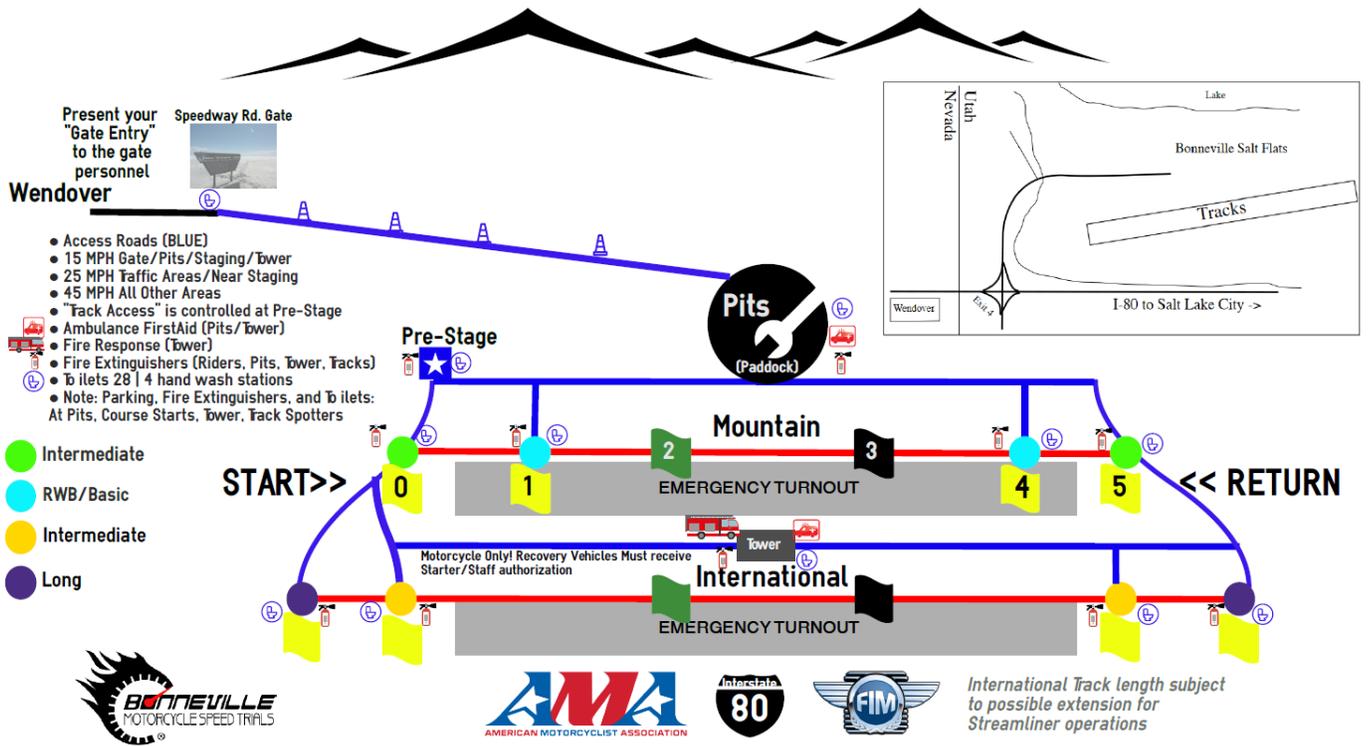
To enter USA:

For the latest travel information from the US Department of State:
<https://www.state.gov/travelers/>

Enclosures:

