

PIKES PEAK INTERNATIONAL RACEWAY ×  **HIN**
HOT IMPORT NIGHTS

ASCEND

MUSIC & MOTORSPORTS FESTIVAL

POWERED BY



2023 Rule Book

Date Effective: April 15, 2023

Subject to Change

Pikes Peak International Raceway
16650 Midway Ranch Road
Fountain, Colorado 80817

Director of Motorsports: Nick Kerlin, nick@ppir.com

Website: ppir.com/ascend2023

I. Mission Statement

Pikes Peak International Raceway, together with Hot Import Nights, presents the first running of ASCEND 2023, powered by XRP Ledger. (Hereinafter referred to as “ASCEND”)

ASCEND is a Time Attack Competition with \$50,000 in cash prizes. Alongside the competition, there will be Sprint Races, Drifting, Hot Imports Nights Car Show, Saturday Night Concert, Fireworks, Drone Light Show, and weekend camping. Time Attack Competitors will compete in six (6) timed sessions where the fastest track record will be set in the first session, the fastest overall, and the top three in each class will receive a portion of the cash prize. Sprint Races competitors will compete in eight (8) sessions of wheel-to-wheel racing. PPIR’s goal is to highlight some of the fastest growing segments in amateur motorsports, while showcasing some of the best talent around the world.

II. Pikes Peak International Raceway, Event Organizer

Pikes Peak International Raceway (PPIR) is the motorsports and competition Event Organizer (Hereinafter referred to as the “Organizer”) for ASCEND 2023.

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.

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

ASCEND will include a Time Attack Competition, Open Drifting, and Sprint Races.

The ASCEND schedule will be announced prior to the event and is subject to change. Please refer to the ASCEND Website for the most up to date information.

IV. Time Attack Competition Classes

ASCEND's Time Attack competition consists of four (4) classifications of cars competing in separate championships. The classifications are as follows: Classic 200, Super 200, Exhibition, and Unlimited.

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 and may not be eligible for any winnings.

The specifications of each class are as follows:

Classic 200

- Vehicle must carry current registration.
- Minimum of 200 treadwear tires are permitted.
- AWD tire width limits of 255mm.
- 2WD tire width limits of 285mm.
- Vehicle must retain all OEM glass.
- Two-way adjustable coil overs or shock adjustments are permitted.
- Only Stock Suspension locations are allowed; inboard mounting is not permitted, unless OEM from the vehicle manufacture.
- Only Stock Subframes and OE Spindles are allowed; 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 the OEM without major changes.
- Gasoline blends, ethanol blends, and diesel fuels are permitted. Methanol, nitrous oxide, propane, and other gaseous fuels are NOT permitted.
- Roll Cages are NOT required. If a vehicle does have a roll cage it must meet minimum roll cage requirements.
- Any Aero, including but not limited to; front air dam, splitter, lip, rear diffuser, and side skirts, may not extend more than 3" past body work. No body work may extend past OEM mirrors.
- The front air dam, splitter, lip, and rear diffuser may not extend past the centerline of the wheel.
- Only one (1) significant rear Aero element, such as a wing or diffuser, is allowed. Running BOTH a wing and diffuser is NOT permitted.

Super 200

- All 200 treadwear tires are permitted. There are no tire width limitations.
- Three-way adjustable coil overs or shock adjustments are permitted.
- Aftermarket subframes and spindles are permitted.
- Gasoline blends, ethanol blends, and diesel fuels are permitted. Methanol, nitrous oxide, propane, and other gaseous fuels are NOT permitted.
- Roll Cages are NOT required. If a vehicle does have a roll cage it must meet minimum roll cage requirements.
- Any Aero, including but not limited to; front air dam, splitter, lip, rear diffuser, and side skirts, may not extend more than 3” past body work. No body work may extend past OEM mirrors.
- The front air dam, splitter, lip, and rear diffuser may not extend past the centerline of the wheel.
- Only two (2) significant rear Aero elements, such as a wing or diffuser, are allowed.

Unlimited

- All tire types are permitted. No width, compound or treadwear limitations.
- All shock types or mounting orientations are permitted.
- All fuels, including gasoline blends, ethanol blends, diesel fuels, nitrous oxide, and propane ARE permitted.
- Any Aero, including but not limited to; front air dam, splitter, lip, rear diffuser, and side skirts are permitted. “Sucker” type aero components, which use a fan or blower to force the vehicle to the ground, are also permitted.
- Roll Cages are required.

