

Motorsport 4the Masses LLC (M4theM)

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Procedural Manual and Rule Book ©

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This document will perpetually exist as a work-in-progress. Rules and procedures will be verified/modified, added to, and subtracted based on data collected and other applicable factors during subsequent events. Changes may be made at any time including during events at the sole discretion of M4theM and its agents. In as much as is practicable, changes will be made available to participants in a readable form before any event.

Disclaimer:

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of educational motorsport and racing experience events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE

RULES AND OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The event director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

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1. Mission of M4theM

M4theM exists to promote safe, affordable, educational and experiential motorsports opportunities to anyone that has a suitable car and the safety gear required to participate. We strive to offer ongoing opportunities for motorsports enthusiasts to further their skills and levels of participation in educational precision driving events and eventual competition. M4theM hopes to add programs that offer a path to higher forms of motorsport in addition to precision driving including eventual precision driving and speed competitions.

M4theM strives to make any precision competition about the driver, not the car nor amount spent in preparing the car. Any future speed competitions should be designed to minimize the need to spend large amounts of money to be able to participate and contend for success in such competitions.

M4theM feels strongly about providing opportunities and empowerment to groups that are traditionally underserved in motorsports. This includes but is not limited to Females and seniors.

M4theM also wishes to partner with agencies and sponsors to give back to the community by developing low or no-cost programs to assist veterans of combat, the disabled, at-risk youth, and teen drivers in general. We hope to provide an opportunity for each of these groups to find fulfillment, enjoyment, education, and positive life change through our programs.

Most of all, M4theM strives to create platforms for building strong, mutually beneficial relationships by providing a platform to enable the teamwork, camaraderie, and sense of accomplishment that arises from shared participation in motorsports.

2. M4theM Expectations

Expectations of Conduct:

The following are the minimum expectations of conduct.

1. Obey all guidelines and rules.
2. Treat others with respect.
3. Try to control profanity, especially if children present.
4. Seek arbitration from officials if you find yourself in an escalating situation with another participant.
5. Never be aggressive or abusive physically or verbally. Physical assault may result in suspension/expulsion and be reported to the Police.
6. NEVER drive your vehicle carelessly or recklessly.
7. Using your vehicle in an attempt to assault persons or damage property may result in suspension/expulsion and may be reported to the Police.

FAILURE TO FOLLOW THE ABOVE RULES OF CONDUCT MAY RESULT IN SANCTION BY M4theM UP TO LOSS OF MEMBERSHIP/LICENSE AND POSSIBLE PROSECUTION.

2.1 Driver classification

A. **Novice (N):** Brand new to precision driving. A Novice must always have an instructor in the car until an instructor has checked them off to solo.

C. **Procedural Novice (PN):** Drivers with previous HPDE or on-course experience may be considered "PROCEDURAL NOVICES" and will require an in-car instructor until understanding and application of M4theM specific procedures are demonstrated to the instructor's satisfaction. Once this is verified by an instructor, the participant will be eligible to be "FULL SOLO"

D. **Full Solo (S):** Allowed to drive in all Solo-approved run groups. Drivers that have demonstrated the understanding and application of all M4theM procedures and an acceptable aptitude and ability in-car control as assessed by M4theM instructors. This status allows the driver to participate in any M4theM SCDE event in any non-novice run group.

E. **Competition (COMP):** Drivers that hold a FULL SOLO status may request a check ride from a speed coach to verify their ability to drive with sufficient car control at a competitive speed to be issued a COMPETITION (COMP) status. COMP License holders will be eligible for course volunteer opportunities along with eligibility for M4theM future competitive events.

2.2 Special Ability Classes:

A. **Instructor (INST):** Instructors possess skills and abilities to train novices in SCDE, HPDE, and TTC procedure as well as basic car control and precision driving. They prepare students for and perform check rides to promote from "NOVICE" and "PROCEDURAL Novice" to "SOLO" as those students meet the advancement criteria.

B. Speed Coach (SC): Speed Coaches possess advanced skills in training drivers of various levels along with the ability to assess Experience, Skill, and Safety via observation of students. Speed coaches will be tasked with the same tasks as IN1 instructors but also assist FULL SOLO drivers with advanced driving techniques to increase car control and their ability to navigate the course more quickly. IN2 will also perform driver assessments and check rides for promotion from FS to COMP status.

C. Staff (Staff): Issued to executive staff. Equivalent to COMP license.

D. All Instructors/Officials will be understood to have a COMP equivalent license.

2.3 SAFETY RATINGS and LPI Calculation (future implementation)

Safety will be assessed via laps per incident count. (LPI)

LPI will be computed as follows:

Every timed lap a NOVICE, SOLO or COMP driver runs will be counted towards their official lap count. If it is a non-timing event the run group lap count will be used for this calculation.

Every time a driver is black-flagged or self-polices an infraction, an incident point (or points) will be recorded. Depending upon the infraction, the prescribed number of Incident Points will be added to their Incident point total. At the end of every event, an event LPI will be updated in the database based on the total number of laps divided by the total incident point count.

Example, 40 laps ran/2 incidents = 20LPI

LPI Points will be assessed as follows:

- A. Single cone/light barrier displaced or 2 wheels off out of bounds, self-policed 0pts.
- B. Single cone/light barrier displaced or 2 wheels off out of bounds, black flagged, 1pt.
- C. 4 tires out of bounds or displacement causing yellow flag, self-policed, 1pt
- D. 4 tires out of bounds or displacement causing yellow flag, black flagged, 3pts
- E. Multi cones hit, #cones displaced=points issued.
- F. A major issue, car to car contact or property damage. Assessed by officials and appropriately applied.
- G. Blatant or malicious conduct on or off course. Loss of license and expulsion from the organization and potential prosecution.

3. Short Course Driver Education (SCDE)

3.1 Definition of SCDE:

Short Course Drivers Education (SCDE) is a non-competitive instructional speed event held on permanent or temporary road courses, defined by markings, cones and other non-affixed barriers.

SCDE Courses may be of any length but in as much as is practicable, should be designed to limit the

average top speeds of stock vehicles with factory safety equipment to similar speeds as encountered on interstate highways.

