
SUPPLEMENTARY REGULATIONS FIM LAND SPEED WORLD RECORDS 2024 WORLD SPEED TRIALS, LAUSITZRING (GER)

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: World Speed Trials (WST)

Dates: 23 August 2024 – 25 August 2024

National Sporting Authority: DMSB

Article 2 – FMNR

FMNR: DMSB - Deutscher Motor Sport Bund e. V.

Address: Hahnstraße 70 / D-60528 Frankfurt

Phone: 069 633007-0

Email: international@dmsb.de

Website: www.dmsb.de

Article 3 – OFFICE OF THE ORGANIZATION

Organizer: swissperformance.ch / Rudolf Steck

Address: c/o RUST GmbH/ Postfach 104/ CH-8306 Brüttisellen

Phone: +41 76 347 28 91

Email: info@swissperformance.ch

Website: www.worldspeedtrials.com

Article 3 – COURSE and PADDOCK (Annex “Circuit Plan”)

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.

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) (art. 1.8.1 of the FIM Land Speed World Records Regulations).

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.

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

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 the FIM Referee.

It is forbidden to go outside of the 2 white lines of the course due to security reasons. The exact location of the place will be communicated during the rider's briefing.

Paddock (Annex 1 Circuit & Access Map)

Access to the facility will be authorized from 23 August 2024 at 09:00 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.

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.

The official notice board is on Sportity App. Password to subscribe: **FIMLSWRGER**



Article 4 – OFFICIALS

FIM Referee	Rezső BULCSU
FMNR Delegate	Stefan BECK
Clerk of the Course	Max KUMPF
FIM Technical Director	Bernd SCHENKHUT
Organiser Event Manager	Rudolf STECK
Chief Technical Steward (FMNR)	Stefan FLECK
Timekeeping	Thomas THIEME
Circuit Representative:	Mario KUNTZSCH

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 be done online: "<https://fim.iotform.com/233624092136048>"

Deadline: 30 days prior to the start of the event.

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 Referee.

An entry may be included prior to the official start of the course activity with the approval of the Event Director and FIM Referee.

Please also refer to the organizer's website information:

<https://www.swissperformance.ch/index.html>

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 for 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 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:	23 August	9:00 a.m.
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Scrutineering:	23 August	10:00 – 12:00
		13:00 – 18:00
	24 August – 25 August	09:00 – 17:00*

*with the break from 12:00 to 13:00 (Sunday) and from 13:00 to 14:00 on Saturday.

For additional details regarding specific time slots for Technical Control, refer to Annex

2 “Event Schedule”.

Scrutineering will be supervised by FIM licensed Technical Director.

Riders’

23 August	18:30
24 August – 25 August	Prior to track opening*

Briefing:

The briefing on 23 August 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 (Sportity App)

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

Article 8 – EVENT SCHEDULE (Annex 2 “FIM LSWR Schedule Template”)

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

Date		Racing
Sat	Aug 24	09:00 – 13:00
		14:00 – 17:00
Sun	Aug 25	09:00 – 12:00
		13:00 – 17:00

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:

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- **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 these Supplementary Regulations and Event Manual.

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 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 CDI.

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.

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 (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 who have a reasonable chance to make a successful complete attempt will be allowed to make a consecutive run. A reasonable chance is generally defined as 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 61235) 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 61235) 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 61235) 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

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 (Art. 110.1.1 of the FIM Sporting Code in force).

The FIM, FMNR, organiser cannot be held responsible for damages caused to a vehicle, accessories, or equipment through accident, fire, or any other causes (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 DMSB, 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, the DMSB 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 Event could be postponed or cancelled. The organizer, the DMSB and FIM will not be held responsible.

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

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:

- Event schedule
- Track Map
- Circuit Plan ENG
- Circuit Plan GER



WORLD SPEED TRIALS LAUSITZ

23. – 25. August 2024

START	END	TIME SCHEDULE 23.08.2024 (Friday)
09:00		Arrival of the participants
09:00	12:00	Administration Control
10:00	12:00	Technical Control*
12:00	13:00	Lunch Break
13:00	18:00	Technical Control
18:30	19:00	Riders Briefing**

START	END	TIME SCHEDULE 24.08.2024 (Saturday)
09:00	13:00	World Record Attempts
09:00	13:00	Technical Control
13:00	14:00	Lunch Break
14:00	17:00	World Record Attempts
14:00	17:00	Technical Control

START	END	TIME SCHEDULE 25.08.2024 (Sunday)
09:00	12:00	World Record Attempts
09:00	12:00	Technical Control (see also Schedule Time Slots)
12:00	13:00	Lunch Break
13:00	17:00	World Record Attempts
13:00	17:00	Technical Control (see also Schedule Time Slots)
18:00	19:00	Official's Meeting



WORLD SPEED TRIALS LAUSITZ

Time Slots for the Final Technical Control

Every Time Slot is for one vehicle.

Requirement:

The vehicle/engine must be already dismantled and prepared for starting the measurement of the bore and stroke by the Technical Stewards at the start of the time slot.

START	END	TIME SLOTS 25.08.2024 (Sunday)
11:00	11:30	Time Slot 1
11:30	12:00	Time Slot 2
12:00	13:00	Lunch Break
13:00	13:30	Time Slot 3
13:30	14:00	Time Slot 4
14:00	14:30	Time Slot 5
14:30	15:00	Time Slot 6
15:00	15:30	Time Slot 7
15:30	16:00	Time Slot 8
16:00	16:30	Time Slot 9
16:30	17:00	Time Slot 10

* Vehicles are allowed on the track only after passing the Technical Verifications

** Mandatory for all participants

The schedule may be modified due to unacceptable weather or course conditions restricting course availability.