Exhibition

- Only vehicles built for the sole purpose of competition racing are permitted in the Exhibition Class. Permitted vehicles can never have been street legal and daily driven, at any point during their lifetimes or existence.
 - Examples include vehicles purpose-built for SRO, GT, Lemans, and Trans-AM.
 - The Porsche Motorsports GT4 IS permitted to compete in the Exhibition class.
 - Porsche GT4 Club Sport, with a factory VIN number, is NOT permitted.
- Kit Cars, Spec Race Cars, GT Race Cars, and Multi-engine vehicles are permitted.
- All tire types are permitted. There are no width, compound or treadwear limitations.
- All shock types or mounting orientations are permitted.
- All fuels, including gasoline blends, ethanol blends, diesel fuels, nitrous oxide, and propane ARE permitted.
- Any Aero, including but not limited to; front air dam, splitter, lip, rear diffuser, and side skirts are permitted.
- There are no limits on the use of significant rear Aero elements, such as a wing or diffuse.
- Roll Cages are required.

V. Sprint Races

The ASCEND Sprint drivers will be able to participate in the inaugural Sprint Races. With a unique format, drivers will be taking to the track for eight (8) 20-minute races of wheel-to-wheel racing. Drivers will be separated into two classes. Teams will have time to make repairs, change drivers, and refuel their cars in between races. Every race will be run in the opposite direction of the prior race.

The initial racing grid will be determined by a pill draw, with the grid being inverted in the third, fifth, and seventh races. This will require fresh eyes, fresh minds, and the ability to adapt to change. A payout of \$2,250 will be divided among the top three drivers with the highest points at the conclusion of the eight races, regardless of class. In the event of a tie, the finishing position shall be determined by fastest overall event lap time. Trophies will be awarded to the top three in each class.

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 Sprint Races and may not be eligible for any winnings.

Sprint format will be eight 20-minute races split up into 2 classes.

The specifications of each class are as follows:

- Class 1 will be 3.71 Liter and higher displacement.
- Class 2 will be 3.70 Liter and lower displacement.
- 3.7 Liter and lower with forced induction will receive a +1500cc displacement penalty.
- Any DOT rated 200 or higher treadwear tire.
- Maximum tire width 255 or lower
- All shock, suspension, and brake modifications 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, unlimited.
- Roll cage is required.
- No fueling is permitted during the race.
- The top three drivers in the Sprint Race will receive: (In the event of a tie the finishing position shall be determined by fastest overall event lap time) Payout is based on highest points at the conclusion of 8 sprint races regardless of class.
- Trophies for top 3 in each class.

VI. Driver Eligibility

To complete in ASCEND Time Attack, drivers must 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. The Organizer, at their sole discretion, shall determine driver eligibility.

VII. Driver Safety

- All Classic 200 and Super 200 participants are required to have a minimum of long pants and closed toed shoes and a minimum of SA 2015+ rated helmet.
- 3-point seatbelts are permitted in Classic 200 and Super 200 (No 4-point seatbelt harness) Harness bars accepted.
- Unlimited, Exhibition, and Sprint Participants are required 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, Exhibition, and Sprint 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, Exhibition, and Sprint participants are required to have a fire suppression system and main kill switch.
- We highly recommend that all participants have a fire extinguisher.

****Any modifications to the OEM safety cell, including seats, safety belts, steering wheel, and airbags, must be approved by the ASCEND Technical Director.****

Please take detailed photos of any safety cell modifications, and send them to the Technical Director, Kyle Beck, at kyle@ppir.com, for review and approval. If you do not receive prior approval for safety cell modifications, you are subject to disqualification.

VIII. Vehicle Eligibility

1. **All Vehicles.** All vehicles competing in the ASCEND Time Attack and Sprint Races must meet the following requirements:

- All Vehicles must meet minimal safety requirements as outlined in Section IV. *Competition Classes* of this Rulebook.
- All Competition vehicles (Except those running in the Exhibition class) must be mass produced vehicles which either contain a VIN (Vehicle Identification Number) or started as vehicles which contained a VIN (Vehicle Identification Number).
- Competitors should be prepared to provide proof of vehicle origin, particularly if their competition vehicle is heavily modified and not obviously a mass-produced vehicle, intended for daily-driver street 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 permitted in Classic 200 and Super 200 classes. Additionally, Kumho v720 ACR tires are NOT permitted in Classic 200 and Super 200 classes.

