



MOJAVE MILE
SEPTEMBER 2010



EVENT RULES AND INFORMATION

PLEASE READ – ALL PARTICIPANTS ARE RESPONSIBLE FOR KNOWING THIS!

RULES – GENERAL:

- Registration will be open on Friday afternoon, Saturday morning, Saturday evening, and Sunday morning at the Mariah Inn & Suites in Mojave.
- Saturday morning registration closes at 9:00 AM. Anyone arriving after that may not get to run until Sunday.
- Final registration closes at 9:00 AM on Sunday. Anyone arriving after that may not get to run at all.
- Guests & Crew MUST check in with the registered participant at registration, and sign all required waivers.
- A special minor waiver is needed for anyone under the age of 18, which must be completed and signed by a parent or legal guardian.
- Access to the Paddock, Grid and Track areas is strictly controlled by wristbands. All persons, including participants, crew and support members, family, media, and spectators are required to wear a Mojave Mile wristband on their RIGHT wrist, which will be issued after all required waivers and forms have been signed at Registration. You CANNOT wear the wristband on your hat, your clothes, or anywhere else, ONLY on your RIGHT wrist, and it must be snug enough that it cannot be slid off of your wrist. This RIGHT arm wristband allows access to the Paddock/Pit area ONLY. It does NOT allow access to the Grid and Track “hot” areas.
- In addition to the wristband for the right wrist, Drivers/Riders will be issued (at the driver’s meeting that they attend) a separate color coded wristband designating their MKM speed license level (Basic, Sportsman, or Unlimited) to go on their LEFT wrist. This wristband will have the MKM-assigned number of their entry written on it and will only allow that driver/rider to operate the matching-numbered vehicle. If a driver/rider is signed up for more than one vehicle, all vehicle numbers that he/she is operating will be noted on the wristband. You CANNOT wear this wristband on your hat, your clothes, or anywhere else, ONLY on your LEFT wrist, and it must be snug enough that it cannot be slid off of your wrist. These wristbands will be checked by the Grid crew and must be shown before leaving the Grid line for the Hold Line prior to starting a run. If you do not have your wristband on at that time, or have an incorrect wristband, you will be pulled out of the Grid line and may not re-queue until you have the correct wristband.
- In addition to the wristband on the right wrist, persons not driving or riding in the event, but who do require limited access to the grid and track area (some crew members, some media, etc.), will also be issued (at registration) special LEFT arm wristbands for that purpose. Again, these can be worn ONLY on the LEFT wrist, and nowhere else.
- NO ONE will be allowed entry to the grid and track (“hot area”) without a correct LEFT arm wristband.
- Wristbands are water resistant and should survive for the duration of the event. If one becomes damaged, bring the remains to Registration and a new one will be issued.
- Children must be accompanied by a responsible adult at ALL TIMES. For safety reasons, children are not allowed to operate ANY TYPE of motorized or wheeled vehicle at ANY TIME. Children’s bikes, scooters, tricycles, big wheels, RC vehicles, skate boards, roller skates and skate shoes (heelies) are prohibited.
- Pit vehicles/scooters – many of you probably have these. They are to be driven ONLY by a licensed adult driver. They may NEVER be driven by a minor. They are to be used for essential business only, not for just idly cruising up and down the pits. Remember the pit speed limit is 10 MPH.
- We prefer that participants do not bring their pets. But if you do, they MUST be on a leash at ALL TIMES and any “deposits” must be picked up. Spectators are NOT ALLOWED to bring pets. If you bring a pet, and it gets loose on the airport grounds, you may be expelled from the event with no refund.
- NO GLASS BOTTLES ALLOWED inside the event area.

