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**FÉDÉRATION INTERNATIONALE  
DE L'AUTOMOBILE**

**Appendices A - G & I**  
to the  
**International Sporting Code**

**1971**

## APPENDIX B

Art. 199. — Classification of land vehicles for record attempts.

CATEGORIES AND GROUPS	CLASSES
<b>CATEGORY A</b>	
<b>Special Automobiles</b>	
Group I: Engine with reciprocating Otto cycle, with or without supercharger.	1. - Up to 250 cc
Group II: Engine with reciprocating Otto cycle, without supercharger.	2. - From 250 cc to 350 cc
Group III: Engine with Diesel cycle with or without supercharger.	3. - — 350 cc — 500 cc
Group IV: Engine with Diesel cycle without supercharger.	4. - — 500 cc — 750 cc
Group V: Engine with rotative Otto cycle with or without supercharger.	5. - — 750 cc — 1,100 cc
Group VI: Engine with rotative Otto cycle without supercharger.	6. - — 1,100 cc — 1,500 cc
Group VII: Electrical engine.	7. - — 1,500 cc — 2,000 cc
Group VIII: Turbine engine.	8. - — 2,000 cc — 3,000 cc
Group IX: Steam engine.	9. - — 3,000 cc — 5,000 cc
	10. - — 5,000 cc — 8,000 cc
	11. - Over 8,000 cc
	Unloaded weight:
	1. - Up to 500 kg
	2. - 500 kg to 1,000 kg
	3. - Over 1,000 kg
<b>CATEGORY B</b>	
<b>Automobiles:</b>	
<b>Recognized series produced Touring cars (5,000 units).</b>	
	1. - Up to 1,000 cc
	2. - From 1,000 cc to 2,000 cc
	3. - — 2,000 cc — 3,000 cc
	4. - — 3,000 cc — 5,000 cc
	6. - Over 7,000 cc
<b>CATEGORIE C</b>	
<b>Special Vehicles in compliance with the definition given under Art. 13 - These records may be subdivided, if necessary, according to the type of engine used (jet, rocket, etc.).</b>	
<b>CATEGORIE D</b>	
<b>Ground Effect Vehicles-subdivided if necessary according to any criterion the C.S.I. would judge appropriate.</b>	

## APPENDIX C

### CONVENTION ON INTERNATIONAL ROAD TRAFFIC

#### EXTRACT

**Lighting.** — Every motor vehicle other than a motor cycle with or without a sidecar and capable of exceeding 200 kms (12 miles) per hour on the level shall be equipped with at least two white or yellow driving lights, fitted in front, capable of adequately illuminating the road for a distance of 100 metres (325 feet) in front of the vehicle at night time in clear weather.

Every motor vehicle other than a motor cycle with or without a sidecar and capable of exceeding 20 kms (12 miles) per hour on the level shall be equipped with two white or yellow passing lights fitted at the front of the vehicle and capable when necessary of adequately illuminating the road at night in clear weather in front of the vehicle for a distance of 30 metres (100 feet) without causing glare or dazzle to other road users whatever the direction of the traffic may be.

Passing lights must be used to the exclusion of road lights in any circumstance under which it is necessary or mandatory not to dazzle other users of the road.

Every motor vehicle other than a motor cycle without a sidecar shall be equipped with two white position (side) lights at the front. These lights shall be clearly visible at night time in clear weather at a distance of 150 metres (500 feet) from the front of the vehicle without causing any glare or dazzle to other road users.

The part of the illuminating surface of these lights furthest from the longitudinal axis of the vehicle shall be as near as possible to and in no case further than 400 mm. (16 in.) from the extreme outer edges of the vehicle.

Position (side) lights shall be shown at night-time in all cases when the use of such lights is compulsory and at the same time as the passing lights if no part of the illuminating surface of the lamps of the passing lights is within 400 mm. (16 in.) of the extreme outer edges of the vehicle.

Every motor vehicle and every trailer at the end of a combination of vehicles shall be equipped at the rear with

**APPENDIX D**  
**REGULATIONS FOR RECORD - ATTEMPTS**

CHAPTER I

**Art. 216. — General definition and subject.**

By Record, is to be understood, the best performance obtained under the particular conditions prescribed in the present regulations (art. 33). These conditions apply to the method of the running of the attempt, the jurisdiction concerning the control and homologation of the attempt, the type of car used, the distance and duration of the records. This Appendix specifies these conditions as well as the regulations concerning the attempts (art. 104), homologation, recording and publication of records.

