

National Records

1. Jurisdiction

The FIA will adjudicate upon all claims to International Class and World Records. Claims to such Records following attempts within the territory of the MSA will be submitted to the FIA by the MSA. The MSA 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".

2. Records Recognised. 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.

2.1. Local Record – recognised by the MSA, 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.

2.2. National Record – established in conformity with the rules of the MSA 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.

2.3. International Record – recognised by the FIA as the best result achieved in one of the categories, groups, cylinder –capacity classes or other subdivisions prescribed in the International Sporting Code and Appendix D.

2.4. 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.

2.5. 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.

3. Vehicles Eligible to Establish Records. FIA World and International – see Appendix 1. National – see Appendix 2.

4. Times & Distances Recognised

4.1. International – refer to Appendix D

4.2. National

Miles – Standing Start 1/4 – 1 – 5 – 10 – 50 – 100 – 200 – 500 – 1000 – 2000 – 5000 – 10000

Flying Start – 1/4 – 1 – 5 – 10

Kilometres – Standing Start – 500m 1 – 5 – 10 – 50 – 100 – 200 – 500 – 1000 – 2000 – 5000 – 10000

Flying Start – 500m – 1 – 5 – 10

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

5. Record Attempts

5.1. All attempts shall be subject to the prescriptions of the FIA International Sporting Code, the MSA National Sporting Code and General Regulations in so far as they can be applied.

5.2. For all record attempts, reference should be made to FIA Appendix D.

5.3. An International or National record attempt or the

organisation of a group of record attempts is considered to be a sporting event. National attempts are considered to be a National event independent from the nationality of the competitors.

5.4. Records can be made on a track or road.

5.5. A successful attempt must represent an increase of 1% of the average speed of the current record. The Attempt Permit may be issued to the competitor attempting the record or a Registered Club. The successful competitor(s) will be the record holder subject to ratification by the MSA.

5.6. The competitor may not publish or have published, distribute or have distributed the result of an Attempt before ratification by the MSA, unless prior permission is given. The results may then be circulated and must include the statement "Subject to MSA Ratification" in clearly visible letters. The MSA has the right to reject or approve the proposed publicity.

6. Application for a Record Attempt

6.1. The Entrant or Organisation must submit a completed Application for Authorisation to the MSA's Speed Executive, at least 6 weeks prior to the date of the Attempt together with the appropriate fee.

6.1.1. An Organising Permit, otherwise known as Attempt Permit, is issued as the authorisation.

6.2. Mandatory declaration for authorisation:

6.2.1. Proof of landowners' permission.

6.2.2. Local Police Authorities to be informed.

6.2.3. Fully licensed Speed Event Rescue Unit and Crew Required.

6.2.4. For any venue or course without a valid track licence, a plan and surveyors report must be submitted. A valid track licence is required for all Attempts.

6.2.5. Liability for all MSA costs.

6.2.6. Liability for all Officials costs.

6.2.7. Any noise or environmental restrictions.

6.2.8. Necessary Insurance.

7. Officials

7.1. The MSA will appoint a Steward who will be responsible for the supervision of the Attempt, has the authority to stop, suspend or modify the programme; will maintain a detailed log of all stops and operations at a control station. After the Attempt, send to the MSA a detailed report and the relevant reports of the Timekeeper and the Scrutineer.

7.2. Other Officials as required to supervise operations at Control Stations and observation along the course.

7.3. The Entrant is responsible for nominating an Attempt Co-ordinator, and meeting the costs of, an MSA licensed Timekeeper, Eligibility Scrutineer and Rescue Unit, approved by the MSA Records Panel for Record Attempts.

7.3.1. 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.

8. Licences

8.1. The competitor(s) must hold a valid International Competition Licence for an International Record Attempt; for a National Record Attempt an International or National 'A' (Open), National 'A' or a licence endorsed "Record Attempts Only".

9. Course

9.1. The course may be either a permanent or temporary track or a circuit and have a valid track licence relevant to the Attempt.

9.2. The course may be the open type with a control line at each end of the measure distance or of the closed type with a single control line.

9.3. A 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 is a close course.

9.4. During an Attempt of up to 24 hours only the vehicle attempting the record, nominated Officials, Rescue and service vehicles are permitted to use the track.

9.5. 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. The measured distance must be covered in both; consecutive runs must not exceed 60 minutes. Should a competitor make an unsatisfactory start and providing the vehicle does not cross the control line a re-start is permitted.

9.6. For records up to 10 miles and 10 kilometres the course may be of the open or closed type.

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

9.6.2. Closed Course – the car crossing the single control line lap after lap. The direction of running is free, as appropriate to the track licence.

9.7. For records over 10 miles and Time records the course must be of the closed type. The direction of running is free. 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, turning back and passing over it again in the opposite direction without stopping.

10. Scrutineering

10.1. 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.

10.2. Using approved measuring instruments measure the cubic capacity of the engine. Alternately, affix 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 MSA to make the examination.

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

10.4. At the end of the Attempt, the Scrutineer will make the final verification and give a written report to the MSA Steward.

11. Timekeeping

11.1. On an open course, time is recorded as the car crosses the start and finish lines in both directions with a break at the end of each run.

11.2. On a closed course times are recorded lap after lap as the car crosses the single start-finish line.

11.3. At the end of the Attempt, the Timekeeper will give to the MSA Steward, a written report, the original record of times and relevant calculations.

11.4. A Speed Timekeeper, of the appropriate grade, as nominated by the MSA is required.

12. Control Stations

12.1. Stations may be located along the course at designated areas.

12.2. Authorised stations:

12.2.1. 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.

12.2.2. Closed Course – One next to the single control line.

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

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

12.3. 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.

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

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

12.6. 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.

13. Authorised Operations

13.1. Before the Attempt, except for replenishment materials, all spare parts, auxiliary materials and tools to be carried on the vehicle or held at a main station shall be listed with their total weight and given to the MSA Steward. Only the listed items are permitted to be used during the Attempt. Body panels, window glass and exhaust systems shall be considered as replenishment materials and need not be listed.

13.2. Competitors' assistants using the authorised spare parts, auxiliary materials and tools of the station may carry out operations at main and intermediate stations. The vehicle must be stationary during such operations.

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

13.4. All operations concerning refuelling, cleaning, tuning, fitting, replacement of wheels, tyres, sparking

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plugs, injectors, electrical components, repairs and welding are authorised.

13.4.7. 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.

13.5. Replenishment materials are deemed to be – wheels, tyres, sparking 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 shall be considered as replenishment materials.

13.5.1. Replenishment is permitted at the intermediate stations.

13.6. Operations not permitted at stations, may only be made by the driver alone using the parts, tools and materials authorised for the Record Attempt.

13.6.1. 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.

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

14. Records Over 10 Miles and Time Records

14.1. Except for replenishment materials, all spare parts and auxiliary materials not carried by the vehicle shall be at the main station.

14.2. The equivalent total weight shall be carried by the vehicle as ballast; the safety roll-over bar shall be considered as ballast.

14.3. 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.

Appendix 1 – FIA World and International Records

Are available on the FIA website.

Appendix 2 – National Records

1. Vehicles Eligible to Establish Records

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

1.2. 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.

2. Groups, Classes & Cylinder Capacity

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

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

2.2. Groups I & II combined – with or without forced induction.

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

2.3. Group VIII: Electric Engine

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