



MOJAVE MAGNUM

April 2018



EVENT RULES AND INFORMATION

PLEASE READ – ALL PARTICIPANTS ARE RESPONSIBLE FOR KNOWING THIS!

RULES –GENERAL:

- **By requirement of the airport, this is a closed, private event and is not open to the general public.** All adults entering the event gate must be a **member of MKM Racing** (racer/crew/guest), or be MKM staff/guest or MKM-approved media or vendor. **Entry wristbands will be closely controlled and are not free to anyone who wants one.**
- Attendees under the age of 18 don't need a membership but must be guests or family of a racer member and accompanied and supervised by a responsible adult member at all times; they can't just be left on their own. Please consider not bringing small children, if possible. The event area is not very kid or pet friendly.
- For safety and liability reasons, children (including teens without drivers' licenses) are not allowed to operate/ride/drive ANYTHING that rolls, flies and/or has a motor. This includes cars, motorcycles, ATVs, golf carts, utes, quads, mopeds, bicycles, tricycles, big wheels, pedal cars, razors, scooters, Segways, etc. (Exceptions: Medically necessary wheelchairs/power chairs/walkers, and baby strollers.)
- The following items are **prohibited** entirely in the event area: **Flying devices** (drones/quadcopters/UAVs/RC aircraft/kites/etc., even toy ones), so-called "**hoverboards**", **skateboards**, **roller skates/blades** and **skate shoes** (heelies).
- Pit vehicles/scooters/ATVs/utes/quads/golf carts/etc. – many of you have these. They, and all other motorized vehicles, are to be driven only by licensed drivers. **They may not be driven by unlicensed minors.** Remember, the pit speed limit is 10 MPH. Anytime anyone is riding an open vehicle such as a motorcycle, scooter, moped, pit bike, ATV, ute, quad, etc., **a helmet must be worn.** This can be any street-legal or competition car or motorcycle helmet.
- For safety reasons, we prefer that people do not bring pets or animals into the event. But if you do, they must be tagged, kept on a leash or restrained at all times, and any "deposits" must be picked up. **YOU CANNOT LET ANIMALS RUN LOOSE AT ANY TIME!!** Loose pets are both dangerous, and in danger, at an event like this. (Imagine a frightened dog on the runway with cars going 200 MPH. Or, imagine a curious but clueless dog yapping at a Mojave rattlesnake.) If we see your pet loose on the airport grounds, you may be expelled from the event with no refund. Legitimate service animals are of course allowed but the same restraint rules apply.
- **NO GLASS BOTTLES OR CONTAINERS ALLOWED** outdoors in the event area. Broken glass and tires don't mix.
- **NO ALCOHOL CONSUMPTION IS ALLOWED AT ALL** anywhere inside the gate at this event. This is a "DRY" event. Anyone seen drinking alcoholic beverages, 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. Save the beers for after you leave the event.
- No barbecue grilles, outdoor cookers, bonfires, burn barrels, fire pits or open flame of any kind are allowed.
- Fireworks, firearms and other weapons (including paintball and airsoft) are prohibited inside the event area.
- Smoking/vaping in the event area: We'd prefer that you didn't. However, if you do, please keep it downwind from the food area and the grid lanes/tech/sales/motorhome area. Use common sense and don't smoke near gas cans, carburetors, dry grass, etc. Make sure your butts are OUT, and don't leave them on the ground.
- Stay hydrated! This is the Mojave Desert. Average highs for our race dates are mid-80s and can go higher. The high desert sun and wind will dry you out very quickly. Drink plenty of fluids. 12 to 16 ounces of water or sports drink per hour is recommended. And don't forget to use sunscreen!
- 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 to any race official (orange shirt) and they will radio dispatch the ambulance and/or safety truck.
- **STAY WITHIN THE DESIGNATED EVENT AREA.** Some areas at the Mojave Airport are very highly restricted. 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 our event. You might be detained by Mojave Air & Space Port security, or possibly even cited for trespass, 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 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 your trash bag or the nearest dumpster. We really appreciate it!! Our goal is to leave the airport grounds cleaner than when we arrived.
- FOOD and BEVERAGES – A food concession with non-alcoholic beverages will be available for you in the pit area. (Racers receive 2 free meals per day here as part of their entry.) There is also fast food available in Mojave, about ¾ mile west of the airport entrance.
- FUEL – VP Race Fuels will have 5-gallon cans of race gas (up to C16/Q16) available for sale in the pit area. Buy early! For pump gas there are several gas stations nearby (right next to the fast food).

