

Welcome



- Registration, all participants
 - Open 08:30 Friday
- Grandstand Tickets
 - 2 per driver
 - 1 extra per team
- Paddock Tours

- Movement times as on Official Schedule
 - Updated Schedule published 6/6 PM
- Cars grid in order of pit assignments at front
- Equipment lined up in order of pit assignments behind cars
- Stay in order for transit to pit lane, driver's left on-track

- First pit box starts at red line next to Starter's stand
- Equipment driver's right, against wall
- Work in "middle" lane, tight to equipment
- Fast lane far driver's right, next to F1 pit boxes
- Pit exit controlled by Red/Green light



Pit Entry/Pit Lane Speed- 60 KPH



- Stay four wheels driver's left of blend line all the way through Turn 2



Overlaps/Egress Holes



Shortcut Turn 1- Invalidation of current lap



Shortcut Turn 8/9



Shortcut Turn 8/9- Invalidation of current lap



Shortcut 13/14- Invalidation of current and subsequent lap times



- Flagging differences
 - Single waved vs double waved yellows = Standing vs waved yellow
- Red “F” pennants- Denotes fire fighting location
- Cranes/Lifting bars may be used- exit car on direction of marshals
- Working under local yellows- exposed marshals = double-waved yellows

- New format, detailed in Revised Official SR's
- Short P2, 5 minute gap from checkered to Qualifying start
- All cars to pit boxes, no queueing at pit exit
- Tire changes to marked qualifying tires, only permitted work/checks after exiting pit box for qualifying
- Cars may release from pit boxes on the call for the green flag

- End of session, all cars return to pit lane and queue at pit exit
- Brief moment for temps/pressures (practice only)
 - In queue, not pit box
- Cars exit first, followed by equipment
 - Stay D/R down front straight, D/L down long straight
- Post-Qualifying Impound- All cars
 - Direction of IMSA Staff, area between Yokohama and Mark Motors- No Crew