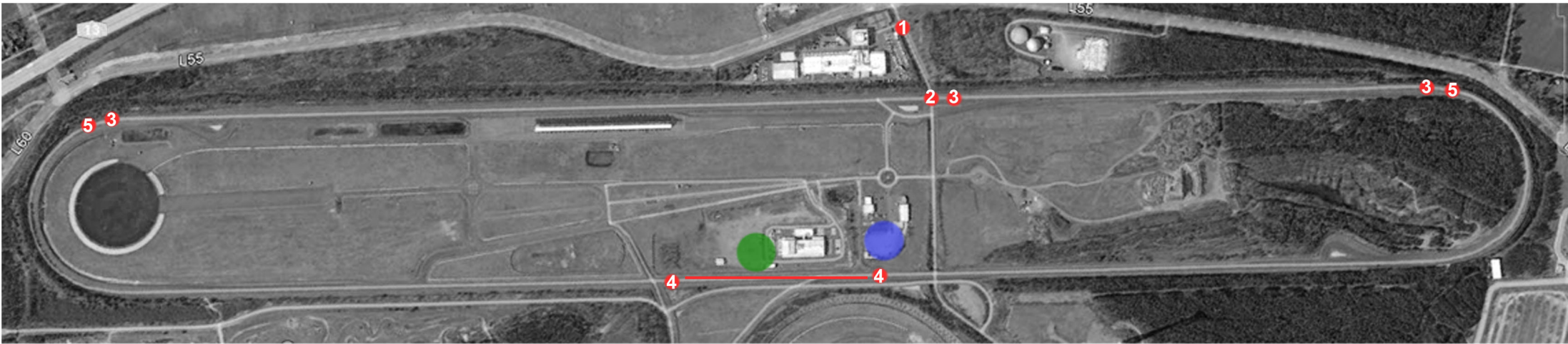
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Any modifications to the starting time for the following day will be announced and posted at the conclusion of the race activity each day.



DEKRA Oval safety concept

World Speed Trials 2024



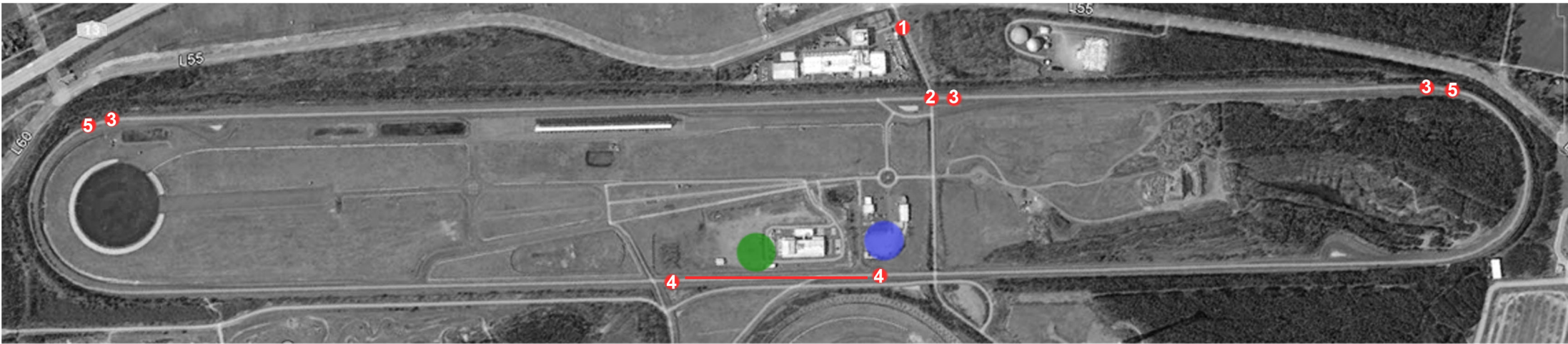
Legend

- 1 entrance into the area to the paddock
- 2 routes entry and exit to the starting point and paddock (max speed 60 kmh)
- 3 marshals with radio
- 4 - 4 Timing 1/4 mile with radio (timing points marked with beach flags)
- 5 Start (driver can decide for himself whether he wants to accelerate in the curve or not. There is ALWAYS only 1 driver on the track)

-  Paddock
Driver briefing
Impound
Fire department
medical
-  Spectators (behind crash barriers and barriers)

DEKRA Oval Sicherheitskonzept

World Speed Trials 2024



Legende

- 1 Einfahrt ins Gelände zum Fahrerlager
- 2 Strecken Ein- und Ausfahrt zum Startpunkt und Fahrerlager (max Speed 60 kmh)
- 3 Streckenposten mit Funk
- 4 - 4 Zeitmessung 1/4 Meile mit Funk (Zeitmesspunkte markiert mit Beachflags)
- 5 Start (Fahrer kann selber entscheiden ob er in der Kurve beschleunigen möchte oder nicht. **Es ist IMMER nur 1 Fahrer auf der Strecke**)

● Fahrerlager
● Fahrerbriefing
● Impound
● Feuerwehr
● Sanität

● Zuschauer (hinter Leitplanke und Absperrgitter)