GATE ACCESS/WRISTBANDS:

- Access to the Paddock, Grid and Track areas is strictly controlled by a system of wristbands.
- Our wristband system involves using separate bands, with separate meanings, for the Right and Left arms.
- **RIGHT arm wristbands** (Gate Admission): these get you in the gate and allow you into the pit area.
 - All persons entering the event gate are required to wear a Right Arm wristband. **Adults must be a member of MKM Racing to get a wristband.** For this event, everyone will have to buy a weekend membership, which can be obtained at the Mariah (while Check-in is open), or at the Airport Gate itself during the event (cash ONLY at the gate please). Each membership must be sold to a racer or vouched for by a racer. Each wristband wearer must sign all required waivers and forms in person to receive their band.
 - These wristbands cannot be worn anywhere else, only on the RIGHT wrist, and they must be snug enough that they cannot be slid off. Your RIGHT arm wristband is basically a pit pass and gets you into the event grounds and pit area only. It does not give you access to “hot” areas past the grid lines or onto the track.
 - Even children need to have a Right arm wristband inside the event area. A special minor waiver (and special no-charge minor wristband) is needed for anyone under the age of 18, including infants. This waiver must be completed and signed in person by a parent or legal guardian ONLY, who must also accompany the minor at the event (and thus also must be a member). **This has to be a parent or legal guardian.** It can't be an older relative, friend, neighbor, babysitter, etc. etc., for legal reasons. Each minor must be a racer's family or guest.
- **LEFT arm wristbands:** These are for the racers, and others that have a legitimate need to actually be on the track. They are issued in addition to the right-arm wristbands discussed above.
 - Each driver and rider will be issued (after passing Tech Inspection) a color coded LEFT arm driver wristband, designating the Class that they passed Tech for. This wristband will have their Mojave Driver ID number written on it. This wristband cannot be worn anywhere else except on the LEFT wrist, and it must be snug enough that it cannot be slid off. This wristband will be checked by the Grid crew and must be shown on request. If you do not have your wristband(s) 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. This wristband will be rechecked at the pre-start line and checked again when you pick up your speed slip.
 - Persons not racing in the event, but having a legitimate need to access to the “hot” grid and track area (some crew members, some media, etc.), must obtain (at the waiver table or sales trailer) a **special left-arm wristband**. These people must all be over the age of 18. Note that there is also a required **special window sticker** for any on-track support vehicles (push trucks, media, etc.). There is no charge for these items. Please note that even with one of these wristbands, an escort may still be required, especially for media.
- To sum up, no one is allowed entry into the event itself without a RIGHT arm wristband, and no one is allowed entry to the 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, replacement is possible but you must bring the remains of the old one to Check-in or Tech.

EVENT CHECK-IN (for racers only):

- Check-in will be open on Friday afternoon, Friday evening, and Saturday evening at the Mariah Inn & Suites in Mojave.
- Friday check-in and tech are now available for everyone including Sunday-only entrants.
- Saturday evening check-in and tech are for any remaining Sunday-only people (or those upgrading to a second day).
- Right-arm wristbands (and memberships if necessary) must be obtained (most likely at the Waiver Table) before you can check in. Drivers and riders will have a special color of right wristband (pink) and they should be the only ones in the check-in line.

- Once they have their right-arm wristbands, racers can proceed to the Check-in Table. There they will have their entry details confirmed, and receive the Tech Forms and vehicle number that are required by Tech Inspection. Any missing forms, fee adjustments and changes will be taken care of. Pre-ordered merchandise will also be picked up here. If any other merchandise is desired, it's available at our Sales Table.
- WE DO NOT ACCEPT ANY WALK-IN ENTRIES even if the event is not sold out. **The ONLY WAY to enter the event is to do so on-line.** WE DO NOT ACCEPT ANY ENTRIES AT THE TRACK! If you are not registered online by 8 PM the day before you race, **you won't get to run.** This also means that there will be no last-minute added-on drivers at the track.
- **FIRST-TIME MKM MOJAVE RACERS (Rookies) - ROOKIES HAVE SOME STRICT REQUIREMENTS!** Rookies can either register/check in/go to Tech at the hotel the day before they compete (PREFERRED), or, if they are fully pre-registered online (no later than 8 PM the day before), and have their Tire/Medical/Emergency forms already filled out, they can check in and go to Tech at the track early on race morning (below).
- **DO NOT LINE UP AT THE TRACK ENTRANCE UNTIL AFTER 6:00 AM !!!** Lining up any earlier will block the road for the event staff, who will not be pleased.
- In any case, **ALL ROOKIES MUST DO ALL OF THE FOLLOWING on the first day they race:** 1) Arrive at the track between 6:30 and 7 AM; 2) Get their memberships/right arm wristbands at the gate if necessary; 3) Proceed directly to the MKM motorhome, NO LATER THAN 7:15 AM; 4) Attend Rookie Roll Call; 5) listen to the pre-race briefing; 6) participate in the pre-race track drive. After doing all that, if they haven't already done so, Rookies can check in, get Tech forms and go to Tech.
- **Late Arrivals:** For those NON-ROOKIE racers who are pre-registered, but aren't arriving until race-day morning: You should try to arrive by 7:00 AM. You will not go to the Mariah. Instead you will drive directly to the gate, where you will sign the waivers and get your right-arm wristbands. Go inside and find parking, take part in the pre-race briefing and track drive if you wish, then go to on-site check-in at the sales trailer near the motorhome at 7:30 AM or later, where officials will check you in and give you your Tech forms and vehicle number. Then you can go on to Tech.
- The time-consuming activities described above should make one thing clear. If you arrive late, you're going to be standing in line while others are already making runs. **RACERS WHO DECIDE NOT TO ARRIVE UNTIL RACE DAY MORNING WILL END UP WITH LESS TRACK TIME.** You have been warned.

