



Rider's Handbook

A quick how-to reference
for the
Bonneville Motorcycle Speed Trials

Update: 2018

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Welcome to Bonneville

Congratulations on your decision to join a very elite group to conquer the Bonneville Salt Flats as a Land Speed Racer. You may have attended our event in the past, or spent time at any of the other events that are held on the salt flats. Either way, we ask that you take the time to review this handbook containing basic information. Hopefully your time here runs smoothly and is enjoyable.

You are about to embark on a historical undertaking. For over 100 years there has been racing on the Bonneville Salt Flats. Some of the greatest names in racing have stepped onto the salt to do what you are about to do. You are standing in the same spot as Mickey Thompson, Craig Breedlove, Burt Monroe, Don Vesco, Cal Rayborn, Chris Carr and hundreds of others, and share the same goals.

We race on a delicate ecosystem that supports our passion for speed, we ask you to join us in an effort to preserve this great historical landmark so others may follow in your footsteps.

This handbook is provided to establish some guidelines for the Bonneville Motorcycle Speed Trials. As an American Motorcyclist Association (AMA) Land Speed Grand Championship, with inscription by the Fédération Internationale de Motocyclisme (FIM), it is our privilege to represent Land Speed Racing on a National and International stage.

This handbook is used in conjunction with the AMA Supplemental Regulations, which govern all National record attempts and procedures. The FIM World Record Regulations, and FIM Supplemental regulations at all times govern world record attempts. At all times the AMA and FIM regulations supersede this handbook.

It is the responsibility of the rider to ensure that he/she is aware and understands the procedures and what's going on during the event.

For first-timers, the basic procedure is:

1. Purchase ticket at the gate (or use your pre-entry Gate passes printed from online registration).
2. Park your vehicle in the pits, follow posted signs and staff directions to establish your pit area and maintaining the pit area boundaries.
3. Rider reports to registration. Pre-entered participant(s) present their Bike Entry ticket to be scanned.
4. Report to scrutineering with bike and rider apparel.
5. Attend Rider's Orientation (see schedule for details). This is REQUIRED for all Rookie riders.
6. Attend the Rider's meeting (AM prior to Racing)
7. Report to pre-staging with race ready bike when prepared to run.
8. Go fast!

If there is anything that we can do to assist you, please stop by the event trailer (where registration and merchandise sales happen) and staff will be happy to assist you. If you are unsure, please ask. You can also grab anyone with a red staff t-shirt and they will point you in the right direction. Our administration trailers are located near the entrance of the paddock. There is a large courtyard, and other vendors located in the vicinity.

All riders are required to attend a Rider's meeting prior to any racing, and additional rider orientations are provide for course and procedure overview.

First Time Land Speed Racers:

If this is your first time racing at the Bonneville Salt Flats, there are a few things we want to let you know about:

- All times are in the Utah (mountain) time zone.
- Remember to ensure you have plenty of water, shade and other supplies. A food vendor is onsite in the pit area, but it never hurts to have a stash of essentials to keep you comfortable.
- Rider orientation is required for all first time participants of BMST. All riders are required to also attend the Rider's Meeting prior to racing. You will be required to display a rookie stripe on your helmet for the entire meet.
- If this is your first racing experience at Bonneville, regardless of how much experience you have, know that the salt surface is unlike anything you will have competed on. You do not have to prove yourself on your very first run, take it easy, enjoy the scenery, enjoy the quiet (or not so quiet) rumble of your engine as you cruise down the miles long stretch of white. Use caution when starting and slowing down and get a feel for the salt traction.
- Everyone is eager and excited. There can be times where you are required to wait. A lot goes on so be prepared for wait times in Pre-staging and in start lines.
- After your pass, do not use excessive brakes, pick your spot to exit as soon as you feel it's right.
- Make sure all the items on your bike are secure. If anything comes off, or as soon as you notice something missing, notify the closest staff member. The safety of those racing behind you depend on your honesty. Accidents can happen, but any motorcycle doesn't need to run over a nut or bolt that you left on the track. The same applies if you find that you are leaking fluids.
- Timing slips can be collected in the registration area. If you are to the point of attempting for a record, park your motorcycle in impound **before** collecting your timing slip- so that you don't void your record. Impound officials can tell you if you qualify.
- Talk to those around you. There are a lot of experienced racers out there, everyone has a wealth of knowledge, they have opinions about what works (and sometimes what doesn't!) And they will be your best teachers.
- If you do break a record, congratulations! Your engine will be measured. This may mean a full tear down so that ALL of the cylinders can be measured. Your measurements will be recorded, and at the end of the event your record calculated. We do our best to ensure the timely posting of the results, however it is not always easy. Unlike a road race, there is not always a clear winner at the end of the day.
- Don't forget to have fun, and don't be disappointed by your first run. Even the fastest men and women have been humbled by Bonneville, broken something before they started, gone slower than they wanted, and missed breaking that record by mere decimal places. There is a reason that records at Bonneville can be the toughest in the world.

