

idemitsu MAZDA MX-5 CUP

DRIVER & TEAM MANAGER MEETING



MAZDA

MX-5 CUP

PRESENTED BY: **BFGoodrich**
Tires



SERIES CONTACTS

Randy Buck	Race Director	(415) 298-7018
Paul Walter	Sporting Regulations	(614) 598-6783
Keith Dalton	Series Manager	(863) 381-1942
Jamie Eversley	Paddock Logistics	(762) 777-0052
Eric Haverson	Technical	(386) 562-7214
Johnny Knotts	Pit Lane Supervisor	(813) 763-4669
Carol Mueller	Administration	(386) 262-8932
David Pees	Timing & Scoring	(386) 308-8866
Ryan McLean	Medical Liaison	(386) 285-6913
Roy Spielmann	Track Services	(414) 702-0905

IMSA REGISTRATION

NEW LOCATION: 2013 Dunn Avenue, Daytona Beach, FL 32114

- Through a School Zone

Tue., 1/17	7:00 am - 4:00 pm
Wed., 1/18	9:00 am - 5:00 pm
Thu., 1/19	6:30 am - 5:30 pm
Fri., 1/20	7:00 am - 5:30 pm
Sat., 1/21	7:30 am - 6:00 pm
Sun., 1/22	8:00 am - 2:00 pm



REGISTRATION
HAVE YOUR QR CODE READY



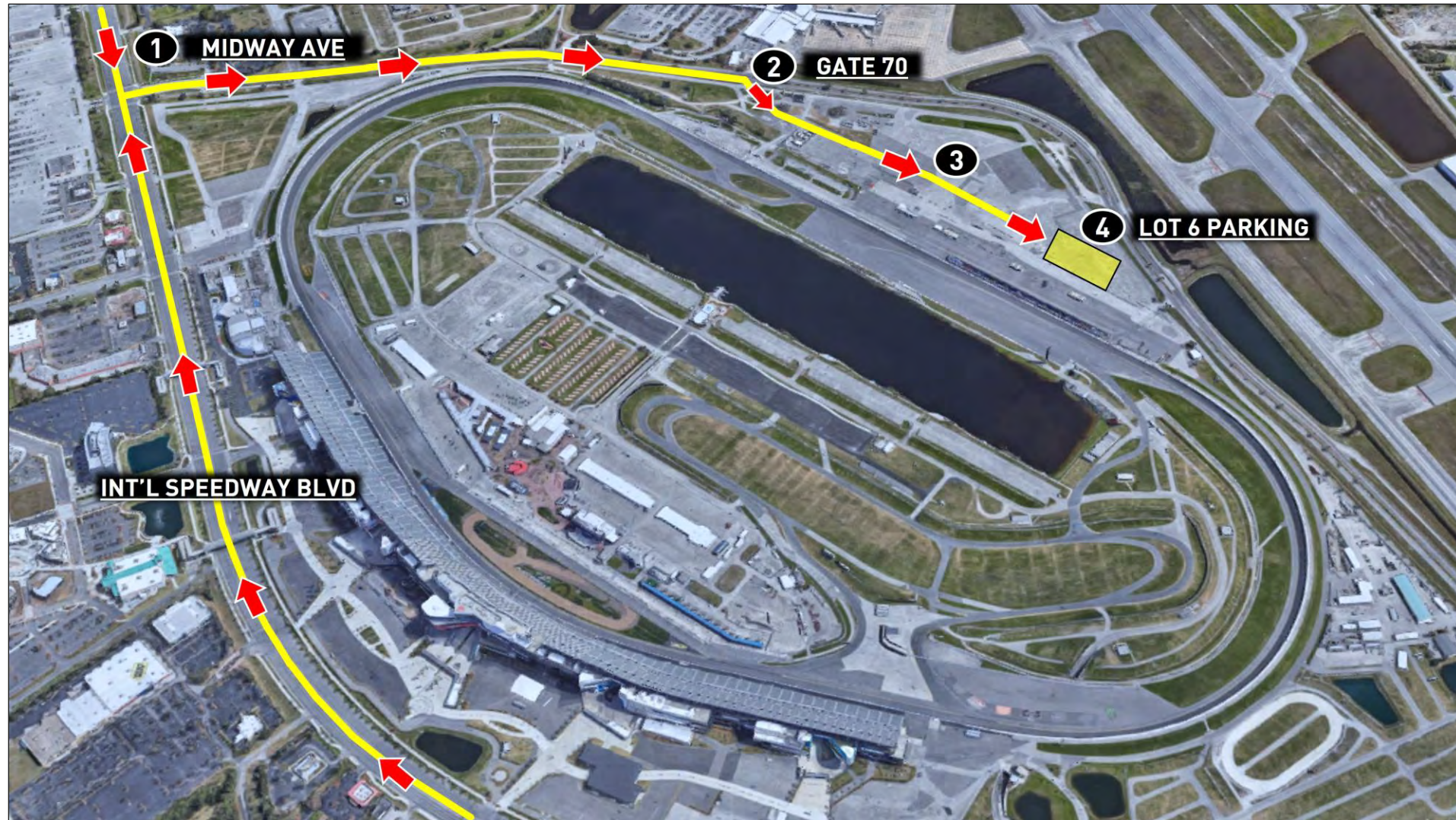
TO LOT 6 TEAM PARKING

Directions

1. Take Midway Avenue; off Int'l Speedway Blvd.
2. Enter track at Gate 70 and proceed to Lot 6 (paved lot between backstraight & airport)
3. Continue across Lot 6 towards designated parking area
4. Park in designated parking area (yellow shaded area)