TECH INSPECTION PROCEDURES:

- After a racer has completed Check-in, he/she may go to Tech Inspection.
- Tech Inspection will be held at the Mariah Inn & Suites on Friday afternoon, Friday evening and Saturday evening. Tech Inspection is also available at the track, at the Tech Trailer in the paddock area. You must have already signed waivers, gone through check-in and gotten your Tech Forms and vehicle number before you can proceed to Tech.
- In order to go through Tech, you must have your Tech Form(s) with you. No Forms, No Tech.
- Both you and your race vehicle are inspected at Tech. The car or bike must be in "ready to race" condition, and the primary driver/rider (and secondary, if there is one) for it **must be present** complete with gear. You must have your VEHICLE NUMBER sticker (issued at Check-in). This number sticker is placed on the LEFT side of the vehicle.
- Please be prepared to identify your fuel type at Tech Inspection, especially if you are using anything other than gasoline. We need to tell the Fire & Rescue Team about any vehicle that has nitrous oxide, nitromethane, 100% alcohol, or any other oxidizers, additives or exotics on board.
- When you and your vehicle pass Tech Inspection, the inspector will place a Tech Sticker on it. It will have your Tech Speed printed on it. This is the maximum speed allowed for you on the track. The sticker will indicate which drivers are assigned to the vehicle and the days the entry is valid for.
- The Tech Inspectors will retain all Tech forms for our records.
- **Upgrades:** All Rookies will initially be assigned to Class D, with a 170 limit, at Tech. This applies for at least your first run. Later, if you meet all the qualifications (one run above 160, plus the correct safety gear and tires), you can take yourself and your vehicle to the Tech Trailer and upgrade from Class D to Class C. (For many, this won't be necessary since they won't be going over 170 anyway.) Upgrades beyond Class C are done in a similar manner. You must upgrade one class step at a time. If two people are sharing a ride, BOTH must qualify for the upgrade.

MEETINGS:

- We are no longer putting on a finger-food get-together on Friday evening. The Mariah kitchen and bar should be open and taking dinner orders if you want to hang around the registration room with the staff.
- There is a pre-race briefing held next to the grid area early each morning before racing begins, followed immediately by an escorted slow drive of the track. **Attendance is required for Rookies** on their first day and strongly

recommended for all. Listen for the PA announcement. Drive your car/bike/pit truck/whatever up to the grid, park there, then listen to the briefing, then go on the track drive. **THIS IS MANDATORY FOR ROOKIES. ROOKIES MUST ARRIVE EARLY** (by 7:15) for roll call. Rookies who are late will seriously risk becoming spectators.

PADDOCK/PIT RULES:

