

RULES AND GENERAL INFORMATION

PLEASE READ – ALL PARTICIPANTS ARE RESPONSIBLE FOR KNOWING THIS INFORMATION!

RULES – GENERAL:

- Registration on Friday and Saturday will be at the Mariah Inn & Suites in Mojave.
- Registration will close at 9:00AM on Saturday. Anyone arriving after that may not get to run.
- Guest & Crew **MUST** check in with the registered participant at registration.
- A minor waiver is needed for anyone under the age of 18, to be completed by a parent or guardian.
- Access to the Paddock and Grid is strictly controlled by wristbands. Upon registration, all participants, crew and support members, media, and spectators are required to wear a Mojave Mile wristband on their **RIGHT** wrist after signing in. 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 area.
- In addition to the wristband on the right wrist, Drivers/Riders will be issued a color coded wristband designating their MKM license (Basic, Sportsman, or Unlimited) on their **LEFT** wrist. This wristband will have the car number of their entry on it and will only allow that driver/rider to operate the matching-numbered vehicle. If a driver/rider is operating more than one vehicle, all vehicles that driver/rider is operating will be noted on the wristband. You **CANNOT** wear the 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 start. 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 operating a vehicle in the event, but who do require limited access to the grid and track area (i.e. some crew members, some media, etc.), will also be issued special **LEFT** arm wristbands for that purpose. Again, these can be worn **ONLY** on your **LEFT** wrist, and nowhere else.
- **NO ONE** will be allowed entry to the grid and track area without a correct **LEFT** arm wristband.
- Children must be with an adult at **ALL TIMES**. Children are not allowed to operate **ANY TYPE** of motorized or wheeled vehicle at **ANY TIME**. Children's bikes, scooters, bicycles, skate boards, roller skates and skate shoes (heelies) are prohibited.
- Pit vehicles/scooters – many of you will probably have these. They are to be driven **ONLY** by a licensed driver. They may **NEVER** be driven by a minor. They are to be used for essential business only, not for cruising up and down the pits. Remember the 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.**
- **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 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 any refusal to submit is grounds for expulsion from the event with no refund.

- Event meals of breakfast and lunch will be catered by Domingo's Mexican Restaurant. Meal costs are \$10 each (beverages not included) and must be paid for at Registration. Separate right arm wristbands will be issued to grant access to the meal buffet line.
- NO BAR-B-Q grilles, outdoor cookers or open flame of any kind are allowed.
- Stay hydrated- the California high desert sun and wind 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 – but it's also important that they visit the SaniKan so they don't make a run on a full bladder.
- 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 pad, on other runways/taxiways, or any other portion of the grounds that is not part of the Mojave Mile event. It is possible that you could be arrested or detained by Mojave Air & Space Port security if you violate this rule.
- Speed Certificates (optional at extra cost) are issued after the event is complete and will be mailed.
- 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!!

TECH INSPECTION PROCEDURES:

- Tech Inspection on Friday will be at the Mariah Inn & Suites. If you are arriving Saturday, you must FIRST complete Registration at the Mariah Inn & Suites, where you will receive your Tech Form. Then, you may proceed onto the Paddock for Tech inspection. On Saturday the Tech Trailer will be situated next to the Scoring area.
- In order to get your vehicle/motorcycle teched you must have your ASSIGNED NUMBER (issued at Registration) on the vehicle/motorcycle.
- At Tech Inspection, you must arrive with your car or bike ready to run, all assigned drivers/riders, and all personal safety gear present.
- When you report to Tech, please bring your Tech Form with you. No Form, No Tech.
- Please be prepared to identify your fuel type on the Tech Form if you are using anything other than pump gas. The Fire & Rescue Team MUST be made aware of any vehicle that has nitrous, nitromethane, methanol, acetone, or any other oxidizers, additives or exotics aboard.
- Attendance at one of the two the Driver/Rider meetings, either Friday evening or Saturday morning, is MANDATORY. After successfully completing Tech, you will receive a Proof of Tech form that you will submit at the driver/rider meeting to get your Tech Sticker. You will not be permitted to Grid without your Tech Sticker on your vehicle. Note that if you arrive late and need to attend the Saturday meeting, you will not be able to grid until after the meeting at 9:00 AM.

RULES – GRID:

- Please stay below the paddock speed limit of 10 mph.
- Parking: When you arrive at the Paddock, you will be parked or assisted by our Marshalls 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 sufficient 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.
- Volunteers will be assisting as paddock marshals. These people are considered the same as Event Officials. Please be respectful and follow their directions.

GRID PROCEDURES:

- Grid is "first come first served." 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 cars will proceed to the final hold line. Once this line has moved, it will be filled with the next 20 cars desiring to grid.
- You must report to the Grid line ready to go. The first 5 cars in the Grid line must be ready to start, i.e., all belts on, helmets, gloves, etc. Cars 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.

RUN PROCEDURES:

- START PROCEDURES: We will use "side-by-side" start boxes. When called up from the Hold line, proceed into the empty start box as directed. There will 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.
- SHUTDOWN: Assuming you have no problems and make a full pass -- keep your head up and your eyes focused on the timing traps. At 200 mph you are traveling 293 feet per second and you have nearly ¾ mile to slow enough to make the LEFT turn onto the return road. Immediately

as you clear the end of the timing box, gently roll out of the throttle. Brake hard 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 293 fps. If you are smart and pull the lever when you ENTER the speed trap, the chute will not come out until you are past the trap.

- 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 the other crossing runways intersect. DO NOT TURN off of the runway, as you may inadvertently turn onto one of the other two active runways at this airfield. We will come and get you ASAP. Remember not to hit the marker lights!
- The Return Road: Once you have slowed to a safe speed, proceed to the turnout at the far end of the runway at a brisk speed, approximately 70 mph, or whatever is comfortable for you. Do not turn off early. 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 the left turn safely and under COMPLETE CONTROL, you still have OVERRUN room (see below). Assuming you safely make the 180° left turn, it is important that you DO NOT STOP there. Follow the Marshall’s directions to the hold area. (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 back to the Paddock. While returning, 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 left turn to the return road, do not panic. You still have a serviceable overrun. KEEP IT STRAIGHT!!! Spinning to scrub speed is never a good idea. The surface past the end of the runway is dirt but fairly flat and solid. When you do finally stop, TURN OFF YOUR MASTER SWITCH/IGNITION!!!
- The return road speed limit is 50 mph unless you are under tow in which case it is 30 MPH. PLEASE DRIVE ON THE LEFT, whether coming or going, on this road. The reason for this is to avoid running into each other, as 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 hold our runs if an aircraft is inbound on one of the other two runways that cross the one we are using. If this occurs, the Marshalls will stop you at the hold area until the aircraft has landed/taken off. Please note that the runway WE ARE USING will not be used for takeoff/landings and will only be cleared in the remote case of an aircraft in-flight emergency.
- 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 hold area. If you have an emergency, (fire, etc.) steer toward the EV Station. Otherwise, proceed as directed by the Marshalls.
- 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 part of a Recovery crew for a participant. Recovery crews must be registered as part of the entrant’s crew and must be issued the appropriate crew wristband.
- Recovery crews may depart for the hold area at 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 tiny chance that the wind or other circumstances will cause non-recoverable errors in your recorded speed for a run. 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/motorcycle number accuracy. Participants are responsible for correcting errors BEFORE THEY LEAVE THE TIMING STATION.
- Please keep all of your speed slips so that once the results are published you can prove your speed in case of any discrepancies.