Chapter 21 RECORDS

App.1  General Provisions
App.2  FIA World, International and National Records
CHAPTER 21 LAND SPEED RECORDS

1. This Chapter must be read in conjunction with Chapters 1 – 11.

2. The following Appendices comprise this Chapter:
   - App.1 General Provisions
   - App.2 FIA World, International and National Records
CHAPTER 21 LAND SPEED RECORDS

APPENDIX 1

General Provisions

Jurisdiction
1. The FIA will adjudicate upon all claims to International Class and World Records. Claims to such Records following attempts within the territory of ASN will be submitted to the FIA by ASN. ASN will adjudicate upon all other claims to Records made within its territory. At all times these Regulations should be read in conjunction with the FIA’s Appendix "D".

Records Recognised
2. The only Records which may be recognised are Local Records, National Records, International Records and World Records. No distinction is drawn between Records made on a track and Records made on a road.

3. Local Record – recognised by the ASN within its jurisdiction as the result achieved on an approved Course whatever the nationality of the Driver. A Record made during a Race is not recognised.

4. National Record – established in conformity with the rules of ASN and deemed to be a Class record on its territory or the territory of another ASN with their prior authority. Irrespective of Class it may also be recognised as an absolute National Record.

5. International Record – recognised by the FIA as the best result achieved in one of the Categories, groups, cylinder - capacity Classes or other sub-divisions prescribed in the International Sporting Code and Appendix D.

6. World Record – recognised by the FIA as the best result achieved irrespective of Category, group or Class prescribed in the International Sporting Code and Appendix D.

7. Records restricted to their own Class. A Vehicle having established or beaten a Record in its own Class may beat a World Record but cannot beat the same Record in any other Class.

Vehicles Eligible to Establish Records
8. FIA World and International – see Appendix 2.


Times & Distances Recognised
10. International – refer to Appendix D

11. National


Flying Start – 1/4 – 1 – 5 – 10


Flying Start – 500m – 1 – 5 – 10

Hours – Standing Start – 1 – 3 – 6 – 12 – 24

Record Attempts
12. All attempts shall be subject to the prescriptions of the FIA International Sporting Code and the ASN National Competition Rules in so far as they can be applied.
13. For all Record Attempts reference should be made to FIA Appendix D.
14. An International or National record attempt or the organisation of a group of Record attempts are a sporting Event.
15. National Attempts are a National Event independent of the nationality of the Competitors.
16. Record attempts can be made on a Track or Road.
17. The Attempt Permit may be issued to the Competitor’s Entrant attempting the Record or an ASN Registered Club.
18. The successful Competitor(s) will be the Record holder subject to ratification by ASN.
19. A successful attempt must represent an increase of 1% of the average speed of the current Record.
20. The Competitor may not publish or have published by any person or distribute or have distributed by any person the result of an Attempt before written ratification by the ASN unless prior written permission is given by the ASN and the proposed publicity is first approved by the ASN. Where such permission has been given by the ASN, then the results may be circulated and must include the statement “Subject to ASN Ratification” in clearly visible printed letters. The ASN has the right to reject or approve the proposed publicity.

Application for a Record Attempt
21. The Entrant or Organisation must submit a completed Application for Authorisation to the ASN’s Head of Speed, at least 6 weeks prior to the date of the Attempt together with the appropriate Fee as published from time to time by the ASN (see Chapter 1 App. 2).
22. An Organising Permit known as an Attempt Permit is issued as the ASN authorisation.
23. Mandatory requirements by way of Declaration as set out below at a – n are required for all Authorisations:
   a. Proof of landowners’ permission.
   b. Local Police Authorities to be informed.
   c. Fully licensed Speed Event Rescue Unit and Crew required.
   d. For any Venue or Course without a valid Track Licence a plan and surveys report must be submitted.
   e. A valid Track Licence is required for all Attempts on a Track.
   f. Details of all proposed Officials
   g. Details of proposed Scrutineering facilities and arrangements
   h. Technical details of the Vehicle attempting the Record (to be passed to the ASN Technical Department for review (note: the ASN will review and may reject the Vehicle or require modifications on safety grounds)
   i. Provide a serious incident management plan respecting the ASN Serious Incident Protocol
   j. Provide an Event Schedule.
   k. Liability for all ASN costs.
   l. Liability for all Officials costs
   m. Details of any Noise or environmental restrictions.
   n. Necessary Insurance

Officials
24. The ASN will appoint a Steward who will be responsible for the supervision of the Attempt and who:
   a. has the authority to stop, suspend or modify the Event Schedule;
   b. will maintain a detailed log of all stops and operations at a Control Station;
   c. must after the Attempt, send to the ASN a detailed report and the relevant reports of the Timekeeper and the Scrutineer no later than 48 hours following the conclusion of the Event subject always to Art. 47 below (technical verification). Where the Steward’s Report is delayed by virtue of Art. 47 below, then the Steward...
must notify the ASN accordingly.