- **Parking:** When you arrive at the Paddock, you will be parked or assisted by our marshals and crew. Due to possible pavement damage, trailers, RVs and large rigs cannot park with their wheels or landing gear on that part of the pavement that is outside the yellow lines. Except for the longest rigs, all parking will be head-in to make best use of space. Our marshals will assist you in finding a suitable spot.
- **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.
- Stay below the pit/paddock speed limit of 10 mph. (In other words – a crawl.) Anyone caught speeding, hot-dogging, or doing wheelies or burnouts, in the pits or on the taxiway, will be dealt with severely.
- Volunteers will be assisting as parking crew and paddock marshals. These people are considered the same as Event Officials. Please be respectful and follow their directions.
- RVs, trailers, tow rigs and race vehicles that are parked in the paddock area on Friday and/or Saturday may be left there until the following morning. **The gate will close at about 7:00 PM and there will be no access after that until morning.** Rigs and vehicles must be secured, closed and locked. Anything that the notorious Mojave winds might pick up must be put away. Car covers must be locked or lashed onto the car, not just held on with elastic or clips. All equipment must be stowed; nothing should be left outside. RVs and other rigs must be switched OFF. Generators and engines CANNOT be left running. Propane tank valves must be SHUT OFF. Finally, this is overnight PARKING only; it is not camping. NO ONE is allowed to stay inside the gate overnight. Security will patrol the area all night. Each rig or vehicle parked must have a large clearly visible identifying sticker on it (we will supply blank ones) with the owner's name, cell number and/or other local contact info such as motel and room number.

GRID PROCEDURES:

- **Grid order is generally "first come first served".** There will usually be 3 or 4 Grid lines of 10 or so vehicles each. When you are ready, proceed to the back of the Grid and the officials will line you up. When the line you are in is called to the start line, that ENTIRE Grid line will proceed as a group on the taxiway to the final hold line. Obey all directions given to you by Grid officials. We expect you to use good judgment and good manners when you are in or approaching the grid lines. **Bad/aggressive/dangerous driving or behavior will be dealt with harshly.**
- You must report to the Grid line ready to go, race clothing on, helmet ready, vehicle ready, cameras set, etc. We're not going to hold up 9 other racers just because you're not ready to go! Remember that no vehicle repairs are allowed in the grid line.
- Left Arm (Tech) Wristbands and Tech Stickers will be checked in the Grid line. Grid personnel will 1) see if you have your left wristband; 2) check the wristband info to see if it matches the Tech Sticker; and 3) check the Tech Sticker to see if the vehicle is entered for the day in question. If you do not have the correct wristband on your left wrist, or if the vehicle is missing its Tech Sticker or the Tech Sticker does not match, you will be pulled out of line.
- **YOU MUST ALWAYS GO TO THE BACK OF THE LINE to make your next run. NO "CHEATER" PLACEHOLDERS ALLOWED.** You may NOT have your buddies/helpers/minions put another vehicle in line to hold a place for you while you are on a run, then come back and jump straight into that spot for another quick run. You have to go to the BACK of the line like everybody else. Placeholder vehicles are usually OK for push-start and other "difficult" vehicles, but they are definitely not OK for the purpose of jumping the line.

On the following pages are the actual Run Procedures with details of how the actual racing is conducted. Please read carefully so you understand how we do things.

MOJAVE MAGNUM 2018 RUN PROCEDURES: Default direction, Northwest to Southeast (Runway 12), page 1 of 2:

To get to the starting line: Vehicles leave the Grid as a group and will turn LEFT and proceed about 1.6 miles, crossing two other runways, all the way to the end of the main taxiway (Taxiway "Alpha"), where they will be held in the "holding area". Obey all traffic control personnel along the way and do not turn off of the taxiway. You might want to leave your left glove off since you will be asked to show your left wristband again before you start. When each vehicle is called to the start, it will turn right onto the runway, and will then be directed into the appropriate starting box.

NO MASKING TAPE: PLEASE do not apply painter's masking tape, "blue tape", "frog tape", etc. to your vehicle! We know from long experience that this stuff WILL end up all over the runway. Masking tape is designed to come off easily, and that's exactly what it does at speed. We have had to pick up wads of this stuff and we're getting tired of it. If you feel you must use tape, you can use something stickier than masking tape, but any paint damage is your problem.

