FRIENDS OF PORTLAND INTERNATIONAL RACEWAY (FOPIR)
2023 ROSE CUP SUPPLEMENTARY REGULATIONS

These supplementary regulations govern the 2023 Rose Cup Races. The Race groups for this year's event are:

Rose Cup Spec Racer Ford Spec Miata Small/Mid Bore Vintage Open Wheel/Sports Racer LMSC

Eligible classes for each group are listed on the last page of these supplemental regulations. For classes not listed, email race@fopir.com to see where your car fits.

Withdrawal from Event: To withdraw from an event after completing the registration process, the entrant must notify Registration in writing. Credit cards will not be charged until the event weekend.

1) ACCEPTABLE COMPETITION LICENSES - SCCA, ICSCC, CACC, NASA, FIA, SOVREN, SVRA, HMSA, VARA, CSRG. Other licenses not listed may be accepted with the approval of the Race Registrar. Drivers must be 16 years of age or older. Novice licenses are not eligible.

2) CAR NUMBERS, LOGOS & OTHER IDENTIFICATION
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 be between 00 and 299. At the Stewards discretion, any logos, text, or graphics on cars or driving equipment deemed offensive or inappropriate may be required to be removed or concealed (e.g taped over) before being allowed to compete.

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. **Live timing and results are also available on Racehero.io**. 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 SCCA maintains a limited number of transponders for rent. These will be available at registration.

4) TRACK and PADDOCK AVAILABILITY
The track will be available for move in at 10:00am Friday unless entered in Friday's Test and Tune.

5) REGISTRATION, TECH, TIMING & SCORING, DRIVER SERVICES, & EMERGENCY LOCATIONS
- Registration is located at PIR near the front gate for Rose Cup. Registration Hours for Fri. July 7th - Sun. July 9th **:** Friday: 3:00pm – 7:00pm; Saturday: 7:00am – 2:00pm; Sunday: 7:30am – 12:00pm
- 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. Live timing and results also available on Racehero.io
- Driver Services is located at the Rose Cup Room at the base of the South Paddock tower.
- Deliveries and package pickup are in the PIR Office at the Drag Tower in the South Paddock or in the Rose Cup room. All deliveries must include name and phone number of recipient or may be returned to shipper. Shipment requiring a forklift will have a fee charged to the recipient.

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

6) SCALES / IMPOUND / GASOLINE / WATER / OIL / AIR
Scales open each day at 8:00am. Scales & impound areas are located east of the Pre-Grid area for all events run from the South paddock. Racecars and drivers will be directed to scales/impound following each on-track session as necessary. A mandatory driver's meeting for each group will be held in impound following their first on track session of the weekend. Please have the minimum race weight(s) noted on your car and visible from the driver's side of the vehicle. Competition gasoline will be available at the track. Note - Leaded fuel is no longer sold at PIR. Vendors are located on the West End of the South Paddock next to the grass and adjacent to the Pro Drive offices. Water is usually available at the track. Air is available at the track. Oil may or may not be available on site at these vendors' locations.

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. Cars not in position at the one-minute warning will lose their grid position and start at the back of the grid. **Please** get to Pre-Grid at least 5 minutes early to ensure your grid position. All crew members must clear the Pre-Grid area at the one-minute warning.

7d) HOT PITS
Long pants are recommended in Pre-grid and in the hot pit area. **No shorts** are allowed and closed toe shoes are required over the wall into the Active pit lanes. This includes both the North and South paddock hot pit lanes.

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 <u>shall</u> 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 ***<u>will not</u>*** 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.

Victory laps for class winners - Saturday races only. On Sunday, there will be a podium trophy ceremony for the top 3 in each class. Details will be announced at the driver's meeting.

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 of 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. Note that some turns may utilize a Race America FIA style Digital Safety Flag Light. The light is capable of showing: solid green, solid yellow, blinking (waving) yellow, solid black, blinking blue, solid red, solid surface, blinking white, and blinking checker. **Flagging rules follow SCCA procedures** except for those listed in these supplemental regulations.

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.

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. The pace car will be deployed when the chicane is closed.

13) HARDSHIP LAPS

Competitors are to request hardship laps from the Stewards or Race Chairman. If approved, the Steward or Race Chairman 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

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. This requirement includes when being returned to the paddock while towed by a safety vehicle – See Section 20

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 speed limit is 5 MPH. This includes all vehicles regardless of type. Vehicle use 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.

A responsible adult must closely supervise children under 16-years of age. Children under 16-years of age are not permitted to ride bikes, hover boards, roller blades, skates, skateboards and scooters in the Paddock during hot track hours. Children may be permitted to ride them at the end of the day, in paddocks only, if they do so safely. Oregon Helmet Law applies. Users of small-motorized vehicles must be at least 16-years of age and may have riding privileges revoked at any time.

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) SMOKING, ALCOHOL and FOOD CONSUMPTION

Smoking, Alcoholic Beverages, Narcotics, and Dangerous Drugs

A. Absolutely NO SMOKING is allowed at PIR. All City Parks, recreation areas and natural areas are smoke and tobacco free which includes vaping.

B. 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.

C. 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.

18) DAMAGE TO PIR FACILITY AND DEBRIS LEFT BEHIND

Drivers will be held financially responsible for damage to PIR facilities (i.e., guard rail, etc.) due to off-course excursions or other incidents. 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. Those responsible for any spills not cleaned up entirely by the end of the event may be fined by FOPIR. Drivers are responsible for their crew members.

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 8:30 AM also please no revving of engines until 8:55 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.