There is no on-course open passing allowed at any time unless expressly provided for in individual event rules. Procedures for yielding to faster cars exist and are detailed later in this rule document. SCDE IS NOT RACING.

There will be no official comparative timing. There are no awards for speed, though recognition is given for safe driving.

While SCDE is non-competitive, safety procedures and equipment are still required and are commensurate with competition requirements.

3.2 Purpose:

SCDE is designed as an introduction to performance driving in a safe, lower-speed environment. The desire is to teach the procedures and etiquette involved in HPDE driving as is held on permanent racecourses but in an environment offering lower speeds and fewer obstacles.

It is also designed to be a cost-effective and lower-speed alternative to a full “HPDE” on a high-speed racecourse for those that would prefer a less speed-intensive experience as an ongoing pursuit.

SCDE is also used to amass procedural knowledge, safety, and vehicle control skills via seat time and instruction for those that might desire to compete in future M4theM competitive events.

While not a “competition” or “racing” school, SCDE does serve to fulfill safety and procedure prerequisites required to enter M4theM competition events as a non-instructed solo competitor.

3.3 Vehicles Types Allowed and Prohibited:

Any production or purpose-built vehicle with an appropriate center of gravity to mitigate rollover potential is eligible for consideration to participate.

A. No vans, 4x4 trucks, SUVs, or other vehicles deemed to have heightened rollover potential by the M4theM Staff. Hybrid 4x4 vehicles such as “track hawk” vehicles with lower centers of gravity may be assessed on a case by case basis at the sole discretion of M4theM Staff.

B. If rollover criteria are otherwise met, vehicles will be assessed for suitability based on HP to weight ratio and HP to suspension type. As one example, cars built for or designed purposefully for drag racing would not be appropriate for an SCDE nor would they be allowed.

C. Convertibles are generally allowed with the following provisions:

C-1. A convertible car that has a multi-point racing harness must also have either factory rollover protection or aftermarket structurally sound rollover protection.

C-2. 3-point factory harnesses or aftermarket offerings such as an SCCA legal lap belt equivalent are the only belts allowed in convertibles that lack appropriate rollover protection.

C-3. Some sites have their own rules that prohibit convertibles entirely unless they possess a minimum of at least factory rollover protection. These rules will be observed by M4theM when holding events at these sites.

D. All vehicles must have functioning OEM seat belts or vehicle-appropriate mass-produced commercially available harnesses. It is recommended any aftermarket harnesses be SFI or FIA approved. These must be properly and fully fastened whenever on course and while traveling to and from the course via pit/paddock access.

E. Purpose-built vehicles including go-karts and SCCA modified class equivalent vehicles may be allowed but fall under the guidelines of the following paragraph along with all other vehicles entered in the event.

E-1 Purpose-built race vehicles should retain all safety features as are present for the type of racing they were designed.

E-2 Novices are allowed in purposed race vehicles only if they have an acceptable and equal racing seat and safety gear provided for an instructor.

E-3 All Kart and single seat or open-wheel vehicle drivers must first possess a "Solo" designation in another type of vehicle to verify their ability and understanding of M4theM SCDE procedures.

F. Go-karts will not be allowed on course with any other vehicle type and may have a specified pit-paddock area for safety.

F-1. Go-karts may only participate if; A. enough register to warrant a full run group or B: Special provisions are made by the MSE director.

F-2. Go-kart registrations may initially be placed on a waiting list until enough have registered to fill a run group or the MSE director gives special permission.

G. Open-wheel vehicles will be placed into a run group consisting of open-wheel or other appropriate vehicles only.

G-1. Open-wheel vehicles may only participate if; A. When an event may be sold out, enough open-wheel vehicles have registered to warrant a full run group or B: Special provisions are made by the MSE director.

G-2. Open-wheel vehicle registrations may initially be placed on a waiting list until enough have registered to fill a run group or the MSE director gives special permission.

H. Top allowed speed limits may be placed on each event. These limits will be determined based upon site safety considerations as assessed by M4theM officials and may be adjusted by safety officials at their discretion. The limits cannot be raised to above any published limits of the insurance policy in place for the event should such limits exist.

I. If a vehicle is capable of or modified in a way that allows it to exceed the allowed top speed at the fastest point of the course (as checked by speed radar) the participant will be encouraged to self-govern top speed. If a second reading above max allowed speed is taken, they may be officially warned and offered the choice to use lower gearing (or electronics when applicable) to limit their speed. The third

incidence after gearing or electronic means being employed may result in disqualification from the event.

J. All participating vehicles will display a legible number of sufficient contrast to be seen and identified from 100' away. 8+ inches tall and proportionately wide is the preferred minimum standard. The number should be present on both sides of the car in equal presentation. Numbers should be secured in a way that they remain attached at interstate highway speeds. Any 1, 2, or 3 digit number may be used. Duplicate numbers are not allowed. A third digit or letter will be assigned to additional entries that register after their preferred number has already been taken.

K. (Assigned number procedure reserved in this space for future addition)

L. The determination of suitability for EVERY vehicle will be at the sole discretion of the MSE Directors, Chief officials, and their staff. This determination may be made after watching the performance of a vehicle on the course. If initially deemed appropriate but deemed unsuitable once observed on course, that vehicle may not be allowed to continue.

3.4 The site:

Sites for SCDE will consist of a course area, paddock area, and buffer zones between the course and participants during all on-course activities. Only course workers will be allowed inside of any buffer zones and they should be positioned in a way that makes every effort to protect them and allow them an "escape route" at all times.

A. Sites for SCDE should be chosen in a way that allows sufficient spacing for a pit/paddock, ingress/egress to the driving surface, and sufficient barrier space to allow runoff for vehicles as well as sufficient space between vehicle activity and any pedestrians present.

B. Sites should allow enough space for a course that allows for performing all the functions found in high-performance driving; acceleration, braking, cornering, transitions between corners, course access, course departure, and sharing the course with other vehicles.