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

- During the Event - No one is allowed past the boundary cones onto the return road unless they are a racer or part of a start/recovery crew for a racer, or approved media. These persons must have the special "on-track crew" wristband on their LEFT arms, issued at Check-in. **ALL crew/media vehicles on the track must have an official Support Vehicle sticker on the windshield (available at Check-in or at the Sales Trailer).**
- Push starts: These will usually be allowed, but **you must talk to the Event Director beforehand** so that we all agree on the procedures that you will use, and the proper course of action for the push truck. All push starts will begin with the race car stopped in the normal start box.
- Start crews who are also doing recovery may depart the start area for the other end (on taxiway Alpha, opposite the normal traffic flow) as soon as their race vehicle departs the start line. Stay to the right, use caution, obey all marshals, yield to any race vehicles, and be particularly careful when passing the pit/grid area.
- Please don't do hard launches or burnout starts. We don't need you breaking your car on the starting line. 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 (a/k/a "Tech Speed") on the track! Your speed limit is printed on the tech sticker on the windshield or tank. DON'T EXCEED THIS LIMIT! Limits WILL be enforced at this event. (Note that there is no "tolerance" to your speed limit.) If there are multiple speed traps set up, a violation ("breakout") can occur at any one, and a breakout anywhere will invalidate that entire run.
- IF YOU HAVE A PROBLEM DURING YOUR RUN such as a blown tire or engine, or if you lose power, steer to the other side of the runway from the run lane and STOP, preferably NOT where any other crossing runway or taxiway intersects. DO NOT TURN OFF OF THE RUNWAY, as you may inadvertently turn onto one of the other active runways at this airfield. A safety truck will come and assist you ASAP.
- BE AWARE OF THE FINISH LINE LOCATION: We use signs, cones, and banners to designate the finish line, and we have large flashing red stop lights; still, every so often, it seems that someone misses the finish line, keeps the power on, and once in a while even eats some dirt. Don't let this be you. If you see flashing red lights, shut it down! If you see the pits or a motorhome off to your right, you are already past the finish line!
- SHUTDOWN: Assuming you have no problems and make a full pass – you're not done yet! You still have to stop. You have about 0.8 mile to slow down enough to make the last right-hand return road turnoff, which should be more than sufficient. Immediately as you clear the finish line, gently roll out of the throttle and/or declutch. Make no sudden moves. Brake 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. Be smart and pull the release when you ENTER the final speed trap. The chute will not come out until you are past the trap. Go very easy on the brakes until after the chute does its work and slows you down.

MOJAVE MAGNUM 2018 RUN PROCEDURES : Northwest to Southeast (Runway 12), page 2 of 2:

- The Return Road: Once you have slowed sufficiently, **maintain a reasonable speed** (about 60-80 mph) until you reach your turnout. There are TWO, RIGHT-HAND turnouts available. The final turnout is about 4200 feet from the finish line. Slower vehicles (Class D and perhaps some Class C) and sportbikes with good brakes are allowed to use the first turnout as an option if they think it is appropriate. (This is taxiway “Juliet”, about 2100 feet after the finish line.) Don’t be stupid – if you can’t make the first turnout, go on to the last. There will be markers at both available turnouts. We won’t allow the next car to start its run until you have cleared onto the return road.
- OVERRUN - Beyond the shutdown area or, “Out the Back Door”: If you cannot SAFELY make the right turn to the last turnout, do not panic. You still have a serviceable overrun, about 500 more feet of pavement followed by about 650 feet of fairly flat and solid dirt surface. (After that is the airport fence.) KEEP IT STRAIGHT!!! Spinning to scrub speed is not a good idea. If you’re in the dirt, 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 Tech has re-inspected it (and possibly put it into a lower class).
- Assuming you do safely make the wide 180° right turn off of 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 proceed on the return road to the timing station, then back to the pit area.
- The return road/taxiway Alpha speed limit is 50 MPH unless you are under tow/push in which case it is 30 MPH. PLEASE DRIVE ON THE RIGHT as usual, whether coming or going on this road.
- Just before you turn left to return to the Paddock area, you are **required to stop** at our timing station on the RIGHT side of the taxiway to receive your Speed Slip. **This is not optional** - if you fail to do this, your run will not be scored! You **must** show your left wristband again to receive your slip. Racers are responsible for checking their speed slip for the correct vehicle number or other problems. Errors must be corrected BEFORE YOU LEAVE THE TIMING SLIP PICKUP STATION. Please keep all of your speed slips in case of any discrepancies.
- You are required to turn LEFT into the paddock area upon your return. You may not just continue straight toward the start line again. When you’re ready for another run, you must start at the BACK of the line.
- SPEEDING/BREAKOUTS: We’re now using a penalty point system. You start the event with zero penalty points. Every time you exceed your speed limit by 0.1 MPH to 5.0 MPH, that is a “small breakout”, and you get ONE penalty point. If you exceed your limit by 5.1 MPH to 10.0 MPH, that is a “big breakout”, and you get TWO penalty points. Going more than 10 over is a “major breakout”, and will earn you FOUR penalty points. In ALL cases, the run will not count and you will not get a speed slip. Having a one-point total is not a problem, keep on racing. If you get up to a two or three-point total, you will receive a warning but you can still race. If you make it to four points, the Event Director will have a not so nice chat with you during which you may be DQed. If you manage to accrue five or more points, disqualification is automatic unless you can convince the Event Director otherwise.
- 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.
- This is an active airfield! Under our agreement with the airport, 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 special aircraft operations or 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 people 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.

END OF MAGNUM RUN PROCEDURES