25. Other Officials as required to supervise operations at Control Stations and observation along the Course.

26. The Entrant is responsible for nominating an Attempt Co-ordinator and meeting the costs of an ASN licensed Timekeeper, Eligibility Scrutineer and Rescue Unit in each case approved by the ASN for Record Attempts.

27. An Attempt Co-ordinator may not necessarily be the Entrant and is the person responsible for the co-ordination of the Attempt which includes the liaison with the Officials and represented organisations.

Licences

28. The Competitor(s) must hold a valid International Competition Licence for an International Record Attempt; for a National Record Attempt an International or National or a licence endorsed "Record Attempts Only" is required

Course

29. The Course may be either a permanent or temporary Track or a Circuit and have a valid Track Licence relevant to the Attempt.

30. The Course may be of an ’Open’ type with a Control Line at each end of the measured distance or of the ’Closed’ type with a single Control Line (see Arts. 31, 38 and 39 below).

31. A Closed Course is section of Track covered without stopping with reversal of the direction of running after crossing the Control Line at each end of a measured distance.

32. During an Attempt of up to 24 hours only the Vehicle attempting the record and the nominated Officials, Rescue and service Vehicles are permitted to use the Track.

33. For Records up to 1 mile the Course will be of the open type with a maximum gradient of 1%; for flying starts this will apply to the two extensions at the beginning and end of the measured distance even if they are not straight and are used as part of the Course for the flying start.

34. The measured distance must be covered in both directions.

35. Consecutive runs must not exceed 60 minutes.

36. Should a Competitor make an unsatisfactory start and providing the Vehicle has not crossed the Control Line a re-start is permitted.

37. For Records up to 10 miles or 10 kilometres the Course may be of the Open or Closed type.

38. Open Course – the measured distance must be covered in both directions and including the return run must not exceed 1 hour.

39. Closed Course – the car crossing the single Control Line lap after lap. The direction of running is free as appropriate to the track licence.

40. For Records over 10 miles and Time Records the course must be of the Closed type. The direction of running is free.

41. For Records over 5000km and 24 hours on a Circuit where all curves are in the same direction, the direction of running may be reversed every 5000km by crossing the Control Line and turning back and passing over it again in the opposite direction without stopping.

Scrutineering

42. Prior to the start the Scrutineer will verify that the Vehicle conforms to the Category, group and Class, and the relevant Vehicle regulations and safety requirements of the Code and or the NCR as the case may be as well as
Particular attention must be paid to the Competitor respecting applicable Seat and Harness and Personal Safety Equipment obligations and, in any case where the vehicle is to use a parachute retardation system, then the requirements of the current FIA Code Appendix must be verified by the Scrutineer.

Using approved measuring instruments the Scrutineer must measure the cubic capacity of the engine. Alternately the Scrutineer may affix ASN approved seals to the relevant components for examination at the conclusion of the Attempt. Seals may only be broken by the person affixing the seal or with their written permission by a person designated by the ASN to make the examination.

The Vehicle must remain under the control of the Scrutineer if transported to another place for verification.

At the end of the Attempt the Scrutineer will make the final verification of the Vehicle and give a written report to the ASN Steward.

Where the technical verification of the Vehicle is not concluded by the Scrutineer on the day of the Event then it should occur as soon as reasonably practicable and in any event within 14 calendar days.

Timekeeping

A Speed Timekeeper of the appropriate grade and as nominated by the ASN is required.

On an Open Course time is recorded as the Vehicle crosses the start and finish lines in both directions with a break at the end of each run.

On a Closed Course times must be recorded lap after lap as the Vehicle crosses the single start-finish line.

At the end of the Attempt the Timekeeper must give to the ASN Steward a written report together with the original record of times and relevant calculations.

Control Stations

Stations may be located along the course at designated areas.

Authorised Stations:

a. Open Course – One next to the Start Line and Finish Line. The station near the Start Line will be the main station where any operation allowed will be carried out.

b. Closed Course – One next to the single Control Line.

c. Intermediate stations at a maximum interval of 5km (2.5km in the case of simultaneous attempts).

d. A Vehicle shall not be out of sight for more than one minute during its travel.