C. A site should be chosen that allows for a primarily flat environment with any elevation change addressed in a manner that enhances vehicle stability and does not significantly decrease stability. (extreme off-camber corners etc.) Generally, large parking lots, airport taxiways, or emergency services training facilities will most often be the sites used. Sites may include portions of purposed race facilities that have been modified by markings cones and/or barriers to meet M4theM SCDE criteria for speed, obstacles, and insurance requirements.

D. The course area of a site surface should be smooth enough that it does not pose an undo "snag" risk to sliding tires and not be primarily of loose, potholed, or broken pavement. If these things are present on-site, they should remain outside the barrier or buffer areas mandated by the course design.

E. The paddock area will be made available in a way that enough width exists for 1 vehicle per participant to park equal to a parking space as found in urban shopping centers at minimum. Some sites may allow more space so that support vehicles may be parked in the same paddock spot. When minimum size spaces are used, an area for support vehicles will be provided.

F. Unless a venue provides or requires, there may be no on-site EMS, Fire, or Security. Events of this scale and limited speed rarely include this type of personnel and history has shown safety and security has not been an issue without. As a best practice M4theM will attempt whenever possible to secure venues that allow reasonably considered response times for local emergency services if ever needed.

3.5 The Course:

A. The SCDE course will usually consist of semi-permanent chalk lines, cones, and other lightweight barriers to define the course. Courses will be designed with safety and speed control in mind. Appropriate safety limits for corner and straightaway speeds will be determined from venue-specific requirements and insurance guidelines.

B. An SDCE course should be designed in a way that drivers experience all the elements found in high-performance driving; acceleration, braking, cornering, transitions between corners, course access, course departure, and sharing the course with other vehicles.

Speeds should fall between the speeds encountered in AutoX and full-course HPDE.

One element that exists in most high-performance driving events (shifting gears) is purposefully minimized in SCDE. Many of the courses will be designed so that the majority of vehicles should stay in a single gear for the entire course. (typically, 2nd) This is intended to foster a heightened ability to focus on car control and safe vehicle movement. Some courses will include purposed gear changes as a training tool to prepare drivers for future full-track experiences.

C Appropriate buffer zones will be implemented in the course design to assure safety and fulfill insurance requirements. M4theM in-house design guidelines normally seek a minimum of 25' buffer zone between the course and an immovable obstacle or opposing traffic that is parallel to the direction of travel or inside of a corner apex.

Buffer zones for the outside of a corner apex, or when vehicle momentum is directed towards any immovable object, will be adjusted based on speed and proximity of the immovable object. The course designer will assure appropriate runoff between the course and immovable objects.

Sufficient space between vehicles traveling in opposite directions should be maintained at all times based on speed, the direction of travel, and the direction of momentum. Barriers will be placed in places that present sufficient buffer areas between passing cars.

Mitigating danger from a stuck throttle or loss of brakes should be accounted for in the design.

Significant differences between traditional Autocross and SCDE courses are as follows:

Multiple continuous laps will be run in a predetermined and pre-disclosed time window (10min, 15 min, etc.)

Multiple cars share the course.

Courses will be designed in a manner that at least one opportunity exists for slower vehicles to hold a driving line and safely yield to faster vehicles with a minimum of interruption.

This will be facilitated via design “point by zones”. Procedures found later in this rule book in section 4.9.

SCDE courses are designed with the same markings and visual driving aids which are normally encountered on purpose-built permanent road racing courses.

SCDE courses will vary in width, usually 25 to 40 feet wide, to introduce participants to visualizing and learning a “driving line”.

Cones will not be laid out in a traditional AutoX manner. Little to no directional information is provided with cones.

Painted lines along with lightweight barriers (including cones when necessary) will be used to define the courses as much as possible.

Cones or other appropriate markers may be used for demarcation of the turn-in, apex, and track-out point of some corners as an aid for drivers to visualize the maximum radius of a given corner.

Cones may be used as a visual barrier for turn-in and track-out areas to further assure that vehicles stay within the confines of the course.

Cones or other markers may be positioned in significant braking zones to aid drivers in visualizing and executing proper braking points.

Painted corner “curbing” consisting of colored chalk paint or other appropriate visual means will sometimes be used as a visual aid to further assist drivers. Fig 4.5.1

3.6 Staffing: Event Day Staff consists of the following roles and duties:

A. **Event Control:** Event Control will communicate with event staff to ensure the timely execution of the event schedule and any modification needed during the event. They or their designee also have control of all movement of off-course vehicles during the event as well as grid, paddock, and pedestrian traffic.

B. **Event officials:** Event officials work in conjunction and under the direction of the lead officials. They will assist in safety, technical and race control roles as needed. These officials will follow the instructions of the lead officials to perform his or her duties and report any violations or issues to the proper official. They may also be tasked with other duties as needed.

C. **Registration/Admin:** Registration workers will provide driver check-in services and verify run classing and run grouping for all participants. They may prepare and issue hard cards as available.

D. **Timing and Scoring:** Assures proper run times are allowed for each group and directs volunteers to take as many lap times as possible by manual or electronic means to assess driver progress and run group assignment.

E. **Site Security:** When deployed these workers may act as security in so much that they always limit overall access to the site and direct pedestrians to remain outside the buffer zones. It will be their task to assure all entrants to event property have signed the required waiver(s) and are always given and display an identifying bracelet or other approved identifying item.

F. **Race Control:** Communicates with course workers to assure a safe on-course environment is always

maintained. They assure the proper execution of the SCDE procedures and any unique procedures for each venue.

G. Corner Workers: Corner workers are event officials that will serve as an extension of race control at various areas around the course. They will operate as flagmen to alert participants as to the “state of the course” as well as give direction via signals if action needs to be taken by a driver. There will be a minimum of 1 worker at each station to perform these tasks and control course access to assure both the current course state and safe access is maintained.

H. Instructors: Instructors will be tasked with introductory instruction in procedure and high-performance precision driving.

I. Speed Coaches: Speed Coaches will be tasked with advanced instruction in procedure and high-performance precision driving.

3.7 SCDE Event procedures

3.7.1 On Course Classing/Run Grouping:

Drivers will be split into 2 classes during an event. Run groups will be assigned from within these classes.

Novice Class: All instructed novice and solo novice drivers will fall into this classification and will only drive in Novice run groups until promoted to full solo.

