



2023 Rule Book

Date Effective: December 16, 2022

Subject to Change

Pikes Peak International Raceway

16650 Midway Ranch Road

Fountain, Colorado 80817

Track Manager: Nick Kerlin, nick@ppir.com

Website: <https://ppir.com/ascend2023/>

I. Mission Statement

Pikes Peak International Raceway in Fountain, Colorado presents the first running of *ASCEND* 2023. *ASCEND* is a Time Attack Competition with \$50,000 in cash prizes. Alongside the competition, there will be Enduro Racing, Non-Competitive PDX, as well as a Car Show. Time Attack Competitors will compete in seven (7) timed sessions where the first to break the track record, the fastest overall, and the top three in each class will receive a portion of the cash prize. PPIR's goal is to highlight the fastest growing segment in amateur motorsports, Time Attack, while showcasing some of the best talent around the world.

II. Pikes Peak International Raceway

Pikes Peak International Raceway (PPIR) is nestled in the heart of Colorado's Rocky Mountains. Named for its proximity to Pikes Peak, the highest summit of the southern Front Range and known as "America's Mountain", PPIR is one of the highest elevation competition racetracks in the country. PPIR has become an attraction for tourists and locals alike and has grown into a venue for all kinds of events, ranging from grassroots motorsports to concerts and festivals.

PPIR's road course, in which *ASCEND* competitors will be racing, is a 1.3-mile roval, including 9 turns and an eleven-degree embankment. As is the case with every road course that includes a tunnel underneath the race surface, there is a dip on the PPIR road course between turns 1 and 2. This dip on the 85' wide road course creates a challenge, testing both vehicle and driver ability and creates options on the driver's personal interpretation of the driveline.

Although PPIR's competitive road course may appear simple, record-breaking drivers will not only have to understand their race car builds and adapt those builds to this specific racetrack, but they will also push their mental grit and driver ability to the edge to get the most out of their race cars.

III. Event Layout & Tentative Schedule

PPIR's and Hot Import Nights' *ASCEND* will include the Time Attack Competition, non-competitive PDX, and Enduro Racing.

Performance Driving Xperience (PDX) at Pikes Peak International Raceway is an Open Lapping event where drivers run on PPIR's 1.3 mile, 9-turn, Roval. Drivers are broken into three experience groups: Beginner, Intermediate and Advanced. PDX is a noncompetitive program that allows a variety of cars and drivers to experience the full road course at speeds and skill levels that best suit the drivers comfort. Beginner drivers will receive classroom instructional time and sideline coaching assistance on Friday ONLY. Beginners will also receive General Admission Entrance into the event on Saturday and Sunday. Intermediate and Advanced drivers

will be able to participate in all three event days for one price. *ASCEND* will also have live timing available for the Intermediate and Advanced drivers that would like to rent a Transponder or bring their own.

The *ASCEND* Enduro drivers will be able to participate in our inaugural Endurance Race. With a unique format, drivers will be taking the track for three 40-minute sessions of wheel to wheel racing. Teams will have time to make repairs, change drivers, and refuel their cars in between sessions. Cars will be staged in their current race position in the next race. For the second session, drivers will be led back out for another 40-minute session on the legendary Roval, but with a new approach. The enduro drivers will race in clockwise rotation of the Roval, reverse of the prior session. This will require fresh eyes, fresh minds, and the ability to adapt to change.

The PPIR and Hot Import Nights *ASCEND* schedule will be announced prior to the Event and is subject to change. However, *ASCEND* Competitors are scheduled to compete in seven (7) timed sessions.

IV. Driver Eligibility

All drivers looking to compete in PPIR's and Hot Import Nights *ASCEND* must complete the designated Driver Application and be approved to compete prior to registration.

The *ASCEND* Time Attack Drivers who will be approved to compete in PPIR's and Hot Imports Nights' *ASCEND* Competition will either have Time Trials or Time Attack Licensing or meet an adequate amount of on track Time Trials, Time Attack, Hill Climb, or applicable forms of racing competition experience.

V. Driver Safety

All on track participants are required to have a minimum of long pants and closed toed shoes. This includes but is not limited to PDX, Classic 200, and Super 200.

Unlimited and Enduro Participants are expected to have an SFI 3.2a/1 or FIA 8856-2000 or higher driving suit, shoes, gloves, and socks. Fire retardant undergarments are required on anything rated below an SFI 3.2a/5 or FIA 8856-2000 and with any 2-piece approved racing suit.