Front Gate:

All persons entering the front gate will be required to sign the AMA Liability Waiver. Any minors that will be attending must have BOTH parents/guardians sign the minor waiver.

At the front gate you will do one of the following:

PRE-ENTRIES:- You will hand in your Gate Pass(es) which the front gate staff will scan and exchange for your weekly wristband. This is separate from your Motorcycle Entry Ticket. Each person entering the gate is required to have the pre-printed ticket to be scanned.

NON PRE-ENTERED:- Those participants that are not pre-entered will be required to pay a fee at the gate. Riders can purchase a day pass, when you register this will be exchanged for your rider wristband for reentry for the rest of the week. Remaining crew will pay the weekly spectator rate for entry.

Do's and Don'ts

DO approach the entry gate with caution, there are a lot of pedestrians

DON'T leave the access road in your vehicle. The surrounding mud is soft and you may get stuck.

DON'T pass other vehicles on the access road.

DO stay near your vehicle when accessing the gate on the first day to ensure smooth entry. The lines can be long as we process tickets and waivers to get you in.

DON'T remove your wristband for any reason or you will be required to purchase another, they will not be replaced. If you need a new wristband, do not remove it yourself. Come to the registration trailer and they will remove it or replace it for you.

Pits & Parking:

Location of the pit area will be marked. Allocation of pit areas are on a first-come basis, with the exception of VIR Participants. Pit size is not limited(within reason).

Do's and Don'ts:

DO check in with a staff member before setting up your pit area.

DO follow the markings for the pit area.

DON'T park on the track side of the marked line (at any time).

DON'T take more space than you need.

DO maintain the lines of the pit area.

DON'T block the pit lanes with parked vehicles.

DO ensure that you have installed a ground cover under vehicles to prevent oil/residue seeping into the salt surface.

DO be courteous to your neighbors.

DO clean the entire area when you leave.

DO ask spectators to park in the spectator areas.

After the setup of your pit area, all vehicles will require a Pit Parking Pass. These are issued when you check in at registration. Additional passes can be requested.

At all times vehicles must observe all posted signs. The speed limit in the pits at ALL times is walking pace. Minors on vehicles must be supervised by a responsible adult at all times. All pets must be leashed. Please keep all possessions locked when you are not with them, and ensure they are secured from the weather overnight. You are solely responsible for all of your belongings at all times.

Registration:

Do's and Don'ts:

- DON'T bring the entire crew.
- DO bring your license/photo ID and your valid AMA Membership card.
- DO renew/sign up for AMA membership BEFORE registration (separate payment required).
- DO wait in the correct line.
- DON'T park your bike in scrutineering or in the courtyard while in registration.

FOR PRE-ENTERED PARTICIPANTS:

- DO bring your registration ticket to be scanned.

FOR NON PRE-ENTERED PARTICIPANTS:

- DO write clearly and legibly.
- DON'T abbreviate.
- DO list sponsors and major accomplishments on the radio info page.
- DON'T leave blanks.... ALL information is needed.
- DO ensure you know your class BEFORE registration (a rule book can be collected at the event trailer, from the merchandise window).
- DO bring correct payment. We accept Visa, Mastercard, Amex, Discover, Checks and Cash.

You MUST complete registration BEFORE you take your motorcycle to scrutineering. Registration is done at the Event trailer, located at the entry end of the pits. To register the Rider is required and must sign the paperwork. Riders should be knowledgeable about entry details, as it is the rider's responsibility to ensure the details are correctly entered. No changes will be permitted to the class once you reach scrutineering: so ensure it is correct in registration. After registering you will receive your scrutineering card.

If you are pre-qualified to run the Long course, ensure you are given your long course stickers. Pre-qualified for intermediate course get your 100+Mph sticker.

Registration will swap your weekly wristband for a rider wristband once you check in and your medical form is signed/submitted. Riders will not be able to run until you have the rider's wristband.

Scrutineering (Tech Inspection):

Do's and Don'ts:

- DO bring your bike.
- DO bring your riding gear (leathers, helmet, boots, gloves).
- DO bring your scrutineering card.
- DO have your bike race ready.
- DO have your motorcycle number clearly marked.
- DON'T bring the entire crew.

Scrutineering will take place in the marked shaded area near registration. Please follow marked directional lines to ensure the smooth transition to the scrutineering lanes. All riders must have completed registration, and received their scrutineering card BEFORE you enter the scrutineering line. Scrutineering is open whenever the course is operational (operating times are listed on the event schedule).