**Art. 217. — Types of records recognized.**

The only records recognized are speed records established either on circuit or on open road (art. 100) and in accordance with the following definitions :

a) **Local record** : a record recognized by an A.C.N. as the best result obtained on a circuit approved by the A.C.N. in question, whatever the nationality of the entrant and of the driver(s) (art. 34) ;

b) **National record** : a record established or broken in conformity with the rules established by an A.C.N. on its territory, or on the territory of another A.C.N. with the prior authorization of the latter (art. 35). A national record is said to be a « class record » if it is the best result obtained in one of the classes into which the types of cars eligible for the attempt are subdivided, or « absolute record » if it is the best result, not taking the classes into account ;

c) **International record per category, group of cars, cylinder-capacity classes or other subdivisions** : a record recognized by the F.I.A. as the best result obtained in one of the categories, groups, cylinder-capacity classes or any other subdivisions of the types of cars eligible for the attempt (art. 36) ;

d) **International record for special vehicles** : a record recognized by the F.I.A. as the best result obtained by a vehicle

complying with the definition given under art. 13, alinea C, of the International Sporting Code ;

e) **World record** : a record recognized by the F.I.A. as the best result obtained with an automobile, not taking the class category or group of the car into account (art 37), provided the car belongs to the types eligible for an attempt at a national or international record (art. 218 c).

N.B. — If it does not comply with the conditions specified under alineas a), b), c) and d), no performance, of speed or any other type may take the appellation of « record » (art. 102) ; records established during a race, with the exception of local records, will not be recognized (art. 103).

**Art. 218. — Categories, groups and classes of eligible vehicles.**

a) Only vehicles of categories, groups and classes in conformity with alineas b), c) et d) of the present article may attempt to break the different types of recognized records (art. 99 and 123).

In all cases, the vehicles must be in compliance with the prescriptions of article 13 of the International Sporting Code, must have at least one seat equipped for the driver, must not be of a dangerous construction (art. 124), must be equipped with a screen protecting efficiently the driver, in the case of fire (art. 125), must not be subject to a suspension or disqualification (art. 126) and, as regards advertising, must be in compliance with the national regulations of the country where the attempt takes place (art. 127).

b) For national and local records, the A.C.N.s are free to elect categories, groups and classes according to their national sporting regulations, in compliance with the prescriptions of Appendices B and J) of the International Sporting Code.

c) International records can only be established by vehicles of the following categories :

**Category A :**

— Special automobiles answering exclusively to the standards fixed in the second alinea of paragraph a) of the present article as well as to the definition of an automobile given in Art. 13, using free fuel and divided into groups and classes according to Appendix B ;

#### Category B :

— Series-production automobiles in production at the time of the application for the attempt and recognized by the F.I.A., as well as any variant or evolution in existence at that date for the model in question, in category A, group I of Appendix J ;

— Series-production automobiles of a model for which recognition has been requested and of which more than 2.500 units have been manufactured at the date of the attempt.

Before the running of the attempt, three automobiles will be chosen at random by a Steward nominated by the A.C.N. of the manufacturing country and in agreement with the C.S.I. These automobiles will be run in under constant supervision of the Steward and once the running in is completed, the entrant will choose from amongst the three automobiles the one which he will retain for the attempt. The sole operations allowed, under the constant control of the Steward, will be those required by the running in of the automobiles, including the replacement of defective parts.

For the running in and the attempt, the fuel used will be of the commercial type, the characteristics of which shall not exceed those of the commercial fuel of the manufacturing country or of the country where the event takes place.

Automobiles of this category shall be divided into classes, in conformity with the prescriptions of Appendix B.

#### Category C :

— Special vehicles complying with the definition given at Art. 13. These records may be subdivided if necessary according to the type of engine used (turbo-jet, rocket...).

#### Category D :

— Ground effect vehicles, subdivided if necessary, according to criteria the C.S.I would judge appropriate.

