

# CASCADE SPORTS CAR CLUB

Presents

Rose City Opener XXI

May 5th and May 6th, 2012

\*\*\*\* Starting with the 2012 race season Helmets will have a 2005 Snell approved rating or better\*\*\*\*

**This is a Non -Chicane race run from the South Paddock**

Entry to PIR will be Main Entrance

**The BIMART Bridge open from Saturday 7am – 11pm & Sunday 7am – end of day**

This race is sanctioned by ICSCC, under the 2012 Competition Regulations as a championship race, organized by Cascade Sports Car Club and held at Portland International Raceway. Kai Keliikoa, Race Chairman, may be reached at 360-903-9258 until 9 p.m. or by email at [kai@dickhannah.com](mailto:kai@dickhannah.com).

*If your family and friends couldn't come with you to PIR tell them they can watch you live on line at*

<http://www.pirlive.com>

Online Registration will be available at

<http://cascade.motorsportreg.com>

<b>ENTRIES OPEN:</b>	Upon receipt of this announcement	
<b>ENTRIES CLOSE:</b>	Postmark or fax by: <b>April 30th, 2012</b>	
<b>ENTRY FEES:</b>	<u>ICSCC</u> or others – cash/check/Visa/MasterCard price	\$270.00
	<u>Cascade Members</u> – cash/check/Visa/MasterCard price	\$260.00
	Additional Race Entry	\$155.00
	LATE ENTRY FEE	\$ 55.00
	<b>Pit/Spectator passes</b>	<b>Free</b>
<b>Special Race:</b>	1 Hour enduro	\$150.00

Mail entries to: Registrar CSCC Telephone: 503-251-0015  
Gail Fetterman  
2902 NE 151<sup>st</sup> Ave (please no calls after 9:00pm)  
Portland, Oregon 97230-451 Email: [gailfetterman@comcast.net](mailto:gailfetterman@comcast.net)

**Express Tech:** “If your entry is completed in full, you have no license issues, you do not need a rental transponder, you have an Annual Tech, you are not part of the mandatory presentation group for the weekend and you have prepaid your entry fee, you will be eligible for Express Tech, where after you're registered your safety equipment will be tech'ed and the weekend tech sticker issued”

**IMPORTANT NOTICE:** Only **ONE** support vehicle OR trailer in your pit area will be allowed. Additional parking is in the grass area. Drivers are responsible for the actions of their crew members: you may be disqualified as a result of their actions anywhere at PIR! The area to the north of the Pro Tower is reserved parking for ICSCC and CSCC officials: please do not park there as you will be asked to move.

## Class Rotation 1

### MANDATORY TECH FOR ALL GROUP 6

Grp #1 – A-B-C Prod, SPO-M-U, PRO3	Grp #5 – ITA-B-C-S, GTL, E-F-H Imp Prod
Grp #2 –D-E-F-G-H-I Prod, CR, Pro-7, SM, CSM, H-4, ITX, 944 CUP	Grp #6 – FL, FV, FFF/500, S2, A-B-C-D-E-F SR, Nov O/W
Grp #3 – CF, FF, FA, FM, FC	Grp #7 – Nov C/W
Grp #4 – GT1-2-3, AS, ITE, RS, ST	

# CASCADE SPORTS CAR CLUB

Presents

## Rose City Opener XXI

May 5th and May 6th, 2012

*Non-Chicane Race runs from South Paddock*

*If your family and friends couldn't come with you to PIR tell them they can watch you live on line at*

