



## SUPPLEMENTARY REGULATIONS FOR FIM LAND SPEED WORLD RECORDS 2023 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:** +1-614-856-1900

**Fax:** +1-614-856-1924

**Email:** [bcumbow@ama-cycle.org](mailto:bcumbow@ama-cycle.org)

**Web:** [www.ama-cycle.org](http://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 - August 31, 2023

### **Article 2 – OFFICE OF THE ORGANIZATION**

**Organizer:** Deliciate Promotions LLC

**Address:** PO Box 222, Poulsbo, WA 98370

**Phone:** +1-530-263-7276

**Email:** [info@bonnevillemst.com](mailto: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 a 3-mile total run (a one-mile approach, one-mile timed, and one-mile shut down). As per Art. 1.8.1 of the 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 a 9-mile total run (up to 3.5-mile approach, one mile timed, and up to 3.5 miles 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 organizers in consultation with the 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 Referee.

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 FIM Referee.**

### **PADDOCK**

Access to the facility will be authorized from Saturday, August 26, 2022, at 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 the 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**

FIM Referee: Bill CUMBOW

FMNR Delegate: Ken SAILLANT

FIM Technical Director: Dominique HEBRARD

### **Other Officials:**

Organizer Event Director: Delvene REBER

Chief Technical Steward (FMNR): Curtis SMITH

FMNR Impound Control Steward: Chris DaRonco

Chief Medical Officer: Carl PRICE

Organizer Course Director: Lucas REBER

Timekeeping: Chronologic Timing – James RICE and Alan RICE

### **Administration:**

FMNR Licensing: Connie FLEMING



FMNR Administration: Olivia Schlabach  
Organizer Registration: Khrystal Berry

## **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/>

### **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 organizer'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 30-day notice will be issued less than 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 the 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 is not completed.

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

**Registration:**

<b>Sat Aug 26</b>	1000 - 1630
<b>Sun Aug 27 – Wed Aug 30</b>	0700 - 1800
<b>Thu Aug 31</b>	0700 - 1000*

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

**Scrutineering:**

<b>Sat Aug 26</b>	1030 - 1700
<b>Sun Aug 27 – Wed Aug 30</b>	0700 - 1800
<b>Thu Aug 31</b>	0700 – 1000*

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

Scrutineering will be supervised by FIM licensed Technical Stewards.

**Riders’ Briefing:**

<b>Sun Aug 27</b>	0800
<b>Mon Aug 29 – Thu Aug 31</b>	Prior to track opening*

The briefing on August 27 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 to 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
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Sun	<b>Aug 27</b>	0600 - 2000	0900 - 1700	0900 - 1800
Mon	<b>Aug 28</b>	0600 - 2000	0700 - 1700	0730 - 1800
Tue	<b>Aug 29</b>	0600 - 2000	0700 - 1700	0730 - 1800
Wed	<b>Aug 30</b>	0600 - 2000	0700 - 1700	0730 - 1800
Thu	<b>Aug 31</b>	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 the 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 updated from time to time at the: <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 FIM Referee of the event.

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



## **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. 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 Referee within 1 hour at the latest after the results have been posted. Security deposit for a protest to the FIM Referee is 660 Euro (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 FIM Referee to the International Disciplinary Court (CDI) within 5 days. The security deposit for an appeal against the FIM Referee decision is 1320 Euro (or 1500 USD).

After the 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 Referee 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. 1.26 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 percent of the record on the first run but the final decision will be made by the FIM Referee.

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 Referee in which case there will be an observer assigned to remain with the machine until the return run.

### **Article 13 – MINIMUM MEDICAL REQUIREMENTS FOR THE EVENT**

For this event, the minimum medical requirements are as described in the FIM Medical Code in force.

### **Article 14 – MINIMUM FIRE FIGHTING SAFETY REQUIREMENTS 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 by 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 an 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 organizer cannot be held responsible for damages caused to a vehicle, accessories, or equipment through accident, fire, or any other causes (As per Art. 110 of the 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's refund policy.