#### Art. 219. — Times and distances recognized.

a) For national and local records, the A.C.N.s concerned will fix the distances and times, as well as any other regulations which they shall deem appropriate.

b) For international and world records, the recognized times and distances are as follows :

— **Distance record, flying start :** 1 km, 1 mile ;

— **Acceleration records, standing start :** 1/4 mile, 0,5 km, 1 km ;

— **Distance records, standing start :** km 10, 100, 500, 1.000, 5.000, 10.000, 25.000, 50.000, 100.000 ;  
Mile 10, 100, 500, 1.000, 5.000, 10.000, 25.000, 50.000, 100.000.

— **Time records, standing start :** Hours 1, 6, 12, 24.

N.B. — For cars of groups II, IV, and VI of Appendix B, only records up to 1.000 miles and 6 hours of duration can be established.

## CHAPTER II

### RECORD ATTEMPTS

#### Art. 220. — General running conditions.

The organization of a group of record attempts will be considered as a sporting event with all the rights and duties thereof.

In view of their classification amongst competitions ; attempts at national or local records will be considered as national events, independently from the nationality of the entrants or drivers (art. 18) ; attempts at international or world records will be considered as international competitions (art. 17).

As regards the regulations, attempts at national or local records will be governed by the National Sporting Regulations, except if specified otherwise by the Code and prescriptions of the present Appendix concerning them particularly. Attempts at international or world records are governed by the Code and by present Appendix.

Record attempts may take place in the course of an event (in which case the permit of organization must mention the express authorization) or not (in which case the permit for the attempt will be required in conformity with art. 222 instead of the permit to organize an event).

All attempts at records will be subject to the prescriptions concerning competitions in general, in so far as they can be applied and are not in contradiction with the present Appendix.

In particular, it is specified that :

a) It is forbidden to use the appellation of « record » in the name of any event which is not run in compliance with the present regulations (art. 102).

b) Competitors and drivers taking part in attempts must have their respective valid licences, of the type recognized by the A.C.N. for local records or of the international type for national, international and world records. Competitors and drivers shall present their licences, on request, to any qualified Official (art. 116) and at any time during the attempt. Suspended or disqualified competitors (art. 51 and 52) may not participate in attempts; foreigners must have the authorization of their own A.C.N. (art. 70).

c) Attempts taking place in a country which is not represented at the F.I.A. must obtain a special authorization which will be delivered optionally by the F.I.A. (art. 54).

d) Attempts taking place in the course of an event will have to comply with all the regulations concerning competitions, in so far as these regulations can be applied. Attempts taking place at a time other than during an event will be organized by the holder of a permit delivered by the A.C.N., (art. 222 d), or by the A.C.N. itself or through a circuit holding a permanent authorization of the A.C.N. (art. 64, aliena 2); it is not compulsory to enter them on the Calendar (art. 17 and 18) nor to comply with the rules governing competitions (Chapters III and IV), except the above-mentioned rule of art. 54 and those of art. 58 (Acquaintance with and submission to rules).

#### **Art. 221. — Course.**

The course used for attempts at records may be a track of either permanent or temporary character, or that of a circuit (art. 30 and 31).

In compliance with Appendix E, the length of the course must be measured to an approximation of 1/10,000, on a straight line for distances up to 1 mile, and along the recordline for greater distances.

As regards permanent tracks and circuits, the record line, as well as the start and finish lines, and the indication of the length must be marked on the track.

For local records, the record line may be omitted, the length may be measured according to the prescriptions of art. 83. The prior approval of the course by the A.C.N. is sufficient (art. 82).

For other records, the track must always be the subject of a valid licence, of the national type for national records, and international type for international and world records, in com-

pliance with the prescriptions of art. 84 to 88. Except if the record is a local one, during an attempt of a duration of up to 24 hours no vehicle is allowed to use the track besides those taking part in the attempt, and, excepting of necessity, the vehicles of the Officials who have been nominated and the service vehicles.

The course may be of the open type, with a control line at each end of the measured distance, or of the closed type, with a single control line. A section of track or open road, covered without stopping, with inversion of the direction of running at each end of the measured distance, after passage over the control line, will be considered as a closed course.

For records up to 1 mile, the course will be of the open type with a maximum gradient of 1 %; in the case of a flying start, this gradient limit will apply to the whole run of the vehicle, i.e. the measured distance plus the two extensions at the beginning and end even if they are not straight and which form an actual part of the course during the flying start; in any case, the course must be covered in both directions.

For records of 10 km and 10 miles, the course may be of the open or closed type. The duration of the attempt may not exceed 1 hour.