<http://www.pirlive.com>

### FRIDAY

6:00pm – 8:00pm Registration- Rose Cup Room

6:00pm – 8:00pm Tech

### SATURDAY

7:30am - 1:30pm Registration

7:30am - 2:30pm Tech Inspection - **MANDATORY TECH FOR ALL GROUP 6**

7:30am - Novice Track Tour @ base of Tower

**8:15am - MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR**

8:30am - 8:50am Practice Group 1

8:57am - 9:17am Practice Group 2

9:24am - 9:44am Practice Group 3

9:51am - 10:11am Practice Group 4

10:18am - 10:38am Practice Group 5

10:45am - 11:05am Practice Group 6

11:12am - 11:32am Novice **C/W Practice**

11:39am – 11:49am Practice Group 8

**11:49am – 12:50pm LUNCH !!!**

**12:10 am Drivers Meeting Grand Stand A (Group 8 Meeting right after)**

12:55pm – 1:15pm Group 8 Qualifying

1:22pm - 1:42pm Novice **C/W Qualifying**

1:49pm - 2:09pm Group 1 Qualifying

2:16pm - 2:36pm Group 2 Qualifying

**2:30pm MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR**

2:43pm - 3:03pm Group 3 Qualifying

3:10pm - 3:30pm Group 4 Qualifying

3:37pm - 3:57pm Group 5 Qualifying

4:04pm - 4:24pm Group 6 Qualifying

**3:50pm Senior Observers to Pre-Grid**

4:31pm – 5:01pm Novice **C/W Race**

5:20pm – 6:20pm **Group 8 Race**

### SUNDAY

7:30am - 10:30am Registration

7:30am - 11:00am Tech Inspection

9:00am - 9:20am Group 1 Qualifying

9:30am - 9:50am Group 2 Qualifying

10:00am - 10:20am Group 3 Qualifying

10:30am - 10:50am Group 4 Qualifying

11:00am - 11:20am Group 5 Qualifying

11:30am - 11:50am Group 6 Qualifying

**11:50pm - 12:50pm LUNCH !!!**

**12:10pm Mandatory Drivers Meeting Grand Stand A**

1:00pm - 1:30pm Race Group 1

1:40pm - 2:10pm Race Group 2

2:20pm - 2:50pm Race Group 3

3:00pm - 3:30pm Race Group 4

3:40pm - 4:10pm Race Group 5

4:20pm - 4:50pm Race Group 6

**Saturday Night BBQ Dinner -**

**Prepared by Drivers in Race Groups 1 & 2**

**Grp 1** A-B-C Prod, SPO-M-U, PRO3

**Grp 2** D-E-F-G-H-I Prod, CR, Pro7, H4, SM, CSM, 944 CUP, ITX

**Grp 3** CF, FF, FA, FM, FC

**Grp 4** GT1-2-3, AS, ITE, RS, ST

**Grp 5** ITA-B-C-S, GTL, E-F-H Imp Prod

**Grp 6** FV, FFF/500, FL, S2, A-B-C-D-E-F SR  
Novice O/W

**Grp 7** Novice C/W

**Grp 8** See race flyer

\*The 5 Min warning will be given approx.  
8 Min before the start of the race

# CASCADE SPORTS CAR CLUB PRESENTS THE FAST SPECIALTIES CHALLENGE

**WHAT IS IT:** The FAST SPECIALTIES CHALLENGE is a two race series (May 5, 2012 and June 30, 2012) that gives drivers a sample of endurance racing. Drivers may race in one or both races; however, points will be cumulative. Points earned in the series will have a dollar value which can be applied to the 8 Hours of the Cascades entry fee on October 20, 2012. Each race will be one hour in length with a mandatory pit stop to be made between the 25 and 35 minute mark of the race. Each entry shall consist of one or two drivers. During the mandatory pit stop, a driver change shall take place or a 60 second timed stop, whichever corresponds with the type of entry – one or two drivers.