Full Solo Class: All FULL SOLO and COMP drivers may be placed into the Full Solo classification for group assignment. PROCEDURAL STUDENTS may also be placed within this classification and remain therein once solo status is awarded.

Run groups will be assigned from within these classifications based on car type, past lap time data, and the observed skill of the driver. Further adjustments to these groupings may be made during the event should a large discrepancy in speed or lap time deem it necessary.

Each run group will be assigned a color. Novices should always have a light green, blue or purple color. Full Solo groups colors may be varied and will be used solely for identification purposes with no particular color seen as an indicator of skill or speed.

3.7.2 Course preparation/markings

A. In as much as possible, the course will be marked in a clearly visible contrasting color of the driving surface using semi-permanent chalk. When clear directional information may be provided using cone/tire/barrel barriers, chalk may be omitted. The driving surface will normally be outlined in yellow. Pit entrance and exit roads, normally in white. Point by zones will normally be marked with blue cones as needed for definition. Curbing will normally be marked with various contrasting colors.

B. All courses should be live tested by staff members and needed adjustments made before any paid participant is allowed on course.

3.7.3 Number of vehicles allowed on course simultaneously SCDE & Permanent Course Education Day (RCDE)

The number of simultaneous participant vehicles should be determined by the staff after establishing the average time it takes to drive one lap around the course. The following formulas should be used. For courses under .75 miles, 5 seconds should be allowed for each car simultaneously on course.

Example: 0.5 mi course, 40 sec Avg lap. = 8 cars.

For courses longer than .75 miles the formula will be 300' of track space per vehicle.

Example 1: 0.8 mi course; $4224' / 300' = 14$ cars.

Example 2: 1.7mi course; $8976' / 300' = 29$ cars.

At the discretion of race control, provision may be made for instructors/staff to be on course in addition to the regular participants the formula normally allows.

3.7.4 Race Control and Corner Stations:

Race Control Official is responsible for all on-course activity. Race control will communicate with corner stations and officials at those corner stations will act as an extension of race control. During a session, Race Control will make all decisions as to whether a participant is performing in a manner that constitutes a danger to themselves, other participants, spectators, or course officials. The decision to remove a participant from the current session may be made by Race Control alone. Other officials may request Race Control to remove a vehicle as well as deemed necessary. After session removal, safety/education officials will meet with the removed participant to assess a further penalty or remedial education that may be needed.

A. All courses will be designed with corner stations for Flag, signal, and safety needs. The number of stations should always be as such to allow at least 1 station to be seen from any given portion of the course.

B. These stations should each be manned by at least one official.

C. All stations will be in contact with Race Control via 2-way radio.

D. Fire extinguishers should be available at each station with a rating of 2-A 10BC.

3.7.5 Flags and Lights:

The following flags/devices may be used at events.

A. GREEN – (At S/F line only). Session has begun/course clear/yield procedure allowed.

B. LIGHTS - Lights may be used in conjunction with yellow, red, and black flags. Yielding and overtaking are not allowed until the yellow lights have been extinguished and all flags are clear.

C. YELLOW, STANDING (not waving) – Used at the beginning and end of sessions to signal no yielding and for drivers to maintain spacing. At the start of the session, lights should be used in conjunction with the standing yellow procedure and extinguished when the course is considered “green”.

D. YELLOW, WAVING – Something has happened on course that makes the course unsafe. Slow down and be prepared to take evasive action or stop. Lights should accompany the waving yellow flag. No yielding procedure allowed and spacing should be maintained until a driver reaches the next clear manned flag station and the lights have been extinguished.

E. RED – Drivers should stop as quickly and safely as possible, stay belted into his or her car, and await instructions/signals from a corner worker. Upon seeing a standing yellow flag, drivers should proceed carefully around the course and await further instruction from the flag stations. Upon seeing a waving black flag, drivers should proceed carefully to the pit lane. Lights should be on during any red flag/full course black flag procedure.

F. BLUE / YELLOW STRIPE – Traffic flag. This means a faster car is behind a slower car, the leading car should follow yield procedure at the next yield zone. As drivers approach the flag station, the flagman should point to the car it is intended for. Upon seeing a blue flag displayed as approaching a station, drivers that are not following another car closely but have a car relatively close behind them, should assume it is displayed for them and initiate the yield procedure. The blue flag should be acknowledged with a gesture to the corner. This procedure prevents tailgating, mirror driving, and promotes safety.

G. BLACK TO SINGLE CAR – This flag will be displayed at designated turn stations always including the S/F line. If this flag is displayed outstretched then waved and pointed at a car, that car should enter the pits at the next opportunity to consult with the officials on the pit lane. If this flag is ignored a penalty may be assessed, including but not limited to loss of course time. If a vehicle fails to acknowledge the black flag entirely during the run session, the session may be stopped for all and that driver WILL forfeit the next run session entirely and may be disqualified from participation for the remainder of the day.

H. YELLOW AND RED STANDING – These flags may be displayed together at all stations accompanied by the safety lights. All vehicles must enter the pit lane at the first opportunity.

I. CHECKERED - The session is over. Vehicles should begin a cool-down by gradually slowing to approximately 60-70% speed, using higher than normal gears/lower revs. and using the brakes as little as is safe. This time is to cool down both car and driver. Drivers should then proceed carefully to the pits the next time they approach them. (this procedure may be modified based on site layout but should be communicated in the drivers meeting and event rules packet.)

J. TRACK ACCESS SIGNAL - A course official will be stationed clearly in the sightlines of the entry to the course. A red light or red flag will be displayed statically. When the course is available to be entered the red light or flag will be extinguished or obstructed and be replaced with a green light or hand signal to enter the course.

3.7.6 Paddock, Grid, and Course Access:

A. Paddock procedures. All movement in the paddock should be performed in the safest manner possible. Paddock/Pit speeds should never be higher than a brisk walk and slower when in congested areas. Once a session has begun, unless attention is needed for a driver’s car or person, they should

return to the grid after each session so they are prepared to return to the course with their run group without delay.