For records over 10 miles and for time records, the course must be of the closed type. The direction of the running is free.

For records over 5.000 km and records of 24 hours taking place on a circuit where all curves are in the same direction the direction of the running may be reversed every 5.000 km during the attempt, by passing the control line at the end of a lap and then turning back and passing over it again in the opposite direction at the beginning of the following lap, without stopping.

#### **Art. 222. — Permit for an attempt at a record.**

For attempts taking place during an event applicants may enter as competitors for the said event, under the conditions provided for in the particular regulations, which must be in compliance with the present regulations without further formalities.

For attempts taking place at a time other than at an event,

any person or body (whether corporate or not) wishing to make an attempt must comply with the following prescriptions :

a) Firstly, contact the A.C.N. to whom the chosen course belongs in order to fix the date and to secure the disposal of the course during the validity of the permit, undertaking to take all necessary measures in view of the execution of the attempt and to pay the sums due for the use of the track and for the participation of the necessary officials.

As regards this point, the A.C.N. will establish price-lists, to be updated each year, for the renting of the track and for the fees of the Officials.

b) Obtain, if he does not possess one, a competitor's licence delivered by his own A.C.N. and, if he happens to be a foreigner, the authorization of the A.C.N. in question for the attempt.

c) Send, in due time, to the A.C.N. to whom the chosen course, belongs, his application for a permit for attempt (on an approved form, if there is one), signed and bearing the following details :

- 1) **Course** : name and length of the track or circuit chosen ;
- 2) **Competitor** : name, surname, or company name, address, number and date of the licence, name of the A.C.N. having delivered it (and visa of authorization in the case of a foreigner) ;
- 3) **Vehicle** : characteristics which allow its classification according to the rules of art. 218 and of Appendix B (category, group, class, cylinder-capacity, weight of the empty vehicle and when applicable make of the chassis and engine) ; if the vehicle belongs to category B, the recognition form must be appended, for turbine engines, the section S of the passage, cylinder capacity C and passage ratio T such as they are defined in the equivalence formula provided for Formula 1, must be stated ;
- 4) **Nature of the attempted records** : types (art. 217), times and distances (art. 219) ;
- 5) **Time and duration** : date and time of the beginning of the attempt, duration of the validity of the permit applied for, a duration which may be extended according to the regulations established by each A.C.N. ;

6) **Drivers** : For each driver (official and reserve) : name, surname, number and date of the licence, and the name the A.C.N. having delivered it.

N.B. — For foreigners the presentation of the authorization delivered by their own A.C.N. is required before the attempt.

d) Pay to the A.C.N. to whom the application has been sent the optional fee and possibly the guaranty for organization charges, as fixed by the said A.C.N.

After having ascertained that the conditions provided for the execution of the attempt have been fulfilled, the A.C.N. will, establish the conditions of the organization (control points, safety measures, etc.) and, nominate the Officials in charge of the supervision, and will deliver the permit which will have to include all this information as well as that entered on the application. The A.C.N. will give a copy of this document to the delegated Sporting Steward, in conformity with art. 223, and if the record is an international or world one, will notify the F.I.A. so that it may be informed at least 48 hours before the date of the attempt, if the Steward is nominated by the A.C.N., otherwise (art. 218 c), at least one month before that date.

For any attempt exceeding 1 hour in duration, and if the attempt is not organized directly by the A.C.N. or by an authorized circuit, the permit will only be delivered to an organizing Committee of at least 3 persons.

If the attempt takes place on a track which does not have a regular licence, the A.C.N. after measuring the track, will deliver one (in the case of a national record) or ask the F.I.A. for one (in the case of an international or world record), the validity of which will be equivalent to the duration of the permit.

Using different vehicles, provided they are of identical categories, groups and classes, a same competitor may make several simultaneous attempts, limited nevertheless to a maximum of three. In this case, he must apply for separate permits for each attempt. A change of driver during the attempt is also allowed, with the prior authorization of the A.C.N. and under the same conditions as those specified under paragraph c) 6) ;

no other modification of the programme as established by the permit being allowed.

**Art. 223. — Officials required.**

The supervision of a record attempt includes the control of the running of the attempt. The scrutineering of the vehicle, and timekeeping. The Officials in charge of the supervision must be qualified ones and be in sufficient number to ensure that the realization of the attempt is made in conformity with the present regulations. For attempts taking place during events the necessary Officials are those provided for under art. 131 and shall be placed by the organizers according to the requirements of the attempts.

