



FIM SUPPLEMENTARY REGULATIONS 2016 Bonneville Motorcycle Speed Trials

Article 1 – PUBLICATION

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

National Sporting Authority: American Motorcyclist Association (AMA)

Address: 13515 Yarmouth Drive, Pickerington, Ohio 43147 USA

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

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

Email: bcumbow@ama-cycle.org

Web: www.ama-cycle.org

Definition of the Event: International Land Speed Record Event

Organizer: Deliciate Promotions LLC.

Address: Bonneville Salt Flats, Wendover, Utah USA

Date: Sunday August 28 through Thursday September 1, 2016

Article 2 – OFFICE OF THE ORGANIZATION

Organizer: Deliciate Promotions LLC

Address: 20126 Ballinger Way NE #93, Shoreline, WA 98155

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

Fax: None

Email: info@bonnevillespeedtrials.com

Web: bonnevillespeedtrials.com

Article 3 – COURSE and PADDOCK

Course

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

Basic Course - The “basic course(s)” may consist of 3-mile total run (a one mile approach, one mile timed, and one mile shut down).

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

Long Course - The “long course” may consist of up to an 8-mile total run (up to 3.5-mile approach, one mile timed and up to 3.5 mile shut down).

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

The event promoters have total discretion as to the number of courses, their locations, and the length of each course. The determining factor for course number(s) and design(s) will be weather and course conditions. At all times, all runs shall be flying start.

All motorcycles shall begin their runs at the designated 'Start' position. If a short course overlays a long course, the 'Start' or the short course shall be designated a mile/location for its start point. Specialized vehicles (such as streamliners, electric etc.) may be authorized to begin at an alternative starting location to accommodate course conditions. Permission shall only be granted by the FIM steward.

All competitors that have passed scrutineering are eligible for the Basic course. To compete on the intermediate course, the entrant must be capable of exceeding 100 mph. If the capability is in question; the entrant must complete a run on the basic course in excess of 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 175 mph and present their timing ticket at registration to receive their long course sticker. Motorcycle and Rider that have a recorded pass over 100 mph or 175 mph at a previous Speed Trials meet 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 100 mph or 175 mph.

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

PADDOCK

Access to the facility will be authorized from Saturday August 29, 2015, 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.

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 Chief Steward: Fabio FAZI

FMNR Sporting Steward: Bill CUMBOW

FMNR Chief Technical Steward: Curtis SMITH

FMNR Technical Steward: Drew GATEWOOD

FMNR Streamliner Technical Expert/Scrutineer: Tom BURKLAND

FMNR Safety Steward: Ken SAILLANT

FMNR Impound Control Steward: Darin MALTSBERGER

Chief Medical Officer: Dr. Ray Rossi

Organizer Operations Manager: Delvene MANNING

Organizer Race Director: Rex SVOBODA

Organizer Registration: Linnea JOHNSTON

Timekeeping: Chronologic Timing – James RICE and Alan RICE

Administration

FIM Technical Coordinator: Charles HENNEKAM
FIM CCR Coordinator: Victoria CORREDOIRA
FIM IT Manager: Sorin URSAN
FMNR Licensing: Jane CASTON
FMNR Administration: Jessica ROBINSON
Organizer IT and Infrastructure Coordinator: Lucas REBER
Organizer Administration: Delvene MANNING

Article 5 - CLASSES

The organization will accept all recognized FIM classes **except** Category III Group E Snowmobiles, Group G Quad Racers, Category IV and all Type X vehicles.

Article 6 – ENTRIES and RIGHTS

Riders taking part in the attempt must hold a 'one event' or 'annual' FIM international road racing license and a valid start permission, both issued by the riders' national federation (FMN).

Each entry must include a World Record application form and a BMST entry form.

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

By obtaining FIM authorization the applicant guarantees payment of a mandatory 275 U.S. dollar ratification and certificate fee for all tentative records due at the conclusion 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 Race Director and the FIM Steward.