B. Grid: Based on the assigned run group and published schedule, drivers should arrive at the grid at the designated time and place. At that time, they will be under the control of the Grid official. At the appropriate time when directed by event control, the Grid official will motion cars to the Course Access official.

C. Course Access: Upon arrival at the entrance to the course and clearance from Race Control, the Course Access official will individually motion cars onto the course at the prescribed interval for the current event. After receiving the proper track access signal, drivers should smoothly accelerate to the “out lap” pace while looking towards the direction of oncoming traffic to assure safe blending.

3.7.7 On Course Procedures

Race control is in control of all on-course activity and will communicate to course officials to maintain safety and timely execution of procedures.

A. Out lap: Once on course drivers should proceed at a 75% pace, test their brakes, steering and gearbox. Little to no shifting should be required while driving the course but drivers should shift to a gear higher than they would normally be in on course at speed. Drivers should maintain a consistent pace so they do not run up on the car ahead of them, nor fall back to the car behind. During this time, drivers should purposefully look for each corner station and make eye contact and acknowledge the corner worker with a wave, or other gesture that signifies they have seen the corner worker.

Once approaching the S/F line, drivers should shift into the appropriate gear for the course at that time and prepare to receive a green flag at the S/F line. If for any reason the GF is delayed when the first car arrives, corner stations may continue to display the yellow flag and yellow flag procedures will be followed.

B. On course at speed:

When driving at speed on the course during a session, drivers should concentrate on driving safely. Part of driving safely is to maintain a scan to always be aware of their proximity to the car ahead and the car behind. This scan should also include a glance at each corner/flag station each time the driver approaches and passes. If a flag is displayed to instruct the driver (yellow, blue, black, etc.) They should make a gesture of acknowledgment as they pass and follow the instruction given.

3.7.8 Checkered Flag/In lap procedure:

Once drivers receive the checkered flag, they should begin a cool-down procedure by gradually slowing to approximately 60-70% speed.

Drivers SHOULD NOT BRAKE HARD.

Rather, drivers should coast to the cooldown speed which should be roughly the same as the out lap.

Drivers should finish the cool down period using higher than normal gears/lower revs and using the brakes as little as is safe to do. Drivers should allow the car to cool down and the driver should begin to relax and proceed carefully to the paddock.

If more runs remain for their run group in the current session, they should continue back to the grid.

(These procedures may be modified based on site layout but should be communicated in the drivers meeting and event rules packet.)

3.7.9 Overtaking:

To facilitate multiple consecutive laps for all participants, allowance must be made for the safe rearranging of the order of cars on the course.

Point by Zone Design:

All Point by Zones should be of a proper design to allow access, slowing, acceleration, and blending space for the yielding vehicle.

Point by Zones and pit entrance/exit should offer enough visibility and distance from corners to allow for a clear visual understanding of the intentions of the driver entering the pits or Point by Zone.

Point by Zones should be in a wide enough portion of the course design to provide enough space to allow cars to yield within the normal confines of the course surface proper. An indication will be provided to identify the start and end of the point by zone.

ALL OVERTAKING MUST BE DONE IN POINT BY ZONES AND INITIATED BY THE YIELDING DRIVER.

Point by PROCEDURES:

To announce a point by: A yielding driver should quickly but clearly, point in the direction the overtaking car should travel as they go by. If safe to do so, the overtaking car should acknowledge the point-by with a return gesture of their own.

This gesture should be made clearly and steadily and no sooner than 100' before the point by zone but maintained into the point by zone until the overtaking car is moving offline to overtake.

In the point by zones: The yielding driver should maintain full pace until they have fully entered the point by zone. Once the overtaking car is moving offline to overtake, the yielding driver should immediately begin to slow sufficiently to allow the following car to quickly overtake. As soon as the overtaking car has cleared, the yielding driver should resume regular driving pace.

The number of point bys per point by zone: As a best practice, one vehicle may receive a point by per point by zone entrance. If the track design allows, more may be allowed at the discretion of the officials.

Additional following vehicles: If there is a third car closely following behind the yielding and overtaking vehicle, they should assure proper space is allowed for the yielding car to re-join the driving line. They do not need to slow dramatically but instead moderate speed in a way that allows a gap providing space for the yielding car to rejoin the driving line.

Re-entering the driving line safely: This is the responsibility of both the yielding, overtaking, and any following drivers approaching from behind. All should have visual contact with the others and modulate their speeds so they may remain separated by enough space to assure safety.

It is the final responsibility of all drivers to yield, overtake and reenter the driving line safely.

Scenarios

If a leading car is slower than the car behind:

The driver of the leading car should initiate the point by procedure at the first available opportunity once they notice a car that had been gaining consistently closes to within 2-3 car lengths or has been consistently following at 2-3 car lengths for a full lap. A point by should not be given if the trailing car is not within 4 car lengths.

If the following car is faster than the car ahead:

If a driver is faster than the car ahead, they **should not encroach closer than 2 car lengths**. The driver ahead should initiate the point by procedure at the first available opportunity if a car that had been gaining consistently closes to within 2-3 car lengths or has been consistently following at 2-3 car lengths for a full lap.

If the car ahead does not point by within a lap, the flag station before a point by zone SHOULD give the Blue flag to the leading car. If they fail to do so, the trailing driver should signal to each following corner station that they are being held up by displaying 5 outstretched fingers followed rapidly by closing them to a fist and then re-stretching them. This should be done in a repeated fashion while within sight of a corner station.

Corner stations should then ascertain if the speed difference between the 2 vehicles warrants displaying the "move over" flag to the leading car.

At any time, any car may enter the pit road to allow space to be created on course and have the course access marshal return them to the course at an appropriate time.

If a particularly slow car has caused multiple cars to be "trapped" in a line, rather than take multiple laps for the slow driver individual time to point bys, or for Officials to issue blue flags approaching each point by zone, officials should black flag the slow vehicle, have them enter the pits and be returned to the driving surface by the track access official when sufficient space has been created between them and the faster cars.

Novices demonstrating, they can safely and consistently follow these procedures will be the largest factor in determining suitability to drive solo.