For attempts outside an event, the A.C.N. will nominate the following Officials :

- a) Delegate Sporting Steward who, as the representative of the A.C.N. will be :  
totally responsible for the running of the event, with, among other rights, power to stop it, suspend it or modify the programme thereof for serious safety reasons, he will take part in control operations, in conformity with art. 224 and, at the attempt, will send to the A.C.N., in two copies, a complete and detailed conclusive report, as provided for under art. 137, appending to this report the report of the time-keepers, the list of the parts replaced and the report on the scrutineering. The conclusive report will only be valid if it is signed by the Delegate Sporting Steward.
- Assistant Sporting Stewards, chosen by the A.C.N. from amongst qualified Officials, in such number that the relay established between them and the Delegate Sporting Steward may ensure the continuity of the control carried out in compliance with art. 224;
- a Technical Steward who will proceed to the scrutineering, in compliance with art. 226;
- official time-keepers in sufficient number to ensure the continuity of time-keeping, in compliance with art. 228.

**Art. 224. — Control.**

The stewards in charge of the control of an attempt will proceed in the following manner :

- a) **before the beginning of the attempt** : they will ensure that the competitor fulfills all the conditions specified under art. 222, control his licence and those of the drivers, as well as their identities. If, on request of the competitor, a preliminary scrutineering has been carried out, (art. 226.) they will ensure that the report of the Technical Steward is favourable, they will control the list of all material and instruments submitted by the competitor (art. 227 a) and add it to the reports; finally, they must ensure that the course and all installations are ready for the beginning of the attempt;
- b) **during the attempt** : they will, make sure that each start and each operation or manoeuvre is in compliance with the prescriptions and, will particularly ascertain the identity of the drivers at each change of driver; moreover, they must supervise the driving of the car along the course, and intervene on the spot in the case of a stop along the course to enquire of the reason thereof, and supervise the successive operations and manoeuvres carried out by the driver; finally they must ensure the intervention, if necessary, of aid vehicles (fire-protection vehicle, ambulance, break-down vehicle);
- c) **should dangerous conditions appear** : due to atmospheric conditions, fog, state of the track, of the car or of the drivers, etc., they shall immediately inform the Sporting Stewards (or the Delegate Sporting Steward, in the case of attempts taking place outside an event) who will decide upon the advisability of stopping the attempt, suspending it or modifying the programme ;
- d) **at the end of the attempt** : (or after it has been suspended on request of the competitor) : they will hand the vehicle over to the Technical Steward for verification, or, if this Steward is absent, they will affix the seals so that none of the parts to be verified can be modified, or they will have the vehicle parked in a room where seals shall be affixed until the Technical Steward may intervene. All control posts will be permanently occupied by a Steward and a system of relief will be established. At the end of his duty each Steward will pass the instructions to the person replacing him and will draw up a short report on

the facts which may have occurred during his watch, and he will give this report to the Sporting Stewards (or the delegate Sporting Steward) in view of the drawing up of the conclusive report (art. 223).

**Art. 225. — Control stations.**

The stations shall be located along the course, on the side of the track and be equipped with the necessary installations to receive and protect the staff and material provided for each station; the prescribed stations are the following ones: one next to the start line, one next to the finish line (or a single station if these two lines coincide), intermediate stations in sufficient number to be placed at a maximum interval of 5 km (2,5 km in the case of simultaneous attempts), in order to permit an efficient control along the whole length of the course; in any case a car shall not be out of sight for more than one minute during its travel. The station near the start line will be the main station where any operation allowed will be carried out (art. 227 a). On request of the competitor, some of these stations may be used as refuelling stations (art. 227 b) and supplementary stations may also be created. Nevertheless, the maximum number of refuelling stations may not be more than 2 for 5 km of track. The main station and refuelling stations will be equipped with the necessary installations to carry out all operations allowed. The latter must be carried out on the side of the track, within a section which shall not exceed 40 metres in length.

**Art. 226. — Scrutineering.**

The Technical Steward in charge of the scrutineering to be carried out on the vehicle shall compulsorily intervene at the end of the attempt and optionally, on request of the competitor, before the beginning of the attempt or the resuming thereof in case of suspension of the attempt.