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

## **Article 19 – CODE OF ETHICS**

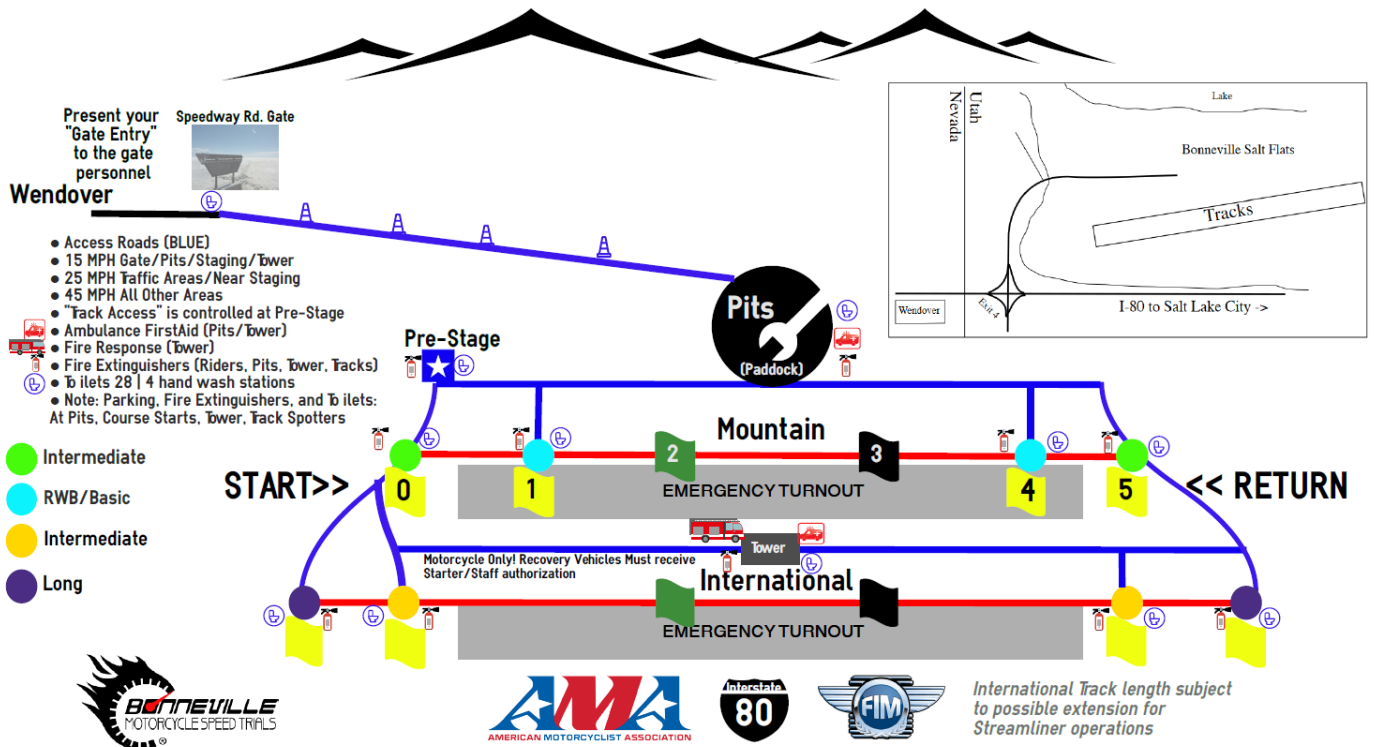
All persons participating or involved in any capacity in an FIM Sports event, or FIM activity, or acting on behalf of the FIM, commit themselves to respect and apply the FIM Ethical Code.

### **Enclosures:**

- Map of the Course
- Pit Lane details



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 "team" 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.

- Pits/Paddock:**
- Registration
  - Tech Inspection
  - Fuel
  - Food
  - Impound
  - Pit Area Toilet: 12 (includes two ADA)
  - Ambulance FirstAid
  - Fire Extinguishers (example locations)

NOTE: Motorcycle pit facilities must have a working, two-pound minimum, BC-rated, fire extinguisher in their pit area

