

# FRIENDS OF PORTLAND INTERNATIONAL RACEWAY

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### 2017 ROSE CUP SUPPLEMENTARY REGULATIONS

These supplementary regulations govern the 2017 Rose Cup Races.

#### Entry Fees:

**Withdrawal from Event:** To withdraw from an event after completing the registration process, the entrant must notify Registration in writing. Refunds will be made by check or a credit on motorsportreg.com.

**1) ACCEPTABLE COMPETITION LICENSES - SCCA, ICSCC, CACC, NASA & FIA/ASN** or other with the approval of the Race Registrar. Drivers must be 16 years of age or older.

#### **2) CAR NUMBERS, LOGOS & OTHER IDENTIFICATION**

The car number assigned by the Registrar must be on the car prior to technical inspection. Numbers will be assigned in order of entry to motorsportreg.com. Car number changes may be made only through the Registrar. Car numbers must meet the requirements of rule 1106. A – L of the ICSCC Competition Regulations and must be between 00 and 299.

#### **3) TIMING & RESULTS QUESTIONS**

All events held in the North paddock will have qualifying times and race results posted at the base of the Infield Tower. All events held in the South paddock will have qualifying times and race results posted at the base of the PIR Tower outside the Rose Cup Room. Questions regarding times & results should be directed to Timing & Scoring officials or the Event Stewards.

**Transponders:** All cars are required to have a functioning AMB Transponder in use during all Qualifying and Race sessions. All cars must have functioning AMB transponders if they wish to be timed during Practice sessions. Participants may be shown the Mechanical Black Flag and warned about non-functioning transponders during practice and qualifying. Participants with non-functioning transponders during Qualifying or Race may not be timed. Note: Late registrants may be required to hand carry their entry slips to Timing & Scoring to ensure T&S has the transponder number. Oregon Region SCCA maintains a limited number of transponders for rental.

#### **4) TRACK and PADDOCK AVAILABILITY**

The PIR facility may not be available until 7AM on the first morning of the event. If it is available the evening before an event, that information will be provided in your entry confirmation notice. Anyone wishing only to enter & park vehicles (no pit setup) before the time available to FOPIR must make arrangements with the PIR office (503 823-7223).

#### **5) REGISTRATION, TECH, TIMING & SCORING, DRIVER SERVICES, & EMERGENCY LOCATIONS**

- Registration is located at PIR near the front gate for Rose Cup.
- Emergency is located at the east end of the South Paddock along the entrance road.
- Technical Inspection is located at the east end of the South Paddock near Pre-Grid.
- Timing & Scoring sheets will be available at Driver Services.
- Driver Services is located at the Rose Cup Room at the base of the South Paddock tower.

Any changes in the above locations will be noted in driver confirmation letters and posted at Registration.

#### **6) SCALES / IMPOUND / WATER / AIR / OIL**

The scales are generally available during tech hours and after each race group. Scales & impound areas are located east of the Pre-Grid area for all events run from the South paddock. Water is usually available at the track. Oil & gas may not be available at the track. Racecars and drivers will be directed to scales/impound following each on-track session as necessary. Please have the minimum race weight(s) noted on your car and visible from the driver's side of the vehicle.

## 7) PRE-GRID / HOT PITS

### 7a) PRE-GRID AREA

The Pre-Grid Chief is responsible for managing this area.

### 7b) PRE-GRID PROCEDURES

Some form of eye protection is recommended when driving open-cockpit competition vehicles in the pit, paddock, or pre-grid. All cars will be checked for driver safety equipment and tech stickers prior to entering the race course.

### 7c) PRE-GRID PROCEDURES – RACES

**Engines do not have to be turned off at any time.** Cars must be in position and checked by Pre-Grid personnel at the one-minute warning. All crew members must clear the Pre-Grid area at the one-minute warning. **Please** get to Pre-Grid early, just because you are there by the one-minute warning, does not guarantee your grid spot. If you are not in your assigned grid position prior to the one-minute warning, Pre-Grid personnel will make the determination if you will start at the back or if you can be safely gridded in position.

### 7d) HOT PITS

Long pants are recommended in Pre-grid and in the hot pit area.