**THE CLASSES:** NSF (NotsoFAST) – EP, FP, GP, HP, IP, CR, PRO7, SM, CSM,  
H4, ITA, ITB, ITC, HIP, 944CUP

**KFC (KindaFAST) – CP, DP, PRO3, ITS, GTL, EIP, FIP, RS, AS**

**WTF (WaytooFAST) – AP, BP, SPO, SPM, SPU, GT1, GT2, GT3,  
ITE, ST**

**THE POINTS:** See ICSCC Championship Points. Each driver will receive the same points whether an entry is one or two drivers. Example: If a one driver entry wins – 25 pts are awarded. If a two driver entry wins – 25 pts are awarded to each driver. Pole points will be awarded to both drivers. Class series champions will receive credit towards the 8 Hours of the Cascades equal to \$2.00 per point. All other positions will receive credit equal to \$1.00 per point. For purposes of determining the 8 Hours of the Cascades entry fee credit, point totals will be by driver name in case a driver drives in two or more classes.

**QUALIFYING:** Round 1 (May 5, 2012) – PRESSURE QUALIFYING – Either driver may qualify. PRESSURE QUALIFYING shall consist of one green flag lap (one out lap and one green flag lap) Qualifying order shall be set based on practice times – fastest first to slowest last. The starting grid shall be set fastest to slowest. Round 2 (June 30, 2012) – 10 minute qualifying session. The starting grid shall be set fastest to slowest.

**RULES:** ICSCC rules apply. A driver may drive in up to two cars per race. If both cars are in the same class – the higher finish will apply towards the points. If a driver drives in two different classes – the driver will be awarded points in both classes. Car numbers will be assigned on a first come, first served basis. For the full set of rules, visit [www.cascadesportscarclub.org](http://www.cascadesportscarclub.org) and scroll down to pages 2/3 of this page.

**ELIGIBILITY:** Licenses – ICSCC ARR or IRR, SCCA National, CACC, FIA, ASN, or NASA. All other licenses must be approved by the ICSCC License Director. Novice license holders are not eligible.

**ENTRY FEE:** \$150.00 US per car

The hope is that this race will give those drivers who have never tried an enduro, a sample of what endurance racing is like, and will give those drivers who have tried and like endurance racing a chance to do more of it. This race can also be fun for those who just want to do more RACING!!! Although we don't anticipate too many cars needing to re-fuel, we wanted to make sure that those who wanted to do this series and need to re-fuel, a chance to enjoy this series with everyone else!! This race can be as simple as you want it to be – A single driver who comes in for a 60 second pit stop, to a pit stop for a driver change, to an all out mini endurance race with re-fueling and/or tire changes added in!! Just make sure it's FUN!!!!

## **FULL SET OF RULES:**

Entry to this race does **not** have to be in conjunction with any other race(s) of the weekend.

Except as noted below, the 2012 ICSCC Competition Regulations will apply.

The races themselves will be run from the North Paddock for both Round 1 and Round 2. There will be a 10 minute window (10 minutes prior to the race) for crews to transfer parts, tools, fuel, tires, etc. if necessary to the North Paddock for Round 1.

Each entry shall consist of either one or two drivers. Drivers may drive in up to two cars per race.

The total maximum number of entries (cars) is 45 per race.

**Points** – Points shall follow the ICSCC Championship point structure. If a driver drives in two different cars in the same race, they will only receive points for the higher finish if the two cars are in the same class. If the two cars are in different classes, the driver will receive points for both classes. Each driver of a two driver entry will receive equal points (including pole points). See the above example (page 1) **The Points**. Series points will be posted at [www.cascadesportscarclub.org](http://www.cascadesportscarclub.org) within one week of the race. 8 Hours of the Cascades entry fee credit – See above (page 1) **The Points**. The Series Championship (each class) will be determined by adding the driver points from Round 1 and Round 2 together. Ties in the final points shall be resolved on the basis of each driver's record of first place finishes; then, if necessary, second place finishes. If two or more drivers have accumulated the same number of first and second place finishes, they shall be considered tied for the Championship.