Unlimited and Enduro participants are required to use a Hans device (or similar) carrying a minimum rating of SFI 38.1, FIA 8858-2002 or FIA 8858-2010 in conjunction with a 5/6-point harness properly attached to a 6 point roll bar (minimum).

Unlimited and Enduro participants are required to have a fire suppression system and main kill switch.

We highly recommend that all participants have a fire extinguisher.

VI. Vehicle Eligibility

VI.1. All vehicles competing in PPIR's and Hot Import Nights' *ASCEND* Time Attack Competition and Enduro Race must meet the following requirements:

- All Vehicles must meet minimal safety requirements as outlined in Section VII: Vehicle Safety of this Rulebook.
- All Competition vehicles must be mass produced vehicles and must contain a VIN number or have started from a vehicle that has contained a VIN number. Competitors should be prepared to provide proof of origin, especially if their competition vehicle is heavily modified and not obviously a mass-produced vehicle that was originally intended for the daily driver, street legal use.
- Vehicles competing in the Classic 200 and Super 200 classes require mass produced, market-available 200 treadwear tires. One off compounds will not be allowed in Classic 200 and Super 200 classes. Kumho v720 ACR tires are NOT eligible for Classic/Super 200.

VI.2. The following vehicle types are NOT eligible to compete in PPIR's and Hot Import Nights' *ASCEND* or Enduro Race.

- Vehicles built for the sole purpose of competition racing and would never, at any point of its manufactured existence, have been able to be street legal and daily driven.
 - Examples of this would be vehicles built for SRO, GT, Lemans, Trans-AM, etc.
 - Another example is that the Porsche Motorsports GT4 is not eligible to compete in PPIR's and Hot Import Nights' *ASCEND* or Enduro Race. However, the Porsche GT4 Club Sport, with a factory VIN number, is eligible.
- Kit Cars
- Spec Race Cars.
- GT Race Cars.
- Multi-engine vehicles.
 - Exceptions: Hybrid Vehicles and Multi Motor Electric Vehicles are permitted.

VII. Vehicle Safety

7.1 CAR SAFETY AND CONSTRUCTION - TECHNICAL REGULATIONS and SPECIAL RULES

All participants acknowledge and agree that racing is an inherently dangerous activity. The PPIR Team seeks to maintain safe conditions for the Competitors taking into consideration all aspects of the event.

PPIR may secure all safety, medical, fire-fighting, and rescue personnel and equipment which the Officials deem necessary or appropriate for the event including, but not limited to, medical facilities, ambulances, fire and rescue equipment, wreckers, tow trucks and/or push trucks, and any other equipment that they deem necessary or appropriate. The Officials may identify unsafe conditions that may exist on the track and at any accident scene and take any necessary or appropriate action without limitation, including temporarily stopping or delaying the event if safety requires such action. The Officials may prohibit any Driver, Crew Member, Official or Car from entering or continuing in the event if the Officials consider any such individual or equipment to be unsafe or dangerous. Any entrant who is non-English speaking must have a translator.

7.2 Safety Policies – Whenever there is a conflict between a safety provision herein and any other rule, the safety provision shall take precedence.

7.2.1 – Any item that is found unapproved, i.e., seat belts, helmets, etc. will be confiscated until after the event. No competitor will be allowed to compete until they have passed Technical Inspection.

7.3 Spectator Safety – The Stewards may cancel or postpone an event if any arrangements known to them are, in their opinion, unsafe.

7.4 Participant Safety – The Stewards shall have the authority to order off the course any vehicle, which, in their opinion, constitutes a menace to other participants, to itself, or to the public.

7.5 Course Conditions – The Race Director and/or Director of Competition shall not permit any event to start or continue if, in his/her opinion, conditions are not suitable for competition.

7.6 Roll Cage – All Unlimited vehicles must incorporate the use of a roll cage. The roll cage must be designed to withstand compression forces which may result from the weight of the vehicle (including driver and gear) coming down on the roll cage structure, and take fore and aft loads which may result from the vehicle skidding along the ground on the roll cage. Roll cages must be contained entirely within the body compartment. Any roll cage that does not meet the minimum weight per material specifications defined in the chart shown in and/or has a certification that is not recognized by PPIR, must be accompanied by documentation during the Request for Invitation process. All requests for bolt in cages must be approved by the Director of Competition. Requirements for bolt in cages, if approved, can be found in Section 7.6.12 and Section 7.7.