**8) TIRE SCRUBBING:** Tire scrubbing is prohibited except behind the Pace Car with its lights on.

## 9) STARTING & FINISHING PROCEDURES

### 9a) STARTING PROCEDURES:

Cars for each session shall be gridded on Pre-Grid under the direction of Pre-Grid personnel. Cars will be released from Pre-Grid under the positive control of Pre-Grid personnel. All practice and qualifying sessions will begin with a green flag upon release from Pre-Grid.

For race starts, Pre-grid will release cars out to the track and the Splitter will direct left or right. Depending on the size of the race group, the pace car may bring the group to a halt until all or most of the cars have left Pre-grid. The pace car will then proceed at a reasonable pace. Cars may move to single file and scrub/heat tires. Cars shall be clearly and cleanly lined up in 2x2 grid positions entering Turn 10. Please make note that the Stewards may, at their option, use start judges as a matter of practice.

**Once the pace car pulls off for the start, the pole car shall maintain the speed of the pace car just prior to the pace car pulling off.**

### 9b) FINISHING PROCEDURES

A 5-minute board shall be displayed by the Starter indicating approximately 5 minutes remain in the race. A last lap board will be displayed by the Starter indicating the start of the last lap of the race. A waving white flag indicating the last lap **will not** be displayed.

All cars must exit the track and will be directed into impound by pit and paddock workers and shall proceed to impound for weighing and possible inspection at the end of each on track session. Competitors must remain in impound until released from impound by officials.

All competitors must remain in the paddock area until 45 minutes after provisional results are posted to allow for notice of protest or Steward's Action. Failure to remain may constitute a waiver of all rights in the event of a protest or Steward's Action.

### 9c) THE SPLIT START PROCEDURE

Groups/classes may request a split start by submitting a written request to the Steward at least 90 minutes ahead of the start the race for the group. The request must include name, signature, and car number for 70% of the drivers in the group. The request must state: "The following drivers request a split start for Group \_\_\_ between Classes \_\_\_ and \_\_\_." This procedure is on a per-event basis. The Steward may approve or deny this request. The Steward may also declare a split start in the interest of safety without a petition from the drivers.

## 10) FLAG STATIONS

**All staffed flag stations will display a white flag for the first lap of the first on track session each day.** Drivers are advised to be aware of staffed flag stations while on course. Not all flag stations may be staffed during an event. Any stations not displaying a flag during the first lap are to be considered unstaffed. Drivers not entering the course during beginning laps are advised to contact Pre-Grid for corner staffing information.

## 11) YELLOW FLAG REGULATIONS

A yellow flag no-passing zone begins at an imaginary line crossing the track perpendicular to the flag station displaying the flag and extends to the next flag station or to the incident.

Please Note: There may also be a yellow warning light on driver's right just before turn 10 at the end of the back straight. When this light is steadily lit, it indicates that a standing yellow flag is being displayed at the turn 11 station. When this light is flashing, it indicates that a waving yellow flag is being displayed at the turn 11 station. *The yellow flag no-passing zone begins at the light if lit or flashing.*

## 12) CHICANE PROCEDURES

If a competitor fails to negotiate turn #1 (defined as 4 wheels off to drivers left of turn 2 apex curbing), that competitor is considered "off-course" and must stop before the re-entry at turn 3. After coming to a complete stop at the Turn 3 re-entry point, the competitor shall re-enter the course only when directed by corner workers or, if corner workers are not present, when safe to do so.

The chicane may be temporarily closed during a session if a car is off-course and/or in a dangerous location in the chicane. Chicane Closed signs will be displayed at turn 12, Start/Finish, and the entrance to the chicane. Proceed straight through the shortcut when these signs are displayed.

## 13) HARDSHIP LAPS

Competitors are to request hardship laps from the Stewards. If approved, the Steward will give you permission for one lap. Present yourself and your car to the Chief of Pre-Grid at least 5 minutes prior to your scheduled lap.

## 14) RADIO/SCANNER REGULATIONS

FOPIR reserves the right to request discontinuation of radio/scanner use by competitors, crews and officials if such use interferes with the safe operation of an event.

## 15) PIT AREA REGULATIONS

Absolutely NO SMOKING is permitted in the area of the hot pits. All competitors returning on course from the pit area must have all safety equipment in place (i.e. wearing helmet and gloves with belts buckled) during a session or after the checkered flag.