3.7.10 Timing:

Processes may be in place to time participants on course. The resulting timing information may be used to properly group cars by similar on-course performance for safety reasons. These times will also be used to assess the consistency and procedural progress of drivers

No times for speed comparison will be given out nor displayed in any hierarchy of speed performance publicly during the event. The only display of times made public will be those that encourage safety and consistency. Instructors may use the timing information collected and discuss the information with their students for educational purposes.

4. Race Circuit Driver Education(RCDE)

4.1 Definition of RCDE:

Race Circuit Driver Education(RCDE) is a non-competitive instructional speed event held on permanent race courses. They be modified for safety with temporary barriers but otherwise exist as they do for all other racing activity.

There is no on-course open passing allowed at any time unless expressly provided for in individual event rules. Procedures for yielding to faster cars exist and are detailed later in this rule document. RCDE IS NOT RACING.

There will be no official comparative timing. There are no awards for speed, though recognition is given for safe driving.

While RCDE is non-competitive, safety procedures and equipment are still required and are commensurate with competition requirements.

4.2 Purpose:

RCDE is designed as a progressive second step to performance driving in a safe, well controlled environment. The desire is to apply the skills learned at SCDE on larger higher-speed venues.

While not a “competition” or “racing” school, RCDE does serve to fulfill safety and procedure prerequisites required to enter M4theM competition events as a non-instructed solo competitor.

4.3 Vehicles Types Allowed and Prohibited:

Any production or purpose-built vehicle with an appropriate center of gravity to mitigate rollover potential is eligible for consideration to participate.

A. No vans, 4x4 trucks, SUVs, or other vehicles deemed to have heightened rollover potential by the M4theM Staff. Hybrid 4x4 vehicles such as “track hawk” vehicles with lower centers of gravity may be assessed on a case by case basis at the sole discretion of M4theM Staff.

B. If rollover criteria are otherwise met, vehicles will be assessed for suitability based on HP to weight ratio and HP to suspension type. As one example, cars built for or designed purposefully for drag racing would not be appropriate for a RCDE nor would they be allowed.

C. Convertibles are generally allowed with the following provisions:

C-1. Convertibles must have either factory rollover protection or approved aftermarket roll bars. Final approval as to the suitability of a convertible is the decision of the venue and M4theM safety/tech staff.

C-2. A car that has a multi-point racing harness must also have either factory rollover protection or aftermarket structurally sound rollover protection.

D. All vehicles must have functioning OEM seat belts or vehicle-appropriate mass-produced commercially available harnesses. It is recommended any aftermarket harnesses be SFI or FIA approved. These must be properly and fully fastened whenever on course and while traveling to and from the course via pit/paddock access.

E. Purpose-built vehicles including go-karts and SCCA modified class equivalent vehicles may be allowed but fall under the guidelines of the following paragraph along with all other vehicles entered in the event.

E-1 Purpose-built race vehicles should retain all safety features as are present for the type of racing they were designed.

E-2 Novices are allowed in purposed race vehicles only if they have an acceptable and equal racing seat and safety gear provided for an instructor.

E-3 All Kart and single seat or open-wheel vehicle drivers must first possess a “Solo” designation in another type of vehicle to verify their ability and understanding of M4theM RCDE procedures.

F. Go-karts will not be allowed on course with any other vehicle type and may have a specified pit-paddock area for safety.

F-1. Go-karts may only participate if; A. enough register to warrant a full run group or B: Special provisions are made by the MSE director.

F-2. Go-kart registrations may initially be placed on a waiting list until enough have registered to fill a run group or the MSE director gives special permission.

G. Open-wheel vehicles will be placed into a run group consisting of open-wheel or other appropriate vehicles only.

G-1. Open-wheel vehicles may only participate if; A. When an event may be sold out, enough open-wheel vehicles have registered to warrant a full run group or B: Special provisions are made by the MSE director.

G-2. Open-wheel vehicle registrations may initially be placed on a waiting list until enough have registered to fill a run group or the MSE director gives special permission.

H. All participating vehicles will display a legible number of sufficient contrast to be seen and identified from 100' away. 8+ inches tall and proportionately wide is the preferred minimum standard. The number should be present on both sides of the car in equal presentation. Numbers should be secured in a way that they remain attached at interstate highway speeds. Any 1, 2, or 3 digit number may be used. Duplicate numbers are not allowed. A third digit or letter will be assigned to additional entries that register after their preferred number has already been taken.

I. (Assigned number procedure reserved in this space for future addition)

J. The determination of suitability for EVERY vehicle will be at the sole discretion of the MSE Directors, Chief officials, and their staff. This determination may be made after watching the performance of a vehicle on the course. If initially deemed appropriate but deemed unsuitable once observed on course, that vehicle may not be allowed to continue.

4.31 Additions to SCDE Procedures and Safety

Helmets MUST be Snell SA or SM rated and 2010 or newer. DOT only helmets are not allowed.

Drivers under 18 must be under the tutelage of an instructor.

All convertibles manufactured prior to 2006 must have a properly engineered and functioning roll bar.

Race-prepped cars must be built to the safety specs of, and, present in accordance with the safety specs of the class in which they race. (Spec Miata, Spec 86 etc.) Drivers of race-prepped cars must wear and use the safety equipment required in their racing class.

Any exocet/home-built cars must present with proper driver safety. Eligibility must also be approved in advance as SCDE rules state.

Certain tracks/classes may allow multi vehicle point bys.

4.4 RCDE COURSES:

RCDE will take place on purposed built racing facilities and follow all rules and regulations of the venue being visited.

Insurance and venue requirements will dictate the type and number of emergency personnel present at RCDE events.

4.5 Staffing: Event Day Staff consists of the following roles and duties:

A. **Event Control:** Event Control will communicate with event staff to ensure the timely execution of the event schedule and any modification needed during the event. They or their designee also have control of all movement of off-course vehicles during the event as well as grid, paddock, and pedestrian traffic.

B. Event officials: Event officials work in conjunction and under the direction of the lead officials. They will assist in safety, technical and race control roles as needed. These officials will follow the instructions of the lead officials to perform his or her duties and report any violations or issues to the proper official. They may also be tasked with other duties as needed.

C. Registration/Admin: Registration workers will provide driver check-in services and verify run classing and run grouping for all participants. They may prepare and issue hard cards as available.