7.6.1 – Basic Design Construction: The main roll cage hoop must extend the full width of the competitor compartment and must be a minimum of two (2) inches (5.08 cm) above, and not more than ten (10) inches (25.4 cm) behind the top of the competitor's helmet when sitting in the normal position.

7.6.2 – Material: The roll cage must be constructed of steel tubing or 6061-T6 aluminum. The roll cage material shall be the same as the material used in the frame (steel or aluminum). It will be the responsibility of the vehicle owner to provide documentation as to the specifications of the material used if requested. The roll cage must be gusseted in all four corners. It is recommended that all gussets be made of seamless tubing thereby eliminating any sharp edges which might endanger the competitor in the event of a roll-over. Titanium is not an approved roll cage material; all materials not included in the

chart below must be formally submitted in advance to the Director of Competition for approval. Rear bracing struts are to be incorporated into the construction of the roll cage. For the purpose of determining tubing sizes, the vehicle weight is with the competitor. The minimum size of tubing shall be determined as follows:

Vehicle Weight	Roll Cage Material				
	Mild Steel	D.O.M.	Alloy Steel	Aluminum (6061-T6)	Docol R8
Under 1000 lbs	1.375" x 0.090"	1.375" x 0.090"	1.250" x 0.095"	1.500" x 0.125"	1.250" x 0.095"
1001-2000 lbs	1.500" x 0.090"	1.500" x 0.095"	1.375" x 0.095"	1.500" x 0.188"	1.375" x 0.095"
2001-3000 lbs	1.500" x 0.120"	1.500" x 0.095"	1.375" x 0.095"	1.625" x 0.188"	1.375" x 0.095"
3001-4000 lbs	1.750" x 0.120"	1.750" x 0.120"	1.625" x 0.095"	1.750" x 0.188"	1.625" x 0.083"
Over 4000 lbs	2.000" x 0.120"	2.000" x 0.120"	1.750" x 0.095"	2.000" x 0.188"	1.750" x 0.095"
Standard Yield Strength	32,000	72,000	70,000	35,000	100,000

Monocoque vehicles are allowed but must consist of a full safety pod that includes an integrated overhead roll over system designed to withstand multiple compression impacts and has been fully tested. Results of testing must be submitted for approval during the registration period.

Where bolts and nuts or other fasteners are used, the bolts shall be at least three-eighths inch (3/8") (10mm) SAE Grade 5 equivalent or greater.

7.6.3 – General Construction

A. One (1) continuous length of tubing shall be used for the main hoop member with smooth continuous bends and no evidence of crimping or wall failure. The radius of bends in the roll cage hoop (measured at centerline of tubing) shall not be less than three (3) times the diameter of the tubing. Whenever possible, the roll cage hoop should start from the floor of the car, and, in the case of tube frame construction, be attached to the chassis tubes by means of gussets or sheet metal webs with support tubes beneath the joints to distribute the loads. It is recommended that gussets be used.

B. Welding shall conform to American Welding Society 01.1:2002, Structural Welding Code, Steel Chapter 10, Tubular Structures. Whenever 01.1 refers to

"the Engineer" this shall be interpreted to be the owner of the vehicle. Welds shall be continuous around the entire tubular structure.

C. All welds shall be visually inspected and shall be acceptable if the following conditions are satisfied:

- C.1 – The weld shall have no cracks.
- C.2 – Thorough fusion shall exist between weld metal and base metal.
- C.3 – All craters shall be filled to the cross section of the weld.
- C.4 – Undercut shall be no more than 0.01 inch (0.254 mm.) deep.
- C.5 – Aluminum bronze or silicon bronze welding technique is permitted, but extreme care shall be used in preparation of parts before bronze welding and in the design of the attaching joints. All welding must be approved by the Director of Competition.

7.6.4 – Bracing: Two (2) fore-aft braces made of tubing at least equal to that required for the main hoop are required. Diagonal lateral bracing to prevent distortion of the hoop is recommended but not required. The fore-aft bracing must be attached as near as possible to the main roll hoop but no more than six (6) inches (152.4 mm.) below the top of the hoop and at an inclined angle of at least thirty (30) degrees.