**North Paddock Specific: Speed limit in the North Paddock hot pit lane is 35 MPH** and will be enforced. Speed limit begins at the outer K wall, driver's left upon entrance to the hot pit, and ends past the outer K wall driver's left by the Pit Out official.

Cars stopping for tire pressure checks or other maintenance work along the hot pit wall to the east of the paddock entrance, must exercise extreme caution when re-entering pit lane traffic to access the track or to enter the paddock. Cars stopping along the hot pit wall west of the paddock entrance may make a lap of the track if their session is still green and re-enter the hot pit area or may be pushed back by crew members to the paddock entrance. Cars may not be driven counter course or in reverse. Cars may stop only in designated Hot Pit area clearly marked between the signs. This area is approximately 120 feet east and 120 feet west of the paddock entrance in the K-wall driver's right.

**South Paddock Specific: Speed limit in the South Paddock hot pit lane is 25 MPH** and will be enforced. Speed limit begins crossing the Armco barrier drivers right just before reaching the hot pits and ends past the turn 12 point and the Pit Out official.

Cars stopping for tire pressure checks or other maintenance work along the hot pit wall must exercise extreme caution when re-entering pit lane traffic to access the track. Cars requiring paddock access from the hot pit may make a lap of the track if their session is still green and re-enter the pit area or may be pushed back by crew members to the paddock entrance. Cars may not be driven counter course or in reverse.

## 16) PADDOCK AREA REGULATIONS

Paddock spaces are regulated by the Pit and Paddock Marshall.

Paddock speeds of racecars, support vehicles, and other conveyances must be safe and prudent for current conditions. The use of all types of conveyances in the paddock is a privilege and may be withdrawn at the discretion of the Steward. Riding on the outside of any car is prohibited.

Children under 12 years of age are required to be under the direct supervision of an adult at all times. Skate boards, roller skates and scooters are prohibited in the paddock area. Users of small-motorized vehicles must be at least 16 years of age and may have riding privileges revoked at any time. Use of bicycles by children under 12 years of age is specifically prohibited.

Pets must be on a leash. Pet owners must maintain sanitary conditions and are responsible for damages incurred by their pets.

Fire extinguishers are required for each paddock space. It is strongly recommended that competitors have a crew member holding a fire extinguisher, in addition to the fire safety equipment on board the racecar, while refueling.

All electrical cables in the paddock must be firmly secured to the ground. No electrical cables are permitted on the ground between the pit lane exit to the paddock and Impound while cars are on course. The Stewards or Paddock Marshall may require that cables be removed from traffic areas. Modifications or alterations to electrical services at the track are prohibited.

Drivers are requested to minimize urban sprawl and efficiently and considerately use space in the paddock area to allow room for other competitors. Trailers not acting as support vehicles, personal (street legal) cars, should be parked away from the paddock area to leave room for competitors and race cars. The Paddock Marshal is charged with enforcing fair use of the Paddock area and the Steward may exclude and/or may eject all drivers & crew associated with any violation.

## 17) ALCOHOL and FOOD CONSUMPTION

Alcoholic Beverages, Narcotics, and Dangerous Drugs

A. No driver, entrant, or crew may consume alcohol until all practice, qualifying, or racing for his class is finished for the day. No official may consume alcohol until his duties have been completed for the day. Anyone who has consumed any alcohol on the day of an event, other than following the conclusion of his activities, shall not participate on that day, may be excluded from the balance of the event, and may be penalized. Alcohol may not be consumed in the pits until after all the days on track activities are concluded.

B. The use at an event by any participant of any Federal Schedule 1 controlled substance (including marijuana), or other drugs that affect the ability of the participant to safely participate in the event or may otherwise adversely affect the safety or integrity of the event is specifically prohibited. Certain prescription and nonprescription medicines may also impair performance so competent medical authority should be consulted prior to using such medicines and participating in the event.

Please note: **NO PERSONAL ALCOHOL MAY BE BROUGHT INTO PIR.** PIR IS A LIQUOR-LICENSED FACILITY. THE OLCC (OREGON LIQUOR CONTROL COMMISSION) DOES PERFORM INSPECTIONS. FOPIR CAN LOSE THE ABILITY TO SCHEDULE RACES AT PIR FOR ALCOHOL VIOLATIONS.