- NO ALCOHOL ALLOWED WHATSOEVER in the Paddock area or anywhere at this event! This is a “dry” event. Anyone seen drinking alcoholic beverages of any kind in the Paddock, or any driver/rider detected with alcohol on his or her breath will be asked to leave immediately with no refund. We reserve the right to administer a breathalyzer test to any driver/rider we suspect of alcohol consumption, and refusal to submit, or any alcohol level shown on the test, is grounds for expulsion from the event with no refund.
- FOOD – Buffet-style meals of breakfast and lunch each day will once again be catered by Domingo’s Mexican Restaurant. Meal tickets can be purchased at Registration or at the sales table near the food tables. Children under 12 can buy tickets at a discount. Lost meal tickets cannot be replaced. You will give a meal ticket to the ticket taker at the head of the food table, who will give you a plate. Each meal ticket allows one person to go through the buffet line one time using one plate. (Children get a smaller plate. This isn’t all-you-can-eat, so no second trips unless you buy another ticket.) Beverages will be available at extra cost. At this event there will be a scheduled time-out/lunch break.
- No Bar-B-Q grilles, outdoor cookers, fire pits or open flame of any kind are allowed.
- Stay hydrated- the California high desert sun and wind will draw moisture from your body very quickly. Drink plenty of fluids (non-alcoholic and non-carbonated). 12 to 16 ounces of water or sports drink per hour is recommended. It’s especially important that drivers/riders drink plenty of fluids in the 30 minutes immediately prior to each run.
- Emergency Help- If you require medical help in the paddock or pits, DO NOT go directly to the EV Station. Send someone to “Race Control” or any race official and they will radio dispatch the ambulance and/or crash truck.
- STAY WITHIN THE RESTRICTED AREA. No one is EVER allowed in or around the buildings on the grounds, on the airplane parking pads, on other runways/taxiways, or in any other portion of the grounds that is not part of the Mojave Mile event. You may be detained by Mojave Air & Space Port security, or possibly even arrested, if you violate this rule.
- Participants will be issued a trash bag for personal use. Use it for any trash that you generate. Drop it in the Dumpster when you leave, or just take it with you, but DO NOT just leave it on the ground. Please be on the lookout for trash on the ground and help us police it by picking it up and placing it in the nearest trash can. We really appreciate it!!
- Official Speed Certificates, suitable for framing, are optional at extra cost and are printed and mailed a few days after the event.

TECH INSPECTION PROCEDURES:

- Tech Inspection will be at the Mariah Inn & Suites on Friday afternoon and in the paddock area on Saturday and Sunday mornings. You must first go through Registration before you can proceed to Tech. If you are arriving Saturday, or Sunday morning, you must FIRST complete Registration at the Mariah Inn & Suites, where you will receive your Tech Form. Then, you may proceed on to the paddock for Tech inspection. (Please note that if you arrive after 9 AM on Saturday, your Tech inspection may not get done until 7 AM Sunday morning. There is no Saturday night Tech.) At the paddock, the Tech Trailer will be situated near the Scoring area.
- In order to get your vehicle teched you must have your ASSIGNED NUMBER sticker (issued at Registration). The number sticker is placed on the LEFT side of the vehicle. You must also have your Tech Form with you. No Form, No Tech.
- At Tech Inspection, you must arrive with your car or bike ready to run, all assigned drivers/riders, and all personal safety gear present.
- Please be prepared to identify your fuel type on the Tech Form, especially if you are using anything other than normal gasoline. The Fire & Rescue Team MUST be made aware of any vehicle that has nitrous oxide, nitromethane, methanol, 100% ethanol, or any other oxidizers, additives or exotics aboard.
- If you pass the Tech inspection, the inspector will place a Tech Sticker on your vehicle. It will have a Tech Speed number written on it, which is the maximum speed allowed for your vehicle. This is not necessarily

your actual speed limit! You yourself also have an MKM Speed License, designated by your color coded left arm wristband. The lower of these two limits is your actual limit for a run.

- For all persons driving or riding in the event, attendance at one of the Driver's Meetings is MANDATORY. A schedule of meeting times will be posted. You will not receive your Left Arm wristband unless you attend a meeting, and without that wristband, you cannot run. You must go through Registration prior to attending your Driver's Meeting. It is not necessary to go through Tech before attending a Driver's Meeting.

RULES – PADDOCK/PITS:

- Parking: When you arrive at the Paddock, you will be parked or assisted by our marshals and crew. All parking must be on the OUTSIDE of the yellow lines of the taxiway. Except for the longest rigs, all parking will be head-in to make best use of space. There is sufficient room for trailered cars to head-in park and still be able to easily unload behind the yellow line. We will give you enough space in between rigs to park your car/bike alongside your trailer if desired.
- PLEASE READ THE NOTICE REGARDING THE YELLOW MARKER LIGHTS. If you run over one of these or damage one in any way, you will be assessed a replacement fee of \$500. This is NOT a joke.
- Please stay below the paddock speed limit of 10 mph. (In other words – a crawl.)
- Volunteers will be assisting as paddock marshals. These people are considered the same as Event Officials. Please be respectful and follow their directions.
- Overnight Parking Rules – The airport has graciously allowed us to leave race rigs, race cars, trailers, RVs, etc., parked in the pit/paddock area overnight from Saturday to Sunday. Please observe the following rules so that we may continue to do so in the future: After hours, all vehicles and equipment must be stowed, secured and locked up. Do not leave anything (chairs, tables, tools, mats, etc.) out in the open. The theft risk is minimal, but the notorious Mojave wind could easily turn loose items into FOD on the runway. For the same reason, awnings, canopies, EZ-ups, tarps, flags, etc. must be retracted or stowed, and car covers should have retaining/locking cables so they cannot fly away. All propane bottle valves and power master switches must be turned OFF. Generators or engines may NOT be left running. Most importantly, ABSOLUTELY NO ONE is allowed to stay overnight, either in their rig or anywhere on airport grounds! A security guard will be making rounds all night, however, neither MKM nor the airport will be responsible for any equipment damage or loss.

GRID PROCEDURES:

- Grid order is generally "first come first served." (One exception: Sunday morning, when priority will be given to those who are entered for "Sunday-only".) There will be 3 Grid lines of 20 vehicles each and they will all be filled with the first 60 vehicles desiring to run. When you are ready, proceed to the Grid and the officials will line you up. When the line you are in is called to the start line, the ENTIRE Grid line of 20 vehicles will proceed on the taxiway to the final hold line. Once this line has moved, it will be filled (when called) with the next 20 vehicles desiring to grid.
- You must report to the Grid line ready to go. The first 5 vehicles in the Grid line must be ready to start, i.e., all belts on, helmets, gloves, etc. Vehicles 6-20 in the Grid line may proceed to the Hold Line and don their gear/buckle in at that point, but they should be aware that they must be ready when called to the start line or they will lose their spot in line. The time between starts will be 45-60 seconds, so be ready!
- Wristbands will be checked in the Grid line to ensure the correct driver/vehicle combo. If you do not have your wristband on your left wrist, if the vehicle number on the wristband does not match, or if the vehicle is missing its Tech Sticker or the Tech Sticker does not match the car, you will be pulled out of line.

Two sets of Run Procedures follow. Use the set that matches the run direction selected for the event.

RUN PROCEDURES: Northwest to Southeast (Runway 12), page 1 of 2:

To get to the starting line: Vehicles leaving the Grid will turn LEFT and proceed about 1.3 miles up the main taxiway (Taxiway "Alpha"), crossing two other runways, to the "staging/hold line area" (at or near Taxiway "Foxtrot") where they will turn right and hold. Obey all traffic control personnel along the way and do not turn off of the taxiway unless directed. When each vehicle is called to the start, it will turn right again onto the runway to the end of the concrete section, and will then be directed into the appropriate starting box.

START PROCEDURES: We will use "side-by-side" start boxes. When called up from the staging hold line, proceed into the empty start box as directed. There will usually be a vehicle next to you in the other start box that will start before you. When that vehicle has cleared the runway after its run, you will be given the green flag.