A. Side Bars: All vehicles must have a minimum of two (2) side bars on the passenger side and two (2) side bars on the competitor's side (excluding frame rail on either side).

7.6.5 – Mounting: Roll cages and braces must be attached to the frame of the vehicle whenever possible. Mounting plates, regardless of whether welded or bolted to the frame, must be at least three-sixteenths inch (3/16") (4.76 mm.) thick. In vehicles with unitized or frameless construction, or vehicles with frames to which frame mounting is 31 impractical, mounting plates must be used to secure the roll cage structure to the basic structure of the vehicle. It is important that the load be distributed over as large an area as possible.

7.6.6 – Padding: Except where forward or side vision is affected, any portion of the roll structure which might be contacted by the competitor's helmet shall be covered with energy absorbing material (high density) to a minimum thickness of one-half inch (1/2") (12.70 mm.). The energy absorbing material must be covered by protective wrapping. (Styrofoam and Ensolite® are examples of energy absorbing padding.)

7.6.7 – Removable Braces: Removable braces must be carefully designed to be at least as strong as a permanent installation. Removable connections must be a type approved by the Director of Competition.

7.6.8 – Roll Cage: The main roll hoop must be as specified in 7.6.1. A similar hoop must be in front, supporting the front hoop to the main hoop at each side of the tip. Alternatively, the front hoop may be constructed by using two side hoops which follow up the front hoop. These two side hoops are connected by a tube over the top of the windshield. The material of the forward portion of the cage shall be at least as recommended.

7.6.9 – Subfloor: All vehicles must have floorboards or under pans beneath the body (including legs and feet) of the competitor with a minimum of .125" (3.175 mm.) thickness aluminum, or one sixteenth inch (1/16") (1.588 mm.) steel. All other materials must be approved by the Director of Competition.

7.6.10 – Driver's Compartment: The driver must be able to exit the driver's compartment with ease. All door locks must be inoperable. Doors must be able to open both inside and outside. The driver must be able to reach all switches, valves and levers while strapped securely in the seat.

All roll cage bar assemblies are subject to acceptance by the Director of Competition. All roll cages must meet regulations and may be subject to sonic testing and/or an inspection hole at least 3/16-inch (4.763 mm.) diameter, but no greater than 1/4 inch (6.35 mm.) diameter may be drilled in a non-critical area of any tubes.

7.6.11 – The Director of Competition has the authority to approve any roll cage system which does not meet or exceeds the intent of the rules.

7.6.12 – The cage need not be removable. It may be bolted and/or welded to the car.

7.6.13 – It shall attach to the car in at least six (6) points, consisting of the basic cage with six (6) points and two braces.

7.6.14 – The forward part of the cage shall be mounted to the floor of the vehicle.

7.6.15 – Removable roll cages and braces shall be very carefully designed and constructed to be at least as strong as a permanent installation. If one tube fits inside another tube to facilitate removal, the removable portion shall fit tightly and shall bottom, by design, and at least two (2) bolts shall be used to secure each such joint. The telescope section shall be at least eight (8) inches (203.2 mm.) in length. Minimum bolt diameter is 3/8 inches (10 mm.).

7.6.16 – The front or side hoops may extend through the dash pad. This includes the forward part of the door panel if it is an extension of the dash panel.

7.6.17 – One (1) bar is recommended in a horizontal plane between forward cage braces in the dash area.

7.7 – Mounting Plates

7.7.1 – Each mounting plate shall be mounted to the floor and at least .080 in. (2.032 mm.) thick if welded and 3/16" (4.763 mm.) thick (with appropriate backing plates) if bolted. There shall be a minimum of three (3) bolts per mounting plate if bolted. If the mounting plates cannot be mounted to the floor due to vehicle design (i.e., electric vehicles) they must be preapproved by the Director of Competition or his designee.

7.7.2 – Each mounting plate shall not be greater than 100 square inches and shall be no greater than twelve (12") inches (304.8 mm.) or less than two (2") inches (50.8 mm.) on a side.

7.7.3 – Whenever possible, mounting plates shall extend onto a vertical section of the structure (such as a rocker box).

7.7.4 – The mounting plate may be multi-angled but must not exceed these dimensions in a flat plane.

7.7.5 – Any number of tubes may attach to the plate or each other.