The scrutineering shall be carried out in such a way as to ascertain that the car is in conformity with the characteristics mentioned on the permit, in order to classify the car according to art. 218 and Appendix B. The measurement of the cylinder-capacity in particular, whenever it be required shall apply to each cylinder taking into account the average between the

maximum and minimum diameter of each cylinder. Stroke and bore shall be measured to a precision of 1/10 th mm. The vehicle shall be weighed empty, complete with all its parts, to a precision of 1 kg. For automobiles of category B (Appendix B), the verification of the weight shall be made beforehand; according to the prescriptions of the Appendix J, then in force at the time of the attempt, the automobile complying with the recognition form appended to the permit (art. 222 c) 3) and being complete with all its parts, at the beginning as well as at the end of the attempt.

Before the compulsory scrutineering at the end of the attempt, and if the Technical Steward is unable to take the vehicle over at its arrival, the integrity of the seals affixed by the Stewards in charge of the control (art. 224 d) shall be ascertained.

The competitor shall leave the vehicle at the disposal of the Technical Steward during all the time necessary for the scrutineering and, if necessary, have it transported, at his own expense, under control of the Steward in question, to the nearest work-shop specially equipped for this verification.

At the end of each verification, the Technical Steward will draw up a report and will forward it to the Sporting Stewards (or the delegate Sporting Steward).

**Art. 227. — Conditions governing the running of the attempt.**

The operations allowed in the course of an attempt at a record must be carried out the car being at a stationary position, and they are as follows:

a) **Authorized operations at the main station:** at this station may take place all operations concerning refuelling, cleaning, tuning, fitting, replacement of wheels, sparking plugs, tyres, repairs, even those including welding, to the exclusion of welding of pipes, of the fuel tank and the replacement of parts belonging to the carburation system.

All these operations may be carried out with the assistance of the staff, of the auxiliary materials and tools of the station itself. For the replacement of parts, with the exception of wheels, sparking plugs and tyres, only those spares on board the vehicle may be used.

All spares, auxiliary materials, replenishment, products which the driver wishes to take on board with him must be entered



on a list which shall be handed to the Stewards in order to be controlled before the beginning of the attempt.

In no case shall the total weight of the spares, auxiliary materials and tools exceed 5 % of the total weight of the empty car, i.e. in starting order, plus 20 kg. The weight of the replenishment material (sparking plugs, injectors for Diesel engines, spare wheels and tyres, oil, fuel, etc.) is free. The spare fuel, if it must be of the commercial type (car of category B), shall be stocked in a can which shall be sealed by the Stewards before the beginning of the attempts, in order to allow its verification. The stations set of tools shall be at the most identical to that of a road service station, that is to say the material necessary, to lift the vehicle, to clean it, lubricate it, replenish it with fuel, oil, water, liquids for hydraulic operated organs, distilled water, to balance the wheels for the geometrical verification of the front axle and chassis, inflate the tyres and all necessary material for the execution of small mechanical and electrical repairs, welds included.

At this station may also take place the change of drivers, limited to the drivers previously allowed (art. 222).

**b) Authorized operations at refuelling stations :** at these stations only replenishments with water, fuel, oil, sparking plugs, wheels and tyres, with the assistance of the staff and the material and tools provided for at each station may be carried out. Possible replenishments and repairs which might be necessary outside those provided for at the station may only be made by the driver alone, by means of the tools and materials carried on board the car, and without any extra assistance.

**c) Operations authorized along the course :** along the course the sole operations authorized are those carried out by the driver by means of the tools and materials carried on board, without any exterior assistance. In the case of a breakdown, the driver may endeavour to discover the reason thereof and he may make the necessary repairs in order to resume his course.

As regards fuel, if it is stocked in a sealed can, in conformity with alinea a), the seals may only be broken by the Steward himself.

At the beginning of the attempt, the start will be given in compliance with the prescriptions of art. 91 (flying start, no pilot car) or art. 92 (standing start), under the control of a

steward. No penalties are provided for in the case of a false start (art. 94). The car shall be moved by its own means of propulsion. In the case of a halt along the track, the driver may push his car, without help and if necessary in the opposite direction to that of the running of the attempt, to the nearest station where all necessary and authorized repairs may be made in order to enable the vehicle to resume its course.