- All motorcycles must be scrutinized by the appointed officials prior to making a run to confirm that it meets the class criteria.
- Ensure that you have correctly classified your motorcycle prior to completing scrutineering. No changes will be made if you incorrectly classify your motorcycle once scrutineering starts.
- The bike numbers & class must be clearly displayed on BOTH SIDES of the motorcycle. It must match your scrutineering card. For participants attempting records in more than one class- the number must match the class you are currently attempting. When your bike is re-scrutinized for the additional class, you will then change the numbers.
- The rider of the bike must bring all his/her riding apparel to scrutineering. The motorcycle must be in race ready condition.
- Scrutineering card will be retained by the scrutineering staff once you complete your inspection.
- Gasoline for all gasoline classes is provided by ERC racing fuels and must be used. Motorcycles shall arrive at the fuel truck empty and all fuel will be administered and tanks sealed. Broken seals will disqualify a record. You will be directed there after scrutineering.

Riders Meeting & orientations:

All riders are required to attend the Riders meeting at the scheduled time(s) prior to racing. All first-time riders are also required to attend the rider orientation for additional course overview and education, though all riders are permitted to attend.

Do's and Don'ts:

- DO ensure that you are prompt for the scheduled time.
- DO NOT bring your bike.
- DO NOT place your bike in Pre-Staging.
- DO NOT park in the courtyard area.
- DO try to carpool to attend the rider orientation course tour.

Track & Courses:

Now that you have followed all the procedures, you are ready to compete. Make sure you are familiar with the course layout. Maps are provided in the registration area. Details regarding emergency run off, direction, return runs etc are covered in the rider's meeting(s). Track conditions will also be explained in the rider's meeting. Those of you with high speed vehicles may be invited to inspect the course prior to it opening- at all times this is only to be done with the expressed permission of the race director.

The track/course layout may be as follows:

2 tracks consist of 2-3 courses each. They run parallel with their times sections aligned.

International Course

- Course: Intermediate Course (5 miles)
- Course: Long Course (may be up to 8 miles)
- Course: Streamliner (may be up to 11 miles)

The intermediate course starts at the designated mile marker on the long course. The intermediate course overlays the long course on the same track. Streamliner, with advanced notice to the event promoters, may start at their designated streamliner locations.

Mountain Course

Course: Intermediate Course (5 miles)

Course: Basic Course (3 miles)

The Basic course overlays the intermediate course. The Basic course starts at the 1 mile marker.

Depending on salt conditions, the pits may be located on either side of the courses. Runs are made on all courses, west to east, with return runs in the opposite direction. Maps will be available at the event.

The course you run on will meet the following criteria:

ALL long course motorcycles will run on the Long course.

ALL RWB and motorcycles under 100mph will run on the Basic course.

ALL remaining record attempts will be divided between the two intermediate courses depending on traffic flow.

Pre-Staging:

Do's and Don'ts:

DON'T leave your motorcycle unattended.

DO maintain the staging lanes.

DO bring supplies with you (shade, food, drinks etc)

DON'T abuse the officials, they are all volunteers here to support your racing.

DON'T leave the staging area without permission from the pre-staging officials.

DO ensure your bike is race ready. Do your mechanical work in the pits.

Pre-staging will be a designated space on the access road, closest to the starting lines. All motorcycles are to form one line per track on a first come basis. Riders are dispatched to each track in Lots, and go to their respective starting locations to be run. Each lot will run before the subsequent lot number to ensure equitable running regardless of starting location.

Trailing bike's to the pre-stage and starting lines is permitted. Support vehicles are not permitted to 'hold' a place in line, pre-staging will only accept race ready motorcycles (streamliner exempt).

Streamliners will be the only race motorcycles that will be permitted to pre-stage at the starting line (0). All streamliners must have a support vehicle that waits in the pre-stage line. All streamliner vehicles must check in with pre-staging before proceeding to the starting line. When the support vehicle is dispatched to the starting line, the streamliner will then be permitted to run.

Streamliners and participants attempting records over 225mph may be permitted to excuse their turn in line for wind consideration and allow the next participant in line to run. All support vehicles must be in the allocated waiting area off course. After each run they must return to pre-staging before waiting at their designated starting location.

You are responsible for providing your own shade and amenities while in pre-staging (restrooms will be provided!). Ensure you have enough supplies, shade, food, drinks etc to make your wait comfortable and to ensure your well being.

Racers will be directed to the starting lines by the pre-stage officials. When directed so, proceed directly to the starting line, unload if you need to and get ready to race.

Starting & Running the Course:

Do's and Don'ts:

DO listen carefully for instructions.

DON'T leave the starting area unless directed.

NEVER leave the starting line without an all clear from the Starter.