2. Exhibition. Vehicles which satisfy the conditions below are permitted to compete in the Exhibition Class. For more details, please see Exhibition Subsection in Section *IV. Competition Classes*.

- Only vehicles built for the sole purpose of competition racing are permitted in the Exhibition Class. Permitted vehicles can never have been street legal and daily driven, at any point during their lifetimes or existence.
 - Examples include vehicles purpose-built for SRO, GT, Lemans, and Trans-AM.
 - The Porsche Motorsports GT4 IS permitted to compete in the Exhibition class.
 - Porsche GT4 Club Sport, with a factory VIN number, is NOT permitted.
- Kit Cars, Spec Race Cars, GT Race Cars, and Multi-engine vehicles are permitted in the Exhibition Class.
- Multi-engine and hybrid vehicles are permitted in the Exhibition Class.

IX. Vehicle Safety

1. Vehicle Safety & Construction - Technical Regulations & Special Rules

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

- The Organizer may secure all safety, medical, firefighting, and rescue personnel and equipment which the Organizer 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 Organizer 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 Organizer may prohibit any driver, crew member, official or vehicle from entering or continuing in the event if the Organizer considers any such individual or equipment to be unsafe or dangerous. Any driver who is non-English speaking must have a translator.

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

- Any item that is found unapproved, including, but not limited to, seat belts and helmets, will be confiscated until after ascend.
- No competitor will be allowed to compete until they have passed technical inspection.

3. **Spectator safety.** The Organizer may cancel or postpone ascend if any arrangements known to them are, in their opinion, unsafe.

4. **Participant safety.** The Organizer 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.

5. **Course Conditions.** The Organizer and technical director shall not permit any event to start or continue if, in his/her opinion, conditions are not suitable for competition.

6. **Roll Cage.** All unlimited, exhibition, and sprint races 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 the Organizer, must be accompanied by documentation. All requests for bolt in cages must be approved by the Organizer.

- **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.
- **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 rollover. Titanium is not an approved roll cage material; all materials not included in the chart below must be formally submitted in advance to the Organizer 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 includes the driver. 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.

- **General Construction**

- 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.
- 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.
- All welds shall be visually inspected and shall be acceptable if the following conditions are satisfied:
 - The weld shall have no cracks.
 - Thorough fusion shall exist between weld metal and base metal.
 - All craters shall be filled to the cross section of the weld.
 - Undercut shall be no more than 0.01 inch (0.254 mm.) deep.
 - 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.

- **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.

- 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).
- **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 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.
- **Padding.** Except where forward or side vision is affected, any portion of the roll structure which might be contacted by the driver'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.)
- **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 Organizer.
- **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.
- **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 Organizer.
- **Driver's Compartment.** The driver must be able to exit the driver's compartment with ease. 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 Organizer.
 - 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.
 - The Organizer have the authority to approve any roll cage system which does not meet or exceeds the intent of the rules.
 - The cage need not be removable. It may be bolted and/or welded to the car.
 - It shall attach to the car in at least six (6) points, consisting of the basic cage with six (6) points and two braces.

- The forward part of the cage shall be mounted to the floor of the vehicle.
 - 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.).
 - 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.
 - One (1) bar is recommended in a horizontal plane between forward cage braces in the dash area.
- **Mounting Plates**
 - 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 Organizer.
 - 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.
 - Whenever possible, mounting plates shall extend onto a vertical section of the structure (such as a rocker box).
 - The mounting plate may be multi-angled but must not exceed these dimensions in a flat plane.
 - Any number of tubes may attach to the plate or each other.
 - 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)
 - Hardware (Bolts) – All hardware shall be Grade 5 or better – 5/16" (7.9375 mm.) minimum diameter.

X. Payout Breakdown

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

1. The FASTEST new track record set in the first session 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 drivers in the Exhibition* class will receive:
 1. First - \$1,500
 2. Second - \$500
 3. Third - \$250

*Exhibition Cars are not eligible for any other payouts

7. The top three drivers in Sprint Races will receive:
 1. First - \$1,500
 2. Second - \$500
 3. Third - \$250

In the event of a tie, the finishing position shall be determined by fastest overall event lap time. The payout is based on highest points at the conclusion of eight (8) sprint races regardless of class.