7.7.6 – The thickness of mounting plates bolted to the structure of the car shall not be less than the thickness of the roll hoop or brace that they attach and shall be backed-up with a plate of equal dimensions on the opposite side of the panel, with the plates through-bolted together. A minimum of three (3) bolts per mounting plate is required for bolted mounting plates. All hardware (bolts) shall be Grade 5 or better with 5/16" (7.9375 mm.) diameter minimum. Mounting plates welded to the structure of the car shall not be less than .080" (2.032 mm.) thick. Whenever possible the mounting plates should extend onto a vertical section of the structure (such as the door pillar).

7.7.7 – Hardware (Bolts) – All hardware shall be Grade 5 or better – 5/16" (7.9375 mm.) minimum diameter.

VIII. Competition Classes

PPIR's and Hot Import Nights' *ASCEND* competition consists of three (3) classifications of cars competing in separate championships. The classifications are as follows: Classic 200, Super 200, and Unlimited. The Enduro Race stands as its own competition.

Drivers are responsible to class their vehicles accurately. Correct classifications of each competitor car will be assessed and confirmed during the mandatory tech inspection. Any driver who knowingly or unknowingly misclassifies their vehicle or makes a change to their vehicle that would change their class after the mandatory tech inspection, will be subject to disqualification of the *ASCEND* Time Attack Competition or Enduro Race and may not be eligible for any winnings.

The specifications of each class are as follows:

Classic 200

- Minimum of 200 treadwear tires permitted.
- AWD tire width limits of 245mm.
- 2WD tire width limits of 275mm.
- Single-way adjustable coil overs i.e., adjustable rebound OR adjustable compression, but not both. If using 2-way adjustable coil overs with 1 adjustment that's locked out, please provide documentation of modification dated from the Suspension Company.

- Stock Suspension locations only, no inboard mounting unless OEM from manufacture
- Stock Subframes and OE Spindles only. Offset bushings, aftermarket control arms, ball joints, subframe spacers/mounts, tie rod ends, roll center correction, etc. are permitted so long as they attach to the factory locations on the chassis or suspension point.
- Wheelbase should be close to OEM without major changes aside from front caster adjustments.
- All fuel types, except for methanol, are permitted. Gasoline blends, Ethanol blends, and diesel are permitted. Use of Nitrous Oxide and propane (or other gaseous fuel) are NOT permitted.
- Aero, such as wings, spoilers, splitters, diffusers are permitted. No “sucker” type aero components using a fan or blower to force the vehicle to the ground.

Super 200

- All 200 treadwear tires permitted. No tire width limitations.
- Three-way adjustable coil overs or shock adjustments.
- Aftermarket subframes and Spindles are permitted.
- Any fuel type, except for methanol, are permitted. Gasoline blends, Ethanol blends, and diesel are permitted.
- Use of Nitrous Oxide and propane (or other gaseous fuel) is NOT permitted.
- Aero, such as wings, spoilers, splitters, diffusers are permitted. No “sucker” type aero components using a fan or blower to force the vehicle to the ground.

Unlimited

- All tire types are permitted. No width, compound or treadwear limitations.
- All shock types or mounting orientations are permitted.
- All fuel types are permitted. Nitrous Oxide and Propane is allowed.
- Aero, such as wings, spoilers, splitters, diffusers are permitted. “Sucker” type aero components using a fan or blower to force the vehicle to the ground are also permitted.

Enduro

- Any DOT rated 200 or higher treadwear tire is permitted. (Tire size is unlimited)
- All shock types or mounting orientations are permitted.
- All fuel types, except for methanol, are permitted. Gasoline blends, Ethanol blends, and diesel are permitted. Use of Nitrous Oxide and propane (or other gaseous fuel) are NOT permitted.
- Aero, such as wings, spoilers, splitters, canards, flat paneling, and diffusers are permitted.
- No fueling is permitted during the race.

- Pit Stop repairs allowed, but absolutely NO fueling.