Refund of the Entry

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

Article 7 – REGISTRATION, SCRUTINEERING AND BRIEFINGS

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

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

Registration:

Sat Aug 27	1000 - 1630
Sun Aug 28 – Wed Aug 31	0700 - 1800
Thu Sep 1	0700 - 1100

Scrutineering:

Sat Aug 27	1030 - 1700
Sun Aug 28 – Wed Aug 31	0700 - 1800
Thu Sep 1	0700 - 1130

Scrutineering will be supervised by FIM licensed Technical Stewards.

Riders' Briefing:

Sun Aug 28	0800
Mon Aug 29 – Thu Sep 1	0645

The briefing is compulsory for all riders Sunday August 28. Each subsequent day, a briefing will provide updated event information. Riders are responsible for information distributed at the riders' briefings and posted on the official notice board.

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

Article 8 – EVENT SCHEDULE

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

Date		Gates Open	Pre-Stage	Racing
Sun	Aug 28	0600 - 2000	0900 - 1700	0900 - 1800
Mon	Aug 29	0600 - 2000	0700 - 1700	0730 - 1800
Tue	Aug 30	0600 - 2000	0700 - 1700	0730 - 1800
Wed	Aug 31	0600 - 2000	0700 - 1700	0730 - 1800
Thu	Sep 01	0600 - 1400	0700 - 1300	0730 - 1500

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

Article 9 – JURISDICTION

The Event will be organized in accordance with the Sporting Code of the FIM, the provisions of the FIM/CCR, the Disciplinary and Arbitration Code and with these supplementary regulations. These rules apply to all participants who are making an FIM World record attempt.

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

Race Direction shall consist of the FIM Steward, Organizer Race Director, the FMNR Sporting Steward and the Organizer Operations Manager.

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

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

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

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

The authority and duties of the Race Direction are:

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

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

- Warnings (private or public)
- Fines, subject to a maximum of 2,000 USD
- Disqualification
- Suspension for a period not exceeding 30 days
- Refer the case to the CDI to propose a higher penalty

Article 10 – PROTESTS AND APPEALS

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

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

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

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

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

An appeal may be made against a decision of the Race Direction to the International Disciplinary Court (CDI) within 5 days.

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

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

Article 11 – EQUIPMENT STANDARDS

Equipment standards will be per the 2016 FIM Appendices for World Records.

The 2016 FIM Appendices for World Records are located on the FIM web site.

Article 12 – OPERATING PROCEDURES

Operating procedures will be per the 2016 FIM Appendices for World Records.

FIM World Record attempts take place in conjunction with National record attempts during the meeting 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: <http://bonneville-speedtrials.com>

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

For clarification, an FIM record attempt is made over two consecutive runs, each in an opposite direction, the speed will be calculated using the average mean speed recorded over the two consecutive runs.

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 the responsibility of the participant. The ending time each day will not be extended to accommodate this rule.

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

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

Article 13 – SUCCESSFUL ATTEMPTS

Successful attempts must meet the FIM equipment standards and be accomplished complying with the FIM operating procedures. The attempt must also result in a recorded speed in excess of a current established class record and in excess of all other attempts within the same class during the same day. Successful attempts will result in a tentative record each day however only the fastest record per individual will be recognized during the meet if there are no other tentative records from other participants per day within the same class.

Successful attempts that result in a tentative record will not be recognized as a "FIM 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 or participants who obtain a tentative record will be notified and are held responsible to notify the organizer without delay of any errors or omissions regarding the record.

The tentative record will result in a mandatory ratification and certificate fee of 300 U.S. Dollars which will be due at the conclusion of the event. In the event the record is not ratified for any reason a full refund will be provided.

Article 14 - INSURANCE

By approving of the entry form, the FMN of the rider certifies that he is personally insured in compliance with the FIM Code.

The organizer has taken out an insurance policy covering the liability of the riders in the event of accident (s) occurring during the Event.

A copy of the contract is available upon request. The organizer can not to be held responsible for damages caused to a vehicle, accessories or equipment through accident, fire or any other causes.

Article 15 – RELINQUISHING ALL RIGHT OF APPEAL

Independently of the FIM Sporting Code status, riders by the mere fact of their participation, waive their rights of appeal against the organizers, its representatives or employees, whether through arbitration, law courts, or any other means not specified in the FIM Sporting Code 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, his officials, representatives or 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 16 – POSTPONEMENT / CANCELLATION OF THE EVENT

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

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