X. Formal Protest

The Organizer will accept formal protests during the duration of ASCEND.

The cost to file a protest shall be \$100.00 per protest, payable to the Organizer.

Protests must be formally submitted, in writing, to the Organizer at least 45 minutes prior to the scheduled awards ceremony. All protests are anonymous and must be specific in nature and call attention to a specific infraction.

XI. Drift Session Rules and Regulations

1. **Drivers Meeting.** All drivers must attend the drivers' meeting. **NO EXCEPTIONS!**
2. **Course Layout.** 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. **Spins.** 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. **Preparation.** Prepare in advance and be 100% ready to go when you are called to the line. All vehicle occupants must have helmets on, and seat belts fastened prior to leaving staging, grid, or the start line.
5. **Exiting the Vehicle.** Do not exit your vehicle while on track unless instructed by a corner worker, or the vehicle is on fire or rolled over.
6. **Stalled Vehicles.** If your vehicle is stalled while on course and you need assistance, use a waving motion inside the vehicle cabin to signal corner workers so they know it is safe to approach.
7. **Burnouts.** No burnouts in the paddock.
8. **Speed Limit.** Drive 10 mph or less while you're not on course. If you are not driving your vehicle at the start line or driving on course, the pit speed limit applies. Any driver who breaks traction or drifts outside the course, is subject to removal from ASCEND without refund.
9. **Fluids.** If your vehicle is found to be leaking fluids, you must immediately proceed to the paddock to fix the leak. The leak must be repaired, and the Organizer must inspect the repair and verify the leak is fixed before your vehicle may return to the course. Any runs missed due to a fluid leak cannot be rerun and you must return to the current rotation for your run group.
10. **Hatchbacks.** Vehicle hatchbacks must not come open at any time during a run. If any doors, hoods, or hatches come open while on course, the issue must be fixed prior to returning to the course.

11. **Body Parts Inside the Vehicle.** All occupants are required to keep all body parts inside the vehicle while it is moving.

12. **Windows.** The front driver and passenger windows must be rolled all way down, as far as feasible, while your vehicle is on course.

13. **Crashes.** In the event of a crash, the driver(s) involved must be cleared to drive by the on-site EMT and the vehicles(s) involved must pass Tech Inspection prior to returning to the course.

14. **After the Finish Line.** Do not drift after the finish line, or while exiting the course. Slow to pit speed prior to re-entering the grid.

15. **Flags.** 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 entering the course, and to check the stations while on course, 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 ASCEND without refund. A description of the flags used and what they indicate are below:

- **Green** - Go! The 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 course as quickly as possible. Say stopped until directed to proceed by a corner worker.
- **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. **Fire Extinguisher.** Every vehicle driving in ASCEND must have a fire extinguisher readily accessible and in plain sight located in the driver's pit spot for the duration of the event. Vehicles without a trailer must have a minimum of one (1) 5lb extinguisher. Vehicles with a trailer must have one (1) 10lb or two (2) 5lb extinguishers. The extinguishers must be fully charged and should be rated 2A:10B:C or 10B:C at minimum. Extinguisher(s) must be with the driver and vehicle during Tech Inspection for verification.

18. **Shoes & Pants.** All drivers, passengers, mechanics, media, and staff must wear closed toe shoes and full-length pants while in the pits, in the paddock, or on course. Open-toed shoes, including sandals and flip-flops, are not permitted.

19. **Fueling.** 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 (2) 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 (1) person must have a 5lb or larger fire extinguisher in hand for the duration of the re-fueling process. Anyone found in violation of this rule is subject to removal from ASCEND without a refund.

20. **Repairs.** All vehicle repairs must be made in the paddock area only.

21. **Glass, Drugs, & Weapons.** Glass containers, drugs, and weapons are not permitted anywhere within the paddock, pits, or on course. Anyone found in violation of this rule is subject to removal from ASCEND without a refund.

22. **Removal.** The Organizer reserves the right to remove anyone from ASCEND without refund. Particularly in cases where an individual's behavior endangers the safety of drivers, spectators, or ASCEND overall.

23. **Cleaning & Dumping.** At the end of ASCEND, please ensure all your trash is thrown away and your pit space is clean. Dumping of fluids or tires is strictly prohibited. Please help us keep PPIR clean!

XII. ASCEND Course Map