- The Start Box is approximately 25' deep back from the actual start line. You may stage anywhere in this box you choose, as long as you are completely in the box. The purpose of this box is to preserve drivetrains and discourage "burnout" starts. In fact, we have been specifically asked by the airport to NOT perform burnouts. While we understand and accept that everyone wants to start hard to get the best possible speed in their run, we ask that you do it smart and not overdo the start.
- PLEASE BE AWARE OF YOUR SPEED LIMIT! TWO speed limits apply to each run. Your VEHICLE has a speed limit called the "Tech Speed", based largely on safety equipment and tires; this is determined at Tech Inspection and is written on the tech sticker on the windshield or tank. YOU YOURSELF also have a SEPARATE speed limit called the "License Speed"; this is based on experience and is designated by the COLOR CODED wristband placed on your LEFT wrist at registration. (Red=150, Yellow=205, Green=Unlimited.) THE LOWER OF THESE TWO LIMITS is the "run speed limit" that applies to your run. DON'T EXCEED YOUR RUN SPEED LIMIT! Limits WILL be enforced at this event. (Note: a recent rule change now gives an official 5 MPH "tolerance" to your run speed limit. Be smart and don't push it! There will be NO tolerance beyond that.)
- SHUTDOWN: Assuming you have no problems and make a full pass -- keep your head up and your eyes focused on the timing traps. At 205 mph you are traveling 300 feet per second. You have about one mile to slow down enough to make the last return road turnoff, which should be more than sufficient. Immediately as you clear the end of the timing box, gently roll out of the throttle. Brake very firmly but do not lose steering control and do not flat spot your tires. If you use a parachute, remember reaction time plus "blossom" time at 300 fps. If you are smart and pull the release when you ENTER the speed trap, the chute will not come out until you are past the trap.
- About 2300 feet after the finish line there is a noticeable bump where the runway transitions from asphalt to concrete. About 1000 feet past that (just past the first return turnoff) there is another bump where it transitions back to asphalt. Please be alert and aware, so that you are not surprised by these bumps. DO NOT TURN OFF OF THE RUNWAY BEFORE YOU GET TO THE CONCRETE SECTION!
- IF YOU HAVE A PROBLEM DURING YOUR RUN such as a blown tire or engine, or if you lose power, steer to the LEFT of the run lane and STOP on the LEFT side of the runway, preferably NOT where the other crossing runway intersects. DO NOT TURN OFF OF THE RUNWAY, as you may inadvertently turn onto one of the other active runways at this airfield. We will come and get you ASAP. Remember not to hit any (\$\$\$) marker lights!
- The Return Road: Once you have slowed to a safe speed, you may use one of the two right-hand turnouts that are available. Almost all vehicles will be able to slow quickly enough to make the first turnout, about 3000 feet after the finish line, in the concrete section. There will be a "1" sign at this point. If needed, faster vehicles, or those with weaker brakes, can go past the concrete section all the way to the final turnout, which is about one mile after the finish line. There will be a "2" sign there. This is not the place to be a hero driver; if you're not comfortable using the first turnout, please go on to the last one. We will not allow the next car to start its run until you have cleared onto the return road. If, for some reason, you cannot make either right turn safely and under COMPLETE CONTROL, you still have some OVERRUN room (see below).

Northwest to Southeast (Runway 12), page 2 of 2:

- Assuming you safely make the wide 180° right turn off the runway, it is important that you follow the marshal's traffic control directions, and don't block the way for the next racer behind you. (If you are being towed back, you will meet your tow vehicle here.) Under normal circumstances, you will be directed to proceed down the return road the short distance back to the Paddock. On the way, you will stop at the Timing Station to receive your Time Slip. (It is possible that the slips will need to be picked up at the Scoring area in the Paddock instead; this has yet to be determined. We will inform you at the Driver's Meeting what the correct procedure will be.)
- **OVERRUN - Beyond the shutdown area or, "Out the Back Door":** If you cannot SAFELY make the final right turn to the second return road, do not panic. You still have a serviceable overrun, about 450 more feet of pavement followed by about 675 feet of fairly flat and solid dirt surface. (After that is the airport fence.) **KEEP IT STRAIGHT!!!** Spinning to scrub speed is never a good idea. When you do finally stop, **TURN OFF YOUR MASTER SWITCH/IGNITION!!!** Please note that any vehicle that does go off into the dirt will not be allowed to run again until MKM has re-inspected it (and possibly reduced its Tech Speed).
- The return road/taxiway speed limit is 50 MPH unless you are under tow in which case it is 30 MPH. **PLEASE DRIVE ON THE RIGHT** as usual, whether coming or going on this road.
- This is an active airfield! Under our agreement, we must stop our runs if an aircraft is inbound or outbound on a runway that crosses the one we are using. If this occurs, the marshals will stop you at an appropriate point until the aircraft has landed/taken off. Please note that the runway that **WE ARE USING** will not be used for takeoff/landings, and will only have to be cleared in the unlikely event of a declared aircraft emergency landing being needed.
- If you must stop, either to wait for an aircraft or to be picked up by your crew, **TURN OFF YOUR MASTER SWITCH/IGNITION.**
- EV Station, south end: You will see an Emergency Vehicle Station in the turnoff area. If you have an emergency, (fire, etc.) steer toward the EV Station. Otherwise, proceed as directed by the marshals.
- In case of an incident/accident on course, the family, friends, and crew of the participant involved can meet the Event Director at the cones where the Paddock joins the return road (by the Grid lines). Family, friends, and crew are **NEVER ALLOWED** to get on the runway or past the cones without an escort.
- During the Event - No one is allowed past the boundary cones between the paddock and the return road unless they are a participant or part of a Recovery crew for a participant. Recovery crew persons must be registered as part of the entrant's crew and must have a special "on-track crew" wristband for their LEFT arm.
- Recovery crews may depart for the other end as soon as their race vehicle departs the start line. All crew vehicles must have a CB radio, on and operating.
- There is a very small chance that wind, rain, debris or other circumstances will cause a failure to record your speed for a run. We have multiple redundant lasers but there is still a small possibility. Please be understanding if this situation occurs.
- Speed slips are to be picked up by the participant. We **WILL NOT** save them. Participants are responsible to check their speed slip for vehicle number accuracy. Participants are responsible for correcting errors **BEFORE THEY LEAVE THE TIMING SLIP PICKUP STATION.**
- If you "break out", meaning that you exceed your run speed limit by more than 5 MPH, your run will not count and you will not receive a speed slip.
- Please keep all of your speed slips so that once the results are published you can prove your speed in case of any discrepancies. Your Mojave Mile badge holder makes a good storage place for the slips.