D. Timing and Scoring: Assures proper run times are allowed for each group and directs volunteers to take as many lap times as possible by manual or electronic means to assess driver progress and run group assignment.

E. Site Security: When deployed these workers may act as security in so much that they always limit overall access to the site and direct pedestrians to remain outside the buffer zones. It will be their task to assure all entrants to event property have signed the required waiver(s) and are always given and display an identifying bracelet or other approved identifying item. (Security may be provided by the venue.)

F. Race Control: Communicates with course workers to assure a safe on-course environment is always maintained. They assure the proper execution of the RCDE procedures and any unique procedures for each venue. (Race control may be provided by the venue.)

G. Corner Workers: Corner workers are event officials that will serve as an extension of race control at various areas around the course. They will operate as flagmen to alert participants as to the “state of the course” as well as give direction via signals if action needs to be taken by a driver. There will be a minimum of 1 worker at each station to perform these tasks and control course access to assure both the current course state and safe access is maintained. (Corner workers may be provided by the venue)

H. Instructors: Instructors will be tasked with introductory instruction in procedure and high-performance precision driving.

I. Speed Coaches: Speed Coaches will be tasked with advanced instruction in procedure and high-performance precision driving.

4.7 RCDE Event procedures

4.7.1 On Course Classing/Run Grouping:

Drivers will be split into run groups based on experience and lap time during an event.

Novice Group: A novice is considered to be someone that has never driven in a high performance manner. All instructed novice and solo novice drivers will fall into this classification and will only drive in Novice run groups until promoted to full solo by an instructor.

Full Solo Groups: All FULL SOLO and COMP drivers may be placed into the Full Solo classification for group assignment. PROCEDURAL STUDENTS may also be placed within this classification and remain therein once solo status is awarded.

Run groups will be assigned from within these classifications based on car type, past lap time data, and the observed skill of the driver. Further adjustments to these groupings may be made during the event should a large discrepancy in speed or lap time deem it necessary.

Each run group will be assigned a color. Novices should always have a light green, blue or purple color. Full Solo groups colors may be varied and will be used solely for identification purposes with no color seen as an indicator of skill or speed.

4.7.4 Race Control and Corner Stations:

Race Control Official is responsible for all on-course activity. Race control will communicate with corner stations and officials at those corner stations will act as an extension of race control. During a session, Race Control will make all decisions as to whether a participant is performing in a manner that constitutes a danger to themselves, other participants, spectators, or course officials. The decision to remove a participant from the current session may be made by Race Control alone. Other officials may request Race Control to remove a vehicle as well as deemed necessary. After session removal, safety/education officials will meet with the removed participant to assess a further penalty or remedial education that may be needed.

A. All courses will be designed with corner stations for Flag, signal, and safety needs. The number of stations should always be as such to allow at least 1 station to be seen from any given portion of the course.

B. These stations should each be manned by at least one official.

C. All stations will be in contact with Race Control via 2-way radio.

D. D. Fire extinguishers should be available at each station with a rating of 2-A 10BC

4.7.5 Flags and Lights:

The following flags/devices may be used at events. Local venues may amend these signals and will be responsible to communicate the desired procedures to M4theM officials or disseminate the information to participants themselves.

A. GREEN – (At S/F line only). Session has begun/course clear/yield procedure allowed.

B. LIGHTS - Lights may be used in conjunction with yellow, red, and black flags. Yielding and overtaking are not allowed until the yellow lights have been extinguished and all flags are clear.

C. YELLOW, STANDING (not waving) – Used at the beginning and end of sessions to signal no yielding and for drivers to maintain spacing. At the start of the session, lights should be used in conjunction with the standing yellow procedure and extinguished when the course is considered “green”.

D. YELLOW, WAVING – Something has happened on course that makes the course unsafe. Slow down and be prepared to take evasive action or stop. Lights should accompany the waving yellow flag. No yielding procedure allowed and spacing should be maintained until a driver reaches the next clear manned flag station and the lights have been extinguished.

E. RED – Drivers should stop as quickly and safely as possible, stay belted into his or her car, and await instructions/signals from a corner worker. Upon seeing a standing yellow flag, drivers should proceed carefully around the course and await further instruction from the flag stations. Upon seeing a waving black flag, drivers should proceed carefully to the pit lane. Lights should be on during any red flag/full course black flag procedure.

F. BLUE / YELLOW STRIPE – Traffic flag. This means a faster car is behind a slower car, the leading car should follow yield procedure at the next yield zone. As drivers approach the flag station, the flagman should point to the car it is intended for. Upon seeing a blue flag displayed as approaching a station, drivers that are not following another car closely but have a car relatively close behind them, should assume it is displayed for them and initiate the yield procedure. The blue flag should be acknowledged with a gesture to the corner. This procedure prevents tailgating, mirror driving, and promotes safety.

G. BLACK TO SINGLE CAR – This flag will be displayed at designated turn stations always including the S/F line. If this flag is displayed outstretched then waved and pointed at a car, that car should enter the pits at the next opportunity to consult with the officials on the pit lane. If this flag is ignored a penalty may be assessed, including but not limited to loss of course time. If a vehicle fails to acknowledge the black flag entirely during the run session, the session may be stopped for all and that driver WILL forfeit the next run session entirely and may be disqualified from participation for the remainder of the day.

H. BLACK ALL STATIONS – These flags may be displayed together at all stations accompanied by the safety lights. All vehicles must enter the pit lane at the first opportunity.

I. CHECKERED - The session is over. Vehicles should begin a cool-down by gradually slowing to approximately 60-70% speed, using higher than normal gears/lower revs. and using the brakes as little as is safe. This time is to cool down both car and driver. Drivers should then proceed carefully to the pits the next time they approach them. (this procedure may be modified based on site layout but should be communicated in the drivers meeting and event rules packet.)

J. TRACK ACCESS SIGNAL - A course official will be stationed clearly in the sightlines of the entry to the course. A red light or red flag will be displayed statically. When the course is available to be entered the red light or flag will be extinguished or obstructed and be replaced with a green light or hand signal to enter the course.