DON'T bring the entire crew.

DO remember the emergency turn out directions.

DO inform race officials if you are missing anything on your motorcycle after you have completed your run.

DO follow any instruction given by any course official.

DO exit the course as soon as possible.

DON'T coast down to the end of the course for any reason.

DO ensure the course official can see the SIDE of your motorcycle when clearing the course

DO ensure that you have moved passed the safe zone before stopping your motorcycle.

Your basic procedure is:

Riders will be directed by the starter to prepare for their run. The Starter/assistant starter will go over your pre-race checks and give you any reminders you might need. Trailered motorcycles will be the last to run in the group to allow for unloading and preparation.

The order you run is the order that you left pre-stage. The starter will call your number and you should be ready to go i.e. Helmet & gloves on, fuel on and bike running. When the starter waves the green flag, this is permission that the course is yours.

Streamliners and participants with motorcycles with wind sensitive fairings may be permitted to excuse their turn in line for wind consideration and allow the next participant in line to run. Wind stickers will be issued on an as needed basis by select meet officials and must be on the motorcycle to permit a wind waiver.

All support vehicles must be in the allocated waiting area off course. After each run they must return to pre-staging before waiting at their designated starting location.

On course there are flags on either side. Red designates the 1/4 mile, Yellow and Black are the mile markers. The timed section is marked entering and exiting the Mile. The Kilometer timing is in the center of the Mile section. by the time you get to the timed section you should be at speed and tucked in!

Additional vehicles not needed to unload the motorcycle, must remain in the spectator areas. All vehicles must be moved if directed to do so by race officials.

After the completion of your run, turn off as soon as is safe to do so. No motorcycles (with the exception of streamliners) are permitted to coast to a stop. Slow down, turn off the course and continue at a steady pace until a course official can see the side of your motorcycle. This enables them to clear the course. Never stop and get off your motorcycle unless you are directed or in designated area to do so, unless it is an emergency.

Support vehicles will be required to use the access roads. Only one support vehicle that is towing a streamliner will be permitted on the course, and again to pick up the streamliner, however they must exit the course once the streamliner is released and use the access road until the streamliner

is located for retrieval. Those driving a support vehicle must check in with a course official before entering the course to retrieve a streamliner

Emergency crews are the first responders for all accidents on the course. Support vehicles must keep their distance and allow the emergency crews to do their job. Fire extinguishers should be used in an emergency, but riders are to be first attended by EMT or Fire Crews professionals.

Any course infraction may be subject to disciplinary action, which may include disqualification or ejection from the event. When directed all participants must report to the requested location.

Course infractions may include, but are not limited to:

- Powering down the course after the timed mile/km.
- Dropping parts on the course.
- Crossing another course at any time.
- Exceeding the speed limit on any access or return road.

Disciplinary action may include, but is not limited to:

- Warning.
- Fine.
- Impounding of vehicle for any period of time.
- Disqualification of record attempt.
- Removal from the event.

Impound and Return Runs:

Do's and Don'ts:

DO report to impound if you are competing for a record.

DON'T remove your motorcycle from impound unless directed by an official.

DO collect your timing ticket from the registration trailer to check if you qualified for a return run

DO ensure your engine is sealed if you wish to continue more attempts.

DO notify the impound official(s) if you are attempting an FIM record for your 2 hour turn-around.

After your first run, if competing for a record, you **MUST** report to impound. Impound is located in the pit area , or at the designated area at the end of the course for streamliners. All motorcycles must report to impound without delay.

Collect your ticket from the registration and confirm with an impound official if you qualify for a return run. They will dispatch you as needed. AMA return runs are completed within the same calendar day, FIM must be completed within two hours.

If you have qualified for a return run, you will be directed to remain in impound until the course is ready to complete return runs. Leaving impound will forfeit any record attempt and you will need to re-qualify.

After the completion of your return run you must again return to impound. Your motorcycle engine will be sealed if you choose to continue to race to be measured later.

All riders attempting FIM world record need to ensure the FIM steward is present for all stages of the attempt.

The final word:

We are always more than willing to answer your questions. Not everyone knows the answer to your question, but we will do our best to point you in the right direction.

Finally, and most importantly, we want to make your time enjoyable. The volunteers that spend their time assisting you are not paid for their job, be courteous, respect that they are doing their best and do what you can to cooperate with the smooth operation of the meet. If we can make things go a little easier for you, and in turn for us, then we all enjoy ourselves more.

Constructive suggestions and input is encourage and can be emailed to info@bonnevillespeedtrials.com .

We hope that your week is full of excitement and broken records. We hope that you see history being made and enjoy yourself. If you have any questions please ask a staff member.... Now go, Have fun, Go fast and Stop safe!

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