RUN PROCEDURES: Southeast to Northwest (Runway 30), page 1 of 2:

To get to the starting line: Vehicles leaving the Grid will turn RIGHT and proceed about one-third of a mile on the main taxiway (Taxiway "Alpha") to the "staging/hold line" area (Taxiway "Juliet") where they will turn left and hold. Obey all traffic control personnel along the way. When each vehicle is called to the start, it will turn left again onto the runway and proceed to just past the concrete section (about 300 yards up the runway), where it will be directed into the appropriate starting box.

START PROCEDURES: We will use "side-by-side" start boxes. When called up from the staging hold line, proceed into the empty start box as directed. There will usually be a vehicle next to you in the other start box that will start before you. When that vehicle has cleared the runway after its run, you will be given the green flag.

- The Start Box is approximately 25' deep back from the actual start line. You may stage anywhere in this box you choose, as long as you are completely in the box. The purpose of this box is to preserve drivetrains and discourage "burnout" starts. In fact, we have been specifically asked by the airport to NOT perform burnouts. While we understand and accept that everyone wants to start hard to get the best possible speed in their run, we ask that you do it smart and not overdo the start.
- PLEASE BE AWARE OF YOUR SPEED LIMIT! TWO speed limits apply to each run. Your VEHICLE has a speed limit called the "Tech Speed", based largely on safety equipment and tires; this is determined at Tech Inspection and is written on the tech sticker on the windshield or tank. YOU YOURSELF also have a SEPARATE speed limit called the "License Speed"; this is based on experience and is designated by the COLOR CODED wristband placed on your LEFT wrist at registration. (Red=150, Yellow=205, Green=Unlimited.) THE LOWER OF THESE TWO LIMITS is the "run speed limit" that applies to your run. DON'T EXCEED YOUR RUN SPEED LIMIT! Limits WILL be enforced at this event. (Note: a recent rule change now gives an official 5 MPH "tolerance" to your run speed limit. Be smart and don't push it! There will be NO tolerance beyond that.)
- SHUTDOWN: Assuming you have no problems and make a full pass -- keep your head up and your eyes focused on the timing traps. At 205 mph you are traveling 300 feet per second. You have about 3/4 mile (4000 feet) to slow down enough to make the last return road turnoff. Immediately as you clear the end of the timing box, gently roll out of the throttle. Brake very firmly but do not lose steering control and do not flat spot your tires. If you use a parachute, remember reaction time plus "blossom" time at 300 fps. If you are smart and pull the release when you ENTER the speed trap, the chute will not come out until you are past the trap.
- About 2300 feet after the finish line there is a bump where the runway transitions from asphalt to concrete. About 850 feet past that (just past the first return turnoff), there is another bump where it transitions back to asphalt. Please be alert and aware, so that you are not surprised by these bumps. DO NOT TURN OFF OF THE RUNWAY BEFORE YOU GET TO THE CONCRETE SECTION!
- IF YOU HAVE A PROBLEM DURING YOUR RUN such as a blown tire or engine, or if you lose power, steer to the RIGHT of the run lane and STOP on the RIGHT side of the runway, preferably NOT where another crossing runway intersects. DO NOT TURN OFF OF THE RUNWAY, as you may inadvertently turn onto one of the other active runways at this airfield. We will come and get you ASAP. Remember not to hit any (\$\$\$) marker lights!
- The Return Road: Once you have slowed to a safe speed, you may use one of the two left-hand turnouts that are available. Almost all vehicles will be able slow quickly enough to make the first turnout, about 3000 feet after the finish line, in the concrete section. There will be a "1" sign at this point. DO NOT TURN OFF BEFORE THIS POINT! Faster vehicles, or those with weaker brakes, should go past the concrete all the way to the final turnout, which is about 4000 feet after the finish line. There will be a "2" sign there. This is not the place to be a hero driver; if you're not comfortable using the first turnout, please go on to the last one. We will not allow the next car to start its run until you have cleared onto the return road. If, for some reason, you cannot make either left turn safely and under COMPLETE CONTROL, you still have some OVERRUN room (see below).