**Be advised that no food may be distributed at PIR without prior arrangement with PIR sanctioned concessions. Food may be brought in for personal use only.**

## 18) DAMAGE TO PIR FACILITY AND DEBRIS LEFT BEHIND

Drivers may be held financially responsible for damage to PIR facilities (i.e., guard rail, etc.) due to off-course excursions or other incident. As FOPIR is charged for cleanup of the paddock area, drivers and crews are to leave PIR clean. Garbage is to be placed in proper receptacles, and it is imperative that participants leave their paddock areas without clutter (i.e., tires, loose garbage, etc.) Tires are to be removed from PIR by the competitors as there is no provision for their disposal at PIR. Engine oil disposal barrels are provided by PIR. Hazardous wastes, including oil, solvents, brake clean, brake fluid, antifreeze, etc., must be taken with you when you leave PIR.

## 19) ON-TRACK CAR DAMAGE

Drivers having any incident resulting in car-to-car contact, contact with any barrier, or driver injury must report with his/her gear to Medical immediately upon returning from the course. The car logbook must be presented to the Chief of Tech for damage notation. Approval of repairs is required prior to re-entering the course. FOPIR is not responsible for damages that may occur in towing.

## 20) FLAT TOWING PROCEDURE

It is mandatory that drivers having their car flat towed have all safety equipment in place (helmet, gloves, belts) and eye protection. It is strongly recommended that this procedure be followed in the paddock as well.

## 21) COURSE CLOSURE

The race course is closed to non-official motorized vehicles after the last checkered flag of the day.

## 22) NOISE REGULATIONS

No race car engines may be turned on before 8:15 AM also please no revving of engines until 8:30 AM. Oregon State law requires functioning mufflers to be used at PIR. Sound level measurements will be made on all cars as early as possible during the practice sessions.

Cars exceeding a sound level of **102.9** db. or cars losing mufflers that result in a noise violation will be shown the Mechanical Black Flag immediately. Proceed to the Black Flag station near the entrance to the pit lane – this is mandatory. Repairs or alterations made in the pit or paddock areas to lower the sound level must be approved by the Chief of Tech or the Steward before re-entering the track. The Steward must be informed when a car returns to the track so that a new sound level reading may be made quickly by the Sound Control Officer. Failure to follow this procedure or failure to enter the pit area promptly on a Mechanical Black Flag for a sound level violation may result in a disciplinary action (disqualification and/or fine). Receiving the Mechanical Black Flag two times for a sound violation in one day shall result in the car not being allowed back on track during the rest of the day. If a car receives a total of three Mechanical Black Flags for being over the sound limit during the race weekend that car will not be allowed on the track again for this event.

## 23) SOUND ADVISORY

Sound readings are posted in the same area as results at lunch and at the close of each day. PIR is located in a City of Portland park and sound levels will at all times be in compliance with the regulations required by the City of Portland, Oregon.

## 24) PENALTIES / PROTESTS

All penalties and fines will be issued by the Stewards. Fines must be paid prior to going on track for your next session. Penalties, appeals and mechanical protest procedures will be discussed at each race groups first session impound of the race weekend.

## 25) MULTIPLE ENTRIES

Automobiles will be allowed to enter more than one class per event, if legal for classes entered, when those classes are in different race groups. Only one car per driver per race group may be entered.

## 26) ACCEPTABLE VEHICLE LOGBOOKS / ANNUAL TECHS

FOPIR shall accept vehicle log books issued by all organizations that meet acceptable competition licenses. Annual inspections from SCCA, ICSCC and CACC will be accepted. All other annual inspections may be accepted at the discretion of Tech Inspection at time of registration or a tech inspection may be required before issuing a tech sticker for the event.

## 27) REGULATIONS

Unless listed in these Supplemental Regulations, the **2017 ICSCC Competition Regulations** shall govern these race events except for Vintage and Spec Racer Ford which will be governed by **2017 SCCA General Competition Regulations**.

## 28) HEAD AND NECK RESTRAINTS

The use of head and neck support system meeting SFI 38.1 or FIA 8858 standards is highly recommended.

## 29) GRID POSITIONS FOR RACES

Your fastest lap time of any qualify session or race achieved during the race weekend will determine your grid position for your next race. For drivers entering multiple race classes only times earned in each class will count. Example: Fast lap times by a PRO3 in the BMW Cup class will not count as their fast lap time in the SB2 class or vice versa.