



Driver/Worker Meeting: Rules and Safety

BMC generally follows the basic SCCA autocross structure and guidelines, but there are some items specific to our club, the Ripken Stadium site, and the COVID-19 pandemic. This document will serve as a virtual drivers meeting to prepare you for event day. Experienced drivers should review this document and/or watch the prerecorded video before the event. Novice drivers should review this document AND attend the live drivers meeting held on the day of the event.

There have been some changes to our usual structure, so please read carefully regardless of whether you've attended events with us before. **You MUST review both this document and our COVID-19 Event Guidelines before attending a BMC event. You are responsible for understanding and complying with all government regulations and BMC policies. We reserve the right to remove anyone who repeatedly poses a safety risk from the site.**

REMINDERS

Before driving, you must check in, sign both waivers, put on both wristbands, and have your car tech inspected. The starter will be double checking for the tech inspection sticker on your windshield and numbers on the side of your car. They will also ensure that you are wearing both wristbands, helmet, and seatbelt. You WILL NOT be allowed to drive and will be sent away from the starting line to complete any missed steps.

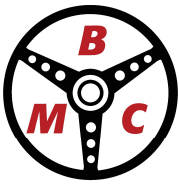
You are required to wear a mask (properly, over your mouth and nose) when approaching the tent or any worker, using the bathroom, or unable to stand 6 feet apart from others. You are required to stay 6 feet away from anyone outside your immediate household when not wearing a mask, and encouraged to distance even if you are wearing one.

We will not have loaner helmets or water bottles available. You must bring your own. There are indoor bathrooms onsite in the stadium; again, wear a mask while using them. Clean all equipment and shared items that you touch with the disinfecting wipes that will be provided at all work stations.

EVENT FORMAT

Drivers are divided into three groups (A, B, C) based on car class. Each driver races during one group, works during the next, and has the third free to spectate. To minimize handoff between workers and drivers, the event will be run as a single heat, meaning that you will take all your runs in one session. Then you will spend the next session at your work assignment. For example, if you are assigned to run group A, you will drive first, then work B, then spectate during C. Drivers assigned to run group C work during run group A.

Each competition run is timed, and the lowest individual raw time for each competitor is used to score their rank within each class. We also utilize PAX scoring to weight raw times and determine the fastest



driver across all classes for the day. Live timing results and class ranks will be available online only via the provided link throughout the day. Results will not be available at the tent.

The course is typically 40-60 seconds long, and we aim for 6 runs per driver if time permits. Each run group takes approximately 1.5-2 hours. You will receive your work assignment a couple days before the event; if you are concerned about your ability to manage your work station for this length of time, please notify the event chair in advance or ASAP after you arrive.

Overall, driving generally starts around 10:30A and wraps up by 4:30P. Everyone is responsible for pitching in to help clean up. We will not hold a results announcement/trophy meeting after the event.

DRIVERS

When your run group is called, retrieve your car from paddock. The speed limit on site is 5MPH. The grid workers will direct you where to enter the lot and form two lines in grid. If you are a two-driver car, please form a third line closest to the grass/ring road and identify yourself to the grid workers so that they can manage both drivers' runs appropriately. Two-driver cars are allowed ONLY if both drivers are from the same household.

As your turn to run approaches, the car queuer will signal you to move to the starting line. Make sure all your windows are down in case we need to yell at you to stop trying to kill our course workers. Stop at the orange cones before start and wait until the starter signals you to begin. You are not required to press the gas as soon as the starter signals; take a moment if you need to get your mind settled. Your time won't start until you pass through the green cones.

Complete your run by driving the entire course and passing through the green cones at the finish line. You must come to a complete stop by the end of the finish box before exiting the course and returning to your place in grid. Your time will count toward competition runs if you stayed on course the whole time (didn't get lost). You will receive a 2-second penalty for each cone you hit during the run. There will be 2-3 cars on course at a time, so don't spend too long checking your time before exiting.

Keep all body parts inside the car and ensure that cameras and other interior items are securely attached. If you lose control at any point during your run, put both feet in (clutch and brake) and come to a complete stop. Don't try any heroics to save the run; just get your car under control and exit the course. The station workers will wave their red flags to signal hazards on course or unsafe driving. If at any point during your run you see red flags waving on course, you **MUST** come to a safe stop immediately before proceeding directly to the finish line (**DO NOT** drive the rest of the course).

The grid runner will let you know if you get any reruns due to timing issues or red flags that weren't your fault. Once you have completed all your runs, the grid runner will signal you to exit the lot. Park in the paddock and prepare to report to your work station as soon as the run group changeover is announced. The quicker we get people ready to work, the quicker we can move through the day.



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You are not required to wear a mask while in your car. You ARE required to wear a mask and/or stay 6 feet apart while socializing in grid and communicating with any worker outside your car. Ridealongs are prohibited for anyone not from the same household, including instructor ridealongs and instructor-driven runs – the cabin of a car is just too close quarters to minimize risk.

WORKERS

When your work group is announced, report immediately to your station. Worker check-in is not required, but there is still an honor system. Working the event is the responsibility that follows alongside the fun of driving. If we find out that you skipped work or left early after taking your runs, we will discount you from competition.