IX. Payout Breakdown

Drivers participating in the *ASCEND* Time Attack Competition will receive a portion of the \$50,000 cash prize. The Enduro Race will have a payout of its own. The breakdown for each winner is as follows:

1. The FIRST to break the production car track record will receive \$10,000.
2. The fastest driver overall will receive \$10,000.
3. The top three drivers in the Unlimited class will receive:
 1. First - \$6,250
 2. Second - \$3,750
 3. Third - \$2,500
4. The top three driver in the Super 200 class will receive:
 1. First - \$5,000
 2. Second - \$3,000
 3. Third - \$2,000
5. The top three driver in the Classic 200 class will receive:
 1. First - \$3,750
 2. Second - \$2,250
 3. Third - \$1,500
6. The top three driver in the Enduro Race will receive:
 1. First - \$1,500
 2. Second - \$500
 3. Third - \$250

X. Drift Session Rules and Regulations

1. All drivers must attend the drivers meeting – NO EXCEPTIONS!
2. Know the course and drive it properly – failure to do so may result in collisions. Never drive backwards on the course for any reason. If you blow a tire, you must stop drifting, slow down and exit the course.
3. If you spin, regain traction and complete the course as quickly as possible. After the second spin, clear the course quickly without drifting to prevent holding up the driver behind you.
4. Prepare in advance and be 100% ready to go when you are called to the line. All occupants must have helmets on and seat belts fastened before leaving staging, grid, or the start line.
5. Do not exit the car while on track unless instructed by an official or the car is on fire or rolled over.
6. If you are stalled on course and need assistance, use a waving motion inside the vehicle cabin to signal to the corner workers so they know it is safe to approach.
7. No burnouts in the paddock.
8. If you are not at the start line or taking a run on course the pit speed limit applies. Any driver who breaks traction or drifts on the way from staging to grid could be subject to removal without refund.
9. If a car is found to be leaking fluids the car is required to immediately proceed to the paddock to fix the leak. The leak must be repaired and a tech official must inspect the repair and verify the leak is fixed before the car can be let back on the track. Any runs missed due to a fluid leak cannot be rerun and the driver must return to the current rotation for their run group.
10. Hatchbacks must not come open at any time during a run. If any doors, hoods, or hatches come open during a run the issue must be fixed prior to taking another run.
11. All occupants are required to keep all body parts inside the vehicle while it is moving.
12. Windows must be all the way up or all the way down. Passenger windows must be all the way up when a passenger is in the seat.
13. If you crash you must be cleared to drive by the EMT and your car must pass Tech Inspection before resuming driving.

14. When exiting the course do not drift after the finish line and slow to pit speed before re-entering the grid.

15. Several flags are employed to give drivers notice of course conditions. It is the driver's responsibility to know where the flag stations are prior to taking a run and to check the stations during the run and obey all signals. The first failure to observe flag signals will result in a warning. Further failure to observe flags could result in removal from the event without refund.

- **Green** - Go! Session is started or you are clear to proceed after a red flag course stop.
- **Yellow** - Caution, hazardous condition ahead. Drifting is allowed but slow down, look ahead, and be prepared to stop quickly.
- **Red** - Full course stop. A dangerous condition exists and all drivers must come to a complete stop off line on the inside of the track as quickly as possible. Stay stopped until directed to proceed by a track official.
- **ANY color** - Furled and pointed at driver = Warning. You'll usually know what you did wrong but if you don't take it easy and drive under control.

16. Every vehicle driving in the event must have a fire extinguisher readily accessible and in plain sight located in the driver's pit spot for the duration of the event. Cars without a trailer must have a minimum of one 5 lb extinguisher. Cars with a trailer must have one 10lb or two 5lb extinguishers. The extinguishers must be fully charged and should be rated 2A:10B:C or 10B:C at minimum. You must have your extinguisher(s) with you at tech inspection for verification.

17. Drive 10 mph or less unless on track.

18. No open toed shoes (sandals, flip-flops, etc.) are allowed to be worn in the pit area. All drivers, passengers, mechanics working on cars, media, and staff working on track, in tech, in grid, or staging must have full length pants.

19. Fueling is only allowed in the team paddock space. Extreme caution should be taken when refueling a car that has not completely cooled. When refueling, there can be only two people within a ten (10) foot radius of the refueling activity. Refueling must not be done under a canopy or in an enclosed space. One person must have a 5 lb or larger fire extinguisher in hand for the duration of the re-fueling process. Violations of this rule are subject to removals from the premises without refund at the discretion of the event director.

20. All repairs are to be made in the paddock area only.

21. No glass containers. no alcohol. no drugs. no weapons.

22. The facility reserves the right to remove anyone from the event without refund for individuals who act in a manner that endangers the safety of others.

23. At the end of the event make sure all your trash is thrown away and your pit space clean. Dumping of fluids or tires is strictly prohibited. Please help us keep the track clean!

XI. ASCEND Course Map