At the main station and refuelling stations, the car may be pushed with the help of the staff, within the limits of the station (art. 225). In such a case, the car must be at a standstill before restarting the engine possibly running, and it must start by its own means under the control of a Steward. If the car starts after stopping during the attempt, it shall start by its own means from any point of the course which has been reached or run past.

In the case of several attempts, or whenever a vehicle has been admitted on the track the car running for the attempt shall not keep a distance of less than 100 metres from the other car. During the attempt, there shall only be the driver aboard the car and he will have to comply with any security rule prescribed as compulsory by the National Sporting Regulations.

#### **Art. 228. — Time-keeping.**

The time-keepers nominated for the time-keeping operations of the attempt will proceed as follows :

a) The devices used for recording times will be of the F.I.A. approved type, with an official certificate of verification in conformity with Appendix F, issued less than 2 years before.

For records up to 100 miles or 1 hour, the machines must be of the automatic type with an accuracy of 1/100th of a second, the recording being produced directly by the passage of the vehicle without any human intervention. For other records, they may be of the automatic, semi-automatic or manual type (split-second chronometer), graduated to 1/10th of a second for records up to 1000 miles or 6 hours, or to 1 second for records of superior distances and times.

b) Times must be registered at the actual passage of the car over the start and finish lines in the case of an open course, or over the single start-finish line in the case of a closed course. In the latter case, times will be recorded lap after lap.

Should several devices be used, times will be registered on the same line by all devices.

For records including travel in both directions, with a break at the end of the first course (art. 221), times will be recorded at the passage over the start line and finish line in both directions; for records up to 10 miles, a maximum time of 60 minutes will be allowed for the attempt whatever the number of return runs.

c) The computation of speeds will be made as follows :

- 1) For records up to 10 miles on an open course (art. 221), the average speed retained for the establishment of the record will be calculated on the basis of the average of the times registered on both consecutive runs in opposite directions.
- 2) For distance records on a closed course (100 km and over), the car must cross the finish line at the end of the lap during which the record distance has been covered. Once the average speed « V » of this last lap has been calculated, the time required to cover, at this speed « V » the section of track necessary to reach the distance of the record, will be added to the times recorded to cover the previous laps.

If circumstances allow it, this section may be measured according to the prescriptions of Appendix E and the actual time taken to cover it will then be recorded at the end of the section in question. It will then be added to the times recorded for the previous laps in order to allow the computation of the average speed of the record.

- 3) For time records (on a closed course), the vehicle must cross the finish line at the end of the lap during which the time of the record to be recognized has elapsed. The average speed V of this last lap will then be calculated and the extra distance necessary to reach, at a speed V, the duration of the record will then be added to the distance covered during the previous laps. Whenever it can be proved that the car had stopped on the course at the time limit for the record, and at the competitor's express request the distance between the point of stopping and the finish

line (extra distance) may be measured in compliance with the prescriptions of Appendix E and added to the distance covered during the previous laps. In any case, the performance will only be recognized as valid if the car has actually been running during a period of time at least equal to 90 % of the record duration; the average speed of the record then being calculated on the basis of this duration.

d) Whatever the reason may be, it is not authorized either to correct, square-up or modify the times actually recorded, or to use other time-recording apparatus or other means of computing speeds than those prescribed above.

e) At the end of the attempt, the time-keepers will establish a report and hand it over to the Sporting Stewards (or Delegate Sporting Steward) together with the genuine records of times, in conformity with art. 141 and Appendix F.

### CHAPTER III:

#### RECOGNITION, RECORDING AND PUBLICATION

##### **Art. 229. — Jurisdiction and conditions of recognition.**

Each A.C.N. will make a decision as regards applications for recognition of records established on its territory; the F.I.A. will make a decision as regards applications for recognition of international and world records submitted by the A.C.N.s concerned (art. 98).

The same record may be recognized in all types of records admitted (art. 217) and run under the same regulations (art. 100).

A record cannot be recognized in categories, groups and classes of vehicles (art. 218) different from those to which the car used for the attempt belongs (art. 101). A national class record may, nevertheless, be recognized as an absolute national record, and an international record may be recognized as a world record.

In any case, the recognition of a record is subject to the following conditions (art. 105).

a) The attempt must have been made in compliance with the prescriptions of art. 220 to 228 ;

b) The performance must represent an increase of at least 1 % of the average speed of the previous record, if there is one.