**Race Length** – One Hour

**Classes, Eligibility, and Car Number Assignments** – See above

**Qualifying** – During Round 1 – please have cars to pre-grid at least 8 minutes prior to the start time. The qualifying order will be set based on Group 8 practice times with the fastest first to the slowest last. Round 1 qualifying is PRESSURE QUALIFYING. PRESSURE QUALIFYING shall consist of one green flag lap (one out lap and one green flag lap). If, during Round 1 qualifying, a driver encounters a yellow flag (not the driver causing the yellow flag) and feels that their lap is compromised, they may abort their qualifying run and return to the hot pits for another qualifying run. This must be done prior to receiving the checkered flag. All yellow flags will be relayed to Race Communications with the car number(s) of cars approaching and/or going through the yellow flag zone – so no working the system!!! Either driver may qualify. During Round 2 – A 10 minute qualifying session will be used to set the field. One or both drivers may drive the car during the session with the fastest time set by either driver being used as their qualifying time.

**Drivers Meeting:** The **Mandatory Drivers Meeting** will take place immediately following the Saturday Non-Mandatory Drivers Meeting during the lunch hour.

**Mandatory Pit Stop:** The mandatory pit stop shall be made between the 25 and 35 minute mark of the race. Either a driver change (two drivers) or a 60 second timed stop (one driver) must occur during the mandatory pit stop. Pit stops may be made before or after the mandatory pit stop window, but will not count towards the mandatory pit stop. See penalties for mandatory pit stop violations. Refueling may take place during the mandatory pit stop. Fuel Towers are not allowed. The re-fueler must be attired in clothing equal to or greater than that of the driver. A fire bottle designee is also required in case of a fire. See penalties for fuel spillage. The cars ignition must be turned off while refueling and/or a driver change is taking place. No contact with the car is allowed while refueling is going on except for a driver change. Once the car comes to a complete stop, there is no limit to the number of crew members over the wall during a pit stop; however, each person must be there to perform a specific function. Helping a driver get belted in, radios plugged in, and cleaning the front windshield are not considered contact with the car and may occur at the time of re-fueling if necessary. Pit Crew attire – Arms, legs, & feet shall be fully covered. One crew member is allowed over the wall to signal the car

into their pit space. One crew member per entry is allowed at the main straight wall to give pit signals. The pit lane speed limit is 35 MPH which starts at the pedestrian bridge and ends at the white line at the end of pit lane (both will be marked with double cones). See penalties for pit lane speed violations. While on pit lane, use the far left lane except to enter and exit into and out of your pit space. Pit space assignments will occur the day of the event. All four tires must be to the right of the red (pit commitment line) exiting T12 and to the right of the red (blend line) re-entering the track. During a Full Course Yellow, pit lane will be closed. If you are in pit lane at the time of a FCY, you will be released to rejoin the field. If a FCY occurs during the mandatory pit stop window, the amount of time under FCY will be added to the end of the window time. The starters stand will relay the amount of time remaining for pit lane to be open via a sign board. Pit lane will not re-open until the entire field has passed start/finish after the re-start of the race. No work of any kind is allowed under a black flag all or red flag. The clock will continue to run and count towards the one hour race. If the black/red flag occurs during the mandatory pit stop window, the above regarding adding time to the pit stop window will apply. Pit lane is considered a Hot Area, no one under the age of 18 is allowed in pit lane. If during the race, a car returns to the paddock, or has to be towed in, they will have been considered to have withdrawn from the race and will not be permitted to re-enter the track.

**Trophies** – One or two in class – 1<sup>st</sup> only; three to five in class – 1st & 2nd; six or more in class – 1st, 2nd, & 3rd.

The trophy presentation will occur approximately 15 minutes after the conclusion of the race. Round 1's trophy presentation will take place in the hot pit area in front of the Rose Cup room. Round 2's trophy presentation and Series Championship presentation will take place in front of the infield tower (North Paddock) - same place as the Cascade Enduro's presentation takes place.

**Minimum Penalties:** Pit lane speed violation and/or fuel spillage over 1 liter – Stop and Go. Mandatory pit stop window violation – Penalty Box: 2 minutes. Working on the car during refueling – Stop and Go. All others – Warning