Notes

- 2023 IMSA Hangtag or Daytona Int'l Speedway parking pass required for parking access



BRIEFINGS

INITIAL DRIVER & TEAM MANAGER BRIEFING

- Wednesday, January 25th at 9:30 AM

NEW DRIVER TO MX-5 OR DAYTONA INTERNATIONAL SPEEDWAY

- Thursday, January 26th at 11:00 AM

DRIVER & TEAM MANAGER RACE BRIEFING

- Thursday, January 26th at 3:00 PM

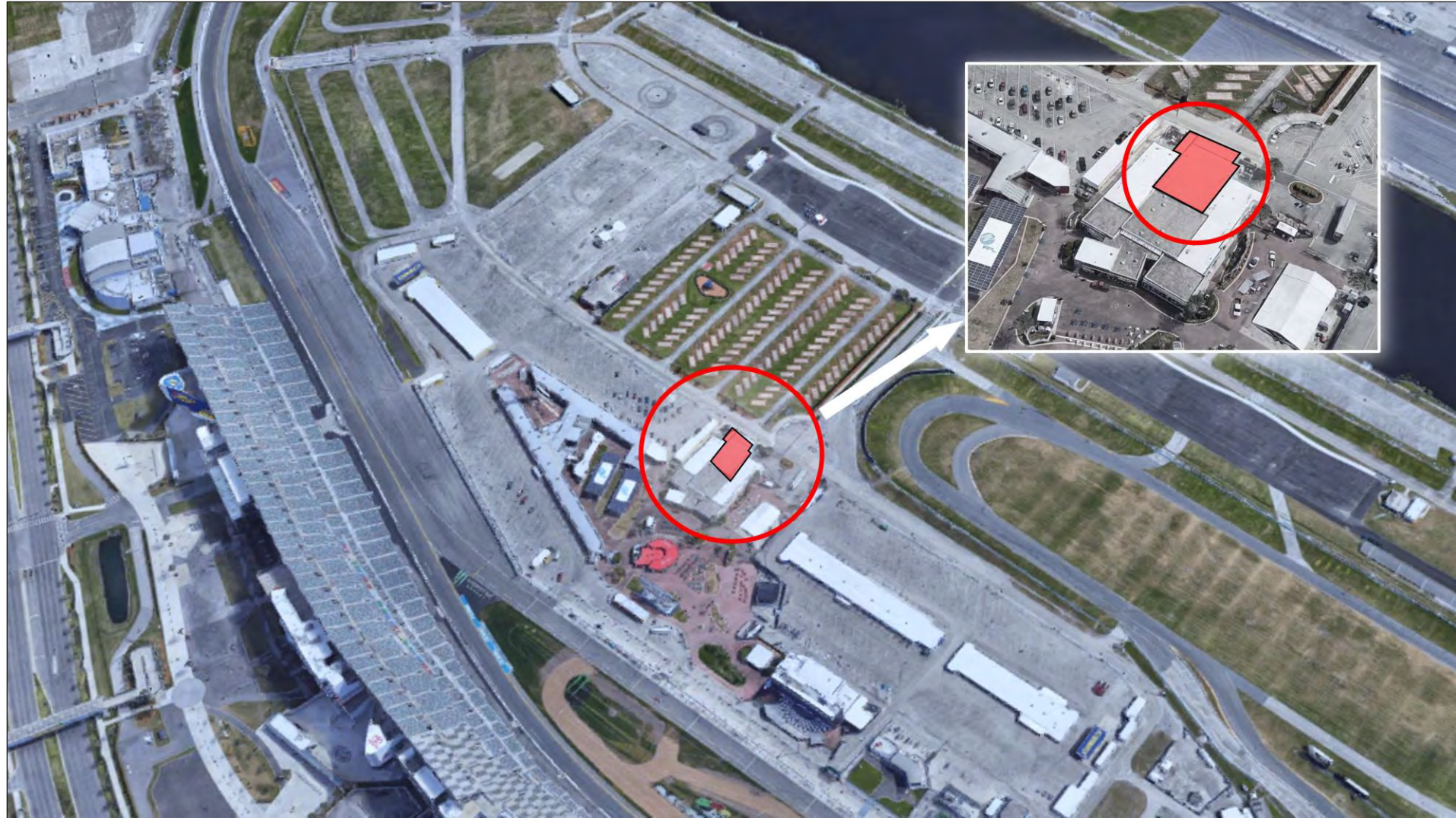
LOCATION

- Track Meeting Room

DRIVER / TEAM MANAGER BRIEFINGS

Notes

- Track Meeting Room at Daytona Int'l Speedway (red shaded area)
- Located southwest of the IMSA WeatherTech paddock; same building complex as the Media Center
- Driver and Team Manager meeting times are included in the official IMSA SR/Schedule