Southeast to Northwest (Runway 30), page 2 of 2:

- Assuming you safely make the wide 180° left turn off the runway, it is important that you follow the marshal's traffic control directions, and don't block the way for the next racer behind you. (If you are being towed back, you will meet your tow vehicle here.) Under normal circumstances, you will be directed to proceed down the LEFT SIDE of the return road about one mile back to the Paddock, again obeying all traffic control personnel. On the way back, you will stop at the Timing station to receive your Time Slip.
- OVERRUN - Beyond the shutdown area or, "Out the Back Door": If you cannot SAFELY make the final left turn to the second return road, do not panic. You still have a serviceable overrun, about 500 more feet of pavement followed by about 700 feet of fairly flat and solid dirt. KEEP IT STRAIGHT!!! Spinning to scrub speed is never a good idea. When you do finally stop, TURN OFF YOUR MASTER SWITCH/IGNITION!!! Please note that any vehicle that does go off into the dirt will not be allowed to run again until MKM has re-inspected it (and possibly reduced its Tech Speed).
- The return road/taxiway speed limit is 50 MPH unless you are under tow in which case it is 30 MPH. PLEASE DRIVE ON THE LEFT SIDE ("Aussie Rules"), whether coming or going on this road. The timing station where you will stop to get your time slip is on the LEFT side of the road.
- This is an active airfield! Under our agreement, we must stop our runs if an aircraft is inbound or outbound on a runway that crosses the one we are using. If this occurs, the marshals will stop you at an appropriate point until the aircraft has landed/taken off. Please note that the runway that WE ARE USING will not be used for takeoff/landings, and will only have to be cleared in the unlikely event of a declared aircraft emergency landing being needed.
- If you must stop, either to wait for an aircraft or to be picked up by your crew, TURN OFF YOUR MASTER SWITCH/IGNITION.
- EV Station, north end: You will see an Emergency Vehicle Station in the turnoff area. If you have an emergency, (fire, etc.) steer toward the EV Station. Otherwise, proceed as directed by the marshals.
- In case of an incident/accident on course, the family, friends, and crew of the participant involved can meet the Event Director at the cones where the Paddock joins the return road (by the Grid lines). Family, friends, and crew are NEVER ALLOWED to get on the runway or past the cones without an escort.
- During the Event - No one is allowed past the boundary cones between the paddock and the return road unless they are a participant or part of a Recovery crew for a participant. Recovery crew persons must be registered as part of the entrant's crew and must have a special "on-track crew" wristband for their LEFT arm.
- Recovery crews may depart for the other end as soon as their race vehicle departs the start line. All crew vehicles must have a CB radio, on and operating.
- There is a very small chance that wind, rain, debris or other circumstances will cause a failure to record your speed for a run. We have multiple redundant lasers but there is still a small possibility. Please be understanding if this situation occurs.
- Speed slips are to be picked up by the participant. We WILL NOT save them. Participants are responsible to check their speed slip for vehicle number accuracy. Participants are responsible for correcting errors BEFORE THEY LEAVE THE TIMING SLIP PICKUP STATION.
- If you "break out", meaning that you exceed your run speed limit by more than 5 MPH, your run will not count and you will not receive a speed slip.
- Please keep all of your speed slips so that once the results are published you can prove your speed in case of any discrepancies. Your Mojave Mile badge holder makes a good storage place for the slips.