The holder of the record (art. 38) and whose name will be mentioned on the certificate of recognition will be the competitor, (art. 222) holder of the engagement form (if the attempt takes place during an event) or of the attempt permit (if the attempt takes place outside an event).

#### **Art. 230. — Recognition clauses.**

At the end of an attempt, the A.C.N. will ascertain, according to the conclusive report and, if need be, after further inquiries, that the attempt was run in compliance with the regulations. The procedure will then be as follows :

a) For records to be recognized as local records or national records : on request of the competitor, the A.C.N. will recognize the records established or broken, will register them and have them published at a national level within 15 days after the application and will deliver to the competitor the certificate of recognition ;

b) For records to be recognized as international class records or world records : on request of the competitor, the A.C.N. will inform the F.I.A. by telegram and by letter which shall be sent at the same time within 48 hours following the reception of the application for recognition. Moreover, and within 10 days after the application, the A.C.N. will forward to the F.I.A. a copy of the conclusive report and all information concerning possible further inquiries.

As soon as the documents required under alinea b) are received and after study thereof, the F.I.A. will recognize the records which have been established or broken, will register them and announce them to all A.C.N.s within the month following the application ; the F.I.A. will then deliver to the competitor, through the applying A.C.N., and with a copy to the A.C.N. for registration purposes, a certificate of recognition.

#### **Art. 231. — Certificate of recognition.**

The certificate for national, international and world records shall include the following information :

- 1) Type of record and, except for absolute national and world records, its classification according to the category, group and class of the car.
- 2) Date and venue of the attempt.
- 3) Name and surname of the competitor and of the driver(s).
- 4) Make and type of the declared car and engine.
- 5) List of the records established or broken, with indication of the distance and duration, time and average speed.
- 6) List of parts other than sparking-plugs and tyres replaced during the attempt.

#### **Art. 232. — Registration of records.**

Each A.C.N. shall keep an up-to-date register of all records established or broken on its own territory. The F.I.A. will keep an up-to-date register of all international and world records (art. 106). National, international and world records will be registered by types of recognized records, in conformity with art. 271. Excepting absolute national and world records, each type shall be divided, in compliance with Appendix B, into categories and groups of cars, each group being subdivided into classes. Finally each record will be entered on the list, with the indications mentioned under alinea 2, 3, 4 and 5 of art. 230, in increasing order of distance and duration (art. 219).

#### **Art. 233. — Publication of records.**

Whilst awaiting recognition, the competitor shall not (art. 107 and 108) publish, or have published, distribute or have distributed the results of an attempt at a national, international or world record except with the authorization of the A.C.N. of the country where the attempt was run.

Even with this authorization, the results may not be published or circulated without the mention « subject to recognition » in clearly visible letters.

Non-compliance with this prescription may entail the refusal of the recognition, in addition to the penalties which the A.C.N. may inflict.

#### **Art. 234. — Certificates and medals.**

On the proposal of an A.C.N., the F.I.A. may grant official certificates or medals to the drivers having established or broken during the current year records other than those of category B.

The granting of these certificates or medals will be subject to separate regulations.

**Art. 235. — Date of application and updating of existing records.**

This edition of Appendix J will become valid a from 1st January 1970. At this date, Appendix B and other articles of the Code concerned will be updated accordingly. At the same time, the official lists of all national, international and world records will be updated as follows :

a) Of the absolute national and world records existing on the 1st January 1970 only records established for the distances and times specified under art. 219 will be retained.

b) Of the national and international class records existing on the 1st January 1970, will only be retained, as category A records, the records established for the distances and times specified under art. 219 and which, after re-classification according to Appendix B, will remain valid. This re-classification means :

- 1) For records up to 1.000 miles and 6 hours, their distribution in groups II, IV and VI ;
- 2) For records over 1.000 miles and 6 hours, their distribution in groups I, III and V.

**Art. 235 bis. — Permanence of category B records.**

Category B records, established or broken, during the validity of this Appendix, with series-production automobiles recognized according to the specifications of the Appendix J in force on the 1st January 1970, will remain valid until the 31st of December 1972, independently from possible modifications to the Appendix J in force during this period of time.

**Regulations for the Measurement of Tracks and Autodromes**

## CHAPTER 1

## RECALL OF DEFINITIONS

(Nos 30 and 31 of the International Sporting Code)

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

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

## CHAPTER 2

## MEASURING

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

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

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

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

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

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

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

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