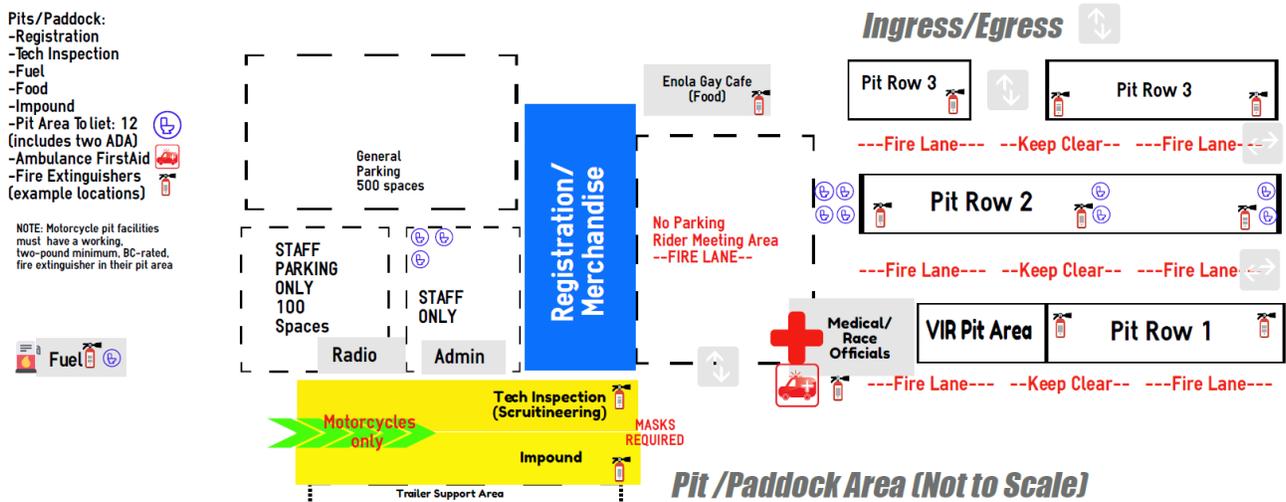
- Map of the Course
- Pit Lane details
- Entry Form

Drawing 1. Map of the circuit.



Drawing 2. Pit lane details.

Pit/Paddock Area covers an average 1/2 mile x 1/4 mile (3,484,800 sqft)
 -Configuration supports over 300 20x40 "pit" spots to accommodate 4+ vehicles.
 -Designated Pit/Parking areas exceed 2000 vehicle spots.
 NOTE: Participants and spectators are at locations across entire approx 20 sq. mile operations area.





FIM LAND SPEED WORLD RECORDS

APPLICATION FORM

SHORT DISTANCE RECORDS

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

Please return this form and documents to svetlana.nazarova@fim.ch and to dominique.hebrard@fim.ch, at the latest 3 months (90 days) before the date set for the attempt or the start of the event (see the procedure for SUBMITTING APPLICATION 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).

<u>EVENT INFORMATION</u>	
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

<u>RIDER INFORMATION</u>	
Rider Number (if applicable):	
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:	
Name of Team or Sponsor:	
"Emergency" contact (name/phone):	

PS: it is strongly recommended to send with your registration form some photos of the vehicle (each side + front + rear) and of each safety points + braking systems.

Date:	Rider's Signature:
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FMN:

Signature:

Stamp:

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' machines 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.

The 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:

Is it **strongly recommended** to send pictures of the vehicle to be sent as follows:

- 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

3) DELIVERY:

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

The name of the compressed file must be as follows: 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



Technical Appendix 1: TECHNICAL DECLARATION FORM LSWR

<u>GENERAL INFORMATION</u>	
Team (Name) or/and Race number	
Rider (First Name/Name)	
Event name/IMN	
Event date (dd/mm/year) + Venue (City, Country)	

<u>VEHICLE INFORMATION</u>	
Manufacturer/Model/Type/Year	
Frame Manufacturer/Model/Year	
Frame Number (+ material)	
CATEGORY	
GROUP	
DIVISION	
TYPE	
CLASSE	

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

<u>SOLAR / ELECTRICALLY POWERED VEHICLES Art. 12.16.1/2</u>					
	Electric		AC		DC
Batteries (Make/Model/Number)					
Motor(s) (Make/Model/Number)					
Class (A or B) – Maximum Voltage (V)					
Energy Recovery System (Yes/No)					
Cut-out switch (lanyard)					
Others:					

Date:	Rider's Signature:
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TECHNICAL SCRUTINEERING FORM – (will be fulfilled by FIM/FMN on spot)	
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
	Helmet (Art. 2.14.6/7) - FIM FRHPhe-01 + FIM sticker SN:
	Helmet (Art. 2.14.6/7) - allowed for Streamliners only: SNELL 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)
	Tires 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)
	Functional steering damper (Art. 2.12.6)
	Rounded footrest end (Art. 2.12.7)
	At least two efficient/independent braking systems (Art. 2.12.8)
	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	