At all Stations the Vehicle must be stationary with or without engine running. Pushing the Vehicle within the limits of the Station by the Competitors' assistants is permitted.

Starting the engine by a push start is permitted or by its normal designated starting method.

If the Vehicle stops during an Attempt it may restart by its own means and continue.

Should the Vehicle stop along the Course the Driver may push the Vehicle without any outside assistance to the nearest Station for authorised replenishment or repairs to enable the Vehicle to resume the Attempt.

Authorised Operations

Before the Attempt except for replenishment materials, all spare parts, auxiliary materials and tools that are to be carried on the Vehicle or held at a Main Station shall be listed with their total weight and that list must be given to the ASN Steward.

Only the items listed at Art. 58 above are permitted to be used during the Attempt. Body panels, window glass...
and exhaust systems (including turbocharger) shall be considered as replenishment materials and need not be listed.

60. **Competitors’** assistants using the authorised spare parts, auxiliary materials and tools located at the Station may carry out operations at main and intermediate Stations. The Vehicle must be stationary during such operations.

61. The Station may have tools, materials and equipment similar to that of a normal road service station.

62. All operations concerning refuelling, cleaning, tuning, fitting, replacement of wheels, tyres, spark plugs, injectors, electrical components, repairs and welding are authorised.

63. Welding of the fuel tank, its lines and attachments is prohibited at any Station but may be permitted at a designated place purely for the repair and under the supervision of an appointed Official and with suitable firefighting equipment at hand.

64. Replenishment materials are deemed to be: wheels, tyres, spark plugs, injectors, electrical components, water, oil, fuel, hydraulic fluids, hoses, fastening devices and items normally found at a normal road service station. Coachwork, body panels, window glass and exhaust systems (including turbocharger) shall be considered as replenishment materials.

65. Replenishment is permitted at the intermediate Stations.

66. Operations not permitted at Stations, may only be made by the Driver alone using the parts, tools and materials authorised for the Record Attempt.

67. Operations permitted outside of a Station or along the Course shall be those made by the Driver alone using the parts, materials and tools authorised for the Attempt and without any outside assistance.

68. Spare parts, auxiliary materials, tools and ballast carried on the Vehicle must be property positioned and firmly secured.

**Records Over 10 Miles and Time Records**

69. Except for replenishment materials, all spare parts and auxiliary materials not carried by the Vehicle shall be at the Main Station.

70. The equivalent total weight shall be carried by the Vehicle as ballast; the safety roll-over bar or cage (ROPS) shall be considered as ballast.

71. The total weight of the spare parts, auxiliary materials, tools and ballast carried by the Vehicle shall not exceed 5% of the homologated or declared weight of the Vehicle, plus 20kg. The weight of the replenishment material is free.
CHAPTER 21 LAND SPEED RECORDS

APPENDIX 2

FIA World, International and National Records

FIA World and International Records

1. Details are available on the FIA website.

National Records

Vehicles Eligible to Establish Records

2. Special Vehicles: Vehicles on at least four wheels not aligned, which are propelled otherwise than through their wheels.

3. Special Automobiles: A land Vehicle propelled by its own means, running on at least four wheels not aligned, which must always be in contact with the ground; the steering must be ensured by at least two of the wheels, and the propulsion by at least two of the wheels.

Groups, Classes & Cylinder Capacity

4. Group I: Reciprocating 2 or 4 stroke engine with forced induction

5. Group II: Reciprocating 2 or 4 stroke engine without forced induction

   Group III: Diesel cycle engine with forced induction

   Group IV: Diesel cycle engine without forced induction

   Group V: Rotary engine with forced induction

   Group VI: Rotary engine without forced induction

   Group XV: Hydrogen reciprocating engine

6. Groups I & II combined – with or without forced induction including Hybrid Vehicles

   Groups III and IV combined – with or without forced induction.

   Class A over 8000cc
   Class B over 5000cc up to 8000cc
   Class C over 3000cc up to 5000cc
   Class D over 2000cc up to 3000cc
   Class E over 1500cc up to 2000cc
   Class F over 1100cc up to 1500cc
   Class G over 750cc up to 1100cc
   Class H over 500cc up to 750cc
   Class I over 350cc up to 500cc
   Class J over 250c up to 350cc
   Class K up to 250cc

7. Group VIII: Electric Propulsion

   Class 1 unloaded weight up to 500kg
   Class 2 over 500kg up to 1000kg
   Class 3 over 1000kg

2025 National Competition Rules Chapter 21 Land Speed Records Appendix 2 FIA World, International and National Records