There are some specialized work assignments, but most people will be working the course. There are five stations on course marked with numbered buckets. Each bucket has a fire extinguisher, flag, radio, and disinfecting wipes. The most experienced worker at each station should take the flag and radio and clean them with the provided wipes. The tent will request a check-in from all stations over the radio. Hold the call button on your radio for a couple seconds before replying with your station number.

Everyone else should spread out around the station at a safe distance from the course and within earshot of the flagger. ALL workers should prioritize their own safety. No sitting, no phones, keep your eyes on the cars at all times, and DO NOT enter the course area for any reason when a car is approaching.

The flagger is responsible for course safety and manning the radio. Hold the flag unrolled but loosely gathered, and continuously scan your area as well as the full course. If a hazard appears on course or a car is moving unsafely, wave the fully unfurled flag vigorously overhead while calling it out on your radio. All other stations and the starter should pick up the signal and wave their flags as well, and KEEP WAVING until all drivers on course have come to a complete stop and exited safely. A hazard is anything that enters the course unsafely: animal, bike, non-BMC vehicle, even your own cone runners trying to perform heroics. The tent will direct to hold start until the danger has left the course and all flags are down.

The flagger also reports all cone penalties and cars off course to the tent over the radio, using the format “car number – station number – number of cones/off course”. A car is considered off course when the driver misses a gate, goes the wrong way through a directional slalom, moves the opposite direction of a pointer cone, busts through a wall of cones to the other side, etc. The flagger should be watching for safety and penalties, NOT running after cones.

Any time a cone is hit, it must be checked and reset. Each cone is outlined in chalk. The driver will receive a 2-second penalty to their time for each cone that is knocked over, or still standing but pushed entirely out of the box. If it stays upright and touching any part of the box, it is not a penalty, but the



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cone must still be reset. Pointer cones don't count as penalties – if you hit one, you're likely off course anyway. Cones hit after the finish line count as off course and your time will not be recorded.

The other workers at the station besides the flagger are cone runners, responsible for resetting hit cones. WAIT for the car to clear your station and ensure that no other cars are coming before entering the course to fix a cone. You usually have about 20 seconds between cars. Run, don't walk, and DO NOT run through the start or finish lines when resetting a cone. In cases where it is not possible to reset the cones safely between cars, the flagger should request to hold start while the runners are on course. The tent will give reruns to any driver affected by an out-of-place cone.

Masks are not required for course workers, but you MUST stay at least 6 feet apart. This is a good distance to spread out and cover ground for running cones anyway. Workers at grid, start, and the tent are required to wear masks if unable to stay 6 feet apart. Clean all equipment with the disinfecting wipes provided at every station both BEFORE and AFTER use. Be prepared to use fire extinguishers at any time.

END OF DAY

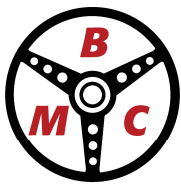
After the last car in run group C has finished, the tent will call an end to the day. Flaggers should wipe down the flags and radios with disinfecting wipes before bringing the buckets back to the trailer. Cone runners can stack the cones in their area and leave them on course. Designated cleanup workers will pick up cones from the course, break down the tent, and reload the trailer. Cleanup workers are required to wear masks and gloves. Only one worker is allowed in the trailer at a time.

In order to avoid crowds, there will not be a results announcement/trophy meeting. Final results will be distributed via email and posted online within a few days after the event. After the season is over, we will arrange a date and place (or several if needed) where all winners can pick up any physical trophies they earned across all four events. If we're able to safely hold a year-end club dinner, they can be picked up there as well.

NOVICES

We understand that not having instructors may make things challenging for novices, and we sincerely apologize for that. A little bit of basic instruction is below to help make up for it.

There are a few main types of obstacles on an autocross course. A "gate" is two cones set side by side a little more than a car width apart; the objective is to pass between them. There may also be a long curve of cones that forces a turn or hairpin. These turns may be constant radius ("sweepers"), increasing radius (getting broader toward the exit), or decreasing radius (getting narrower). Many



turns have an apex cone on the inside of the curve – be careful to pass between the apex cone and the outside cones.

A “slalom” is a line of single cones that you must pass through on alternating sides. There may be a pointer cone mandating that you enter the slalom on a particular side, or you may be allowed to choose which direction you enter from. Generally, it’s a good idea to consider where you want to exit the slalom to set you up for the next obstacle when picking where to enter. A “Chicago box” is a hybrid between a sweeper and a slalom that looks like three sides of a rectangle with an apex cone. You must enter and exit between the apex cone and the sides of the box.

Upright cones are your primary markers on the course, but pointer cones can provide additional guidance. A pointer cone is laid on its side, on the OUTSIDE of the obstacle, with the tip pointing TOWARD the direction you want to go around the upright cone. For example, the first upright cone in a directional slalom will have a pointer indicating that you should start on the left or right. If you get totally lost, look straight ahead first and then scan around for any pointer cones in the area to tell you where to go. If you are passing outside a pointer, you are off course.

Take your time with your first few runs to really feel your car out and get the course layout down. A slow time because you were trying to figure things out is better than no time because you got lost and went off course, or putting others in danger because you pushed too hard and spun out. It’s most important to have fun, be safe, and improve throughout the day.