K. Caution Lights are not required but may be used if the venue is equipped or allows.

4.7.6 Paddock, Grid, and Course Access:

A. Paddock procedures. All movement in the paddock should be performed in the safest manner possible. Paddock/Pit speeds should never be higher than a brisk walk and slower when in congested areas. Once a session has begun, drivers should be prepared to return to grid when it is their group's turn to drive again. It is the responsibility of the driver to know when their group is running.

B. Grid: Based on the assigned run group and published schedule, drivers should arrive at the grid at the designated time and place. At that time, they will be under the control of the Grid official. At the appropriate time when directed by event control, the Grid official will motion cars to the Course Access official.

C. Course Access: Upon arrival at the entrance to the course and clearance from Race Control, the Course Access official will motion cars onto the course at the prescribed interval for the current event. After receiving the proper track access signal, drivers should smoothly accelerate to the “out lap” pace while looking towards the direction of oncoming traffic to assure safe blending.

4.7.7 On Course Procedures

Race control is in control of all on-course activity and will communicate to course officials to maintain safety and timely execution of procedures.

A. Out lap: Once on course drivers should proceed at a 75% pace, test their brakes, steering and gearbox. Little to no shifting should be required while driving the course but drivers should shift to a gear higher than they would normally be in on course at speed. Drivers should maintain a consistent pace so they do not run up on the car ahead of them, nor fall back to the car behind. During this time, drivers should purposefully look for each corner station and make eye contact and acknowledge the corner worker with a wave, or other gesture that signifies they have seen the corner worker.

Once approaching the S/F line, drivers should shift into the appropriate gear for the course at that time and prepare to receive a green flag at the S/F line. If for any reason the GF is delayed when the first car arrives, corner stations may continue to display the yellow flag and yellow flag procedures will be followed.

B. On course at speed:

When driving at speed on the course during a session, drivers should concentrate on driving safely. Part of driving safely is to maintain a scan to always be aware of their proximity to the car ahead and the car behind. This scan should also include a glance at each corner/flag station each time the driver approaches and passes. If a flag is displayed to instruct the driver (yellow, blue, black, etc.) They should make a gesture of acknowledgment as they pass and follow the instruction given.

4.7.8 Checkered Flag/In lap procedure:

Once drivers receive the checkered flag, they should begin a cool-down procedure by gradually slowing to approximately 70-80% intensity.

Drivers SHOULD NOT BRAKE HARD.

Rather, drivers should coast to the cooldown speed which should be roughly the same as the out lap.

Drivers should finish the cool down period using higher than normal gears/lower revs and using the brakes as little as is safe to do. Drivers should allow the car to cool down and the driver should begin to relax and proceed carefully to the paddock.

If more runs remain for their run group in the current session, they should be prepared to continue back to the grid.

(These procedures may be modified based on site layout but should be communicated in the drivers meeting and event rules packet.)

4.7.9 Overtaking:

To facilitate multiple consecutive laps for all participants, allowance must be made for the safe rearranging of the order of cars on the course.

Point by Zone Design:

All Point by Zones should be of a proper design to allow access, slowing, acceleration, and blending space for the yielding vehicle.

Point by Zones and pit entrance/exit should offer enough visibility and distance from corners to allow for a clear visual understanding of the intentions of the driver entering the pits or Point by Zone.

Point by Zones should be in a wide enough portion of the course design to provide enough space to allow cars to yield within the normal confines of the course surface proper. An indication will be provided to identify the start and end of the point by zone.

ALL OVERTAKING MUST BE DONE IN POINT BY ZONES AND INITIATED BY THE YIELDING DRIVER.

Point by PROCEDURES:

To announce a point by: A yielding driver should quickly but clearly, point in the direction the overtaking car should travel as they go by. If safe to do so, the overtaking car should acknowledge the point-by with a return gesture of their own.

This gesture should be made clearly and steadily and no sooner than 100' before the point by zone but maintained into the point by zone until the overtaking car is moving offline to overtake.

When rules allow, if a driver wishes to point additional cars by, they should keep the point by signal visible until all cars that they wish to point by have made a clear move to overtake.

In the point by zones: The yielding driver should maintain full pace until they have fully entered the point by zone. Once the overtaking car(s) are moving offline to overtake, the yielding driver should immediately begin to slow sufficiently to allow the following car(s) to quickly overtake. As soon as the overtaking car(s) have cleared, the yielding driver should resume regular driving pace.

The number of point bys per point by zone: Individual event rules will dictate the number of point bys allowed per point by zone in each group.

Additional following vehicles: If there is a third car closely following behind the yielding and overtaking vehicle, and they do not receive a clear point by they should assure proper space is allowed for the yielding car to re-join the driving line. They do not need to slow dramatically but instead moderate speed in a way that allows a gap providing space for the yielding car to rejoin the driving line.

Re-entering the driving line safely: This is the responsibility of both the yielding, overtaking, and any following drivers approaching from behind. All should have visual contact with the others and modulate

their speeds so they may remain separated by enough space to assure safety.

It is the final responsibility of all drivers to yield, overtake and reenter the driving line safely.

Scenarios

If a leading car is slower than the car behind:

The driver of the leading car should initiate the point by procedure at the first available opportunity once they notice a car that had been gaining consistently closes to within 2-3 car lengths or has been consistently following at 2-3 car lengths for a full lap. A point by should not be given if the trailing car is not within 4 car lengths.

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If the car ahead does not point by within a lap, the flag station before a point by zone SHOULD give the Blue flag to the leading car. If they fail to do so, the trailing driver should signal to each following corner station that they are being held up by displaying 5 outstretched fingers followed rapidly by closing them to a fist and then re-stretching them. This should be done in a repeated fashion while within sight of a corner station.

Corner stations should then ascertain if the speed difference between the 2 vehicles warrants displaying the “move over” flag to the leading car.

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If a particularly slow car has caused multiple cars to be “trapped” in a line, rather than take multiple laps for the slow driver individual time to point bys, or for Officials to issue blue flags approaching each point by zone, officials should black flag the slow vehicle, have them enter the pits and be returned to the driving surface by the track access official when sufficient space has been created between them and the faster cars.

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