All cars must be under 110.0 dBA. A vehicle will be shown the Mechanical Black flag and taken off track for that session if they exceed the sound limit. Cars are given one chance to make modifications or repairs to be below the limit. Receiving the Mechanical Black Flag two times for a sound violation during the weekend will result in the car being excluded from the remainder of the race weekend's events.

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
Penalties and fines may be levied and 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 group's 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 logbooks 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 **2023 SCCA General Competition Regulations** shall govern these race events.

28) CAMERAS
It is strongly recommended that entrants run with a camera and be willing to make the footage available to the Race Stewards upon request.

29) HEAD AND NECK RESTRAINTS / SAFETY GEAR
The use of a head and neck restraint system meeting SFI 38.1 or FIA 8858 standards are required. Other safety gear requirements must meet those approved by SCCA or ICSCC.

30) GRID POSITIONS FOR RACES
Your fastest lap time of any qualifying session or race achieved during the race weekend will determine your grid position for your next race except for Rose Cup and Vintage. For Rose Cup the grid will be set using your fastest lap time from qualifying for all cars except the top 5. Immediately following Rose Cup qualifying, the top 5 qualifiers will move on to "Pressure Qualifying" where each driver will get one green flag lap and only those times will be used to set the grid for the top 5 positions. More details at the driver's meeting. For Vintage the grid for the first race will be set by your fastest lap time from any qualifying session, then subsequent races will be set by the finishing order from the previous race. For drivers entering multiple race classes only times earned in each class will count. Example: Fast lap times by a Spec Miata in the Spec Miata class will not count as their fast lap time in the Vintage class or vice versa.

31) MISCELLANEOUS
The Rose Cup Committee reserves the right to refuse entry to this event at their sole discretion.

2023 ROSE CUP GROUPS & CLASSES

Sub-classes not listed may be eligible to race – Email race@fopir.com to see where your car fits. NOTE: If a car slots into multiple classes, the entrant may choose which class to enter.

ROSE CUP (RC1 – RC3) - Underlined = ICSCC classes, all other classes = SCCA/ORE SCCA

RC1 – SPO, GT-1, GTX, PCA1, TA1, XGT, AP ***SPO = Super Production Over (Engine sizes over 4.0L)**

RC2 – SPM, GT-2, PCA2, TA2, SGT, T1, ITE, P2 ***SPM = Super Production Middle (2.0L – 4.0L + 13B rotaries)**

RC3 – SPU, GT-3, PCA3, T2, STU, BP, AS, P3 ***SPU = Super Production Under (under 2.0L + 12A rotaries)**

P2/P3 = Any production-based car (like the classes allowed above) with open modifications and a minimum WT:HP ratio is eligible. HP = Horsepower measured using a Dynojet 248/224/424 dyno. WT = Racecar weight w/driver. Minimum ratios: P2 – 6.5:1 P3 – 8.5:1
For questions regarding classing – email: race@fopir.com

*** = Turbo/Supercharged cars multiply displacement X 1.3**

****NOTE** - Minimum lap time – 1:25 Those cars that do not qualify faster than 1:25 will not be eligible to race unless approved by the Race Steward under special circumstances**

SMALL/MID BORE (SB1 – SB3) - Underlined = ICSCC classes, all other classes = SCCA/ORE SCCA

SB1 – SPU*, GTL, PCA4, T3, SPEC E46, CP, EP, FP, EIP, FIP, RS, STL * SPU for this group must have a minimum WT:HP of 10:1

SB2 – T4, DP, SPEC MX-5, PRO3, PRO44, ITS (Use description above in P2/P3 to determine WT:HP)

SB3 – ITA, ITB, ITC, SM, SMT, CSM, HP, HIP, H4, EP, FP, GP, PRO7, CR, BSPEC (EP, FP, and GP = Conference Prod.)

****NOTE** - All cars in Small/Mid Bore must have engines smaller than 3999cc**

SPEC RACER FORD

SPEC RACER FORD - SRF3, SRF

SPEC MIATA - Underlined = ICSCC class, other = SCCA/ORE SCCA

SPEC MIATA – SM, SMT, CSM **Must race on Toyo RR tires in order to be eligible for the podium**

VINTAGE (VP1 – VP3 only) - Follow Oregon Region SCCA Rules

VP1

VP2

VP3

OPEN WHEEL / SPORTS RACER

WT (WINGS AND THINGS) – OPEN TO ANY OPEN WHEEL FORMULA RACE CAR

FF (FORMULA FORD) – THIS CLASS SHALL FOLLOW CURRENT YEAR CROSSFLOW CUP RULES EXCEPT THAT ANY VINTAGE TREADED AVON OR HOOSIER RACE TIRE WILL BE ALLOWED. RAIN TIRES ARE ALLOWED.

SR (SPORTS RACER) – OPEN TO ANY SPORTS RACER ELIGIBLE RACE CAR

LATE MODEL STOCK CAR (LMSC) – Open to cars with Late Model Stock Car Bodies i.e., Five Star Bodies

LIMITED – All must apply (Inline Valve train, Pushrod, Carbureted engine)

OPEN – If any of these apply - (Canted or Splayed valve arrangement, LS based, SB2, D3, FR9, R5P7 engines, EFI)

LMSC Rules: Minimum weight – Car w/Driver & Gear – 2730 pounds (pre-qualifying/race), maximum 15x10 inch steel wheel, max. 8 inch rear spoilers (wings not allowed). Normally aspirated engines only. Cars like TA2 are not eligible. **Questions? Email: race@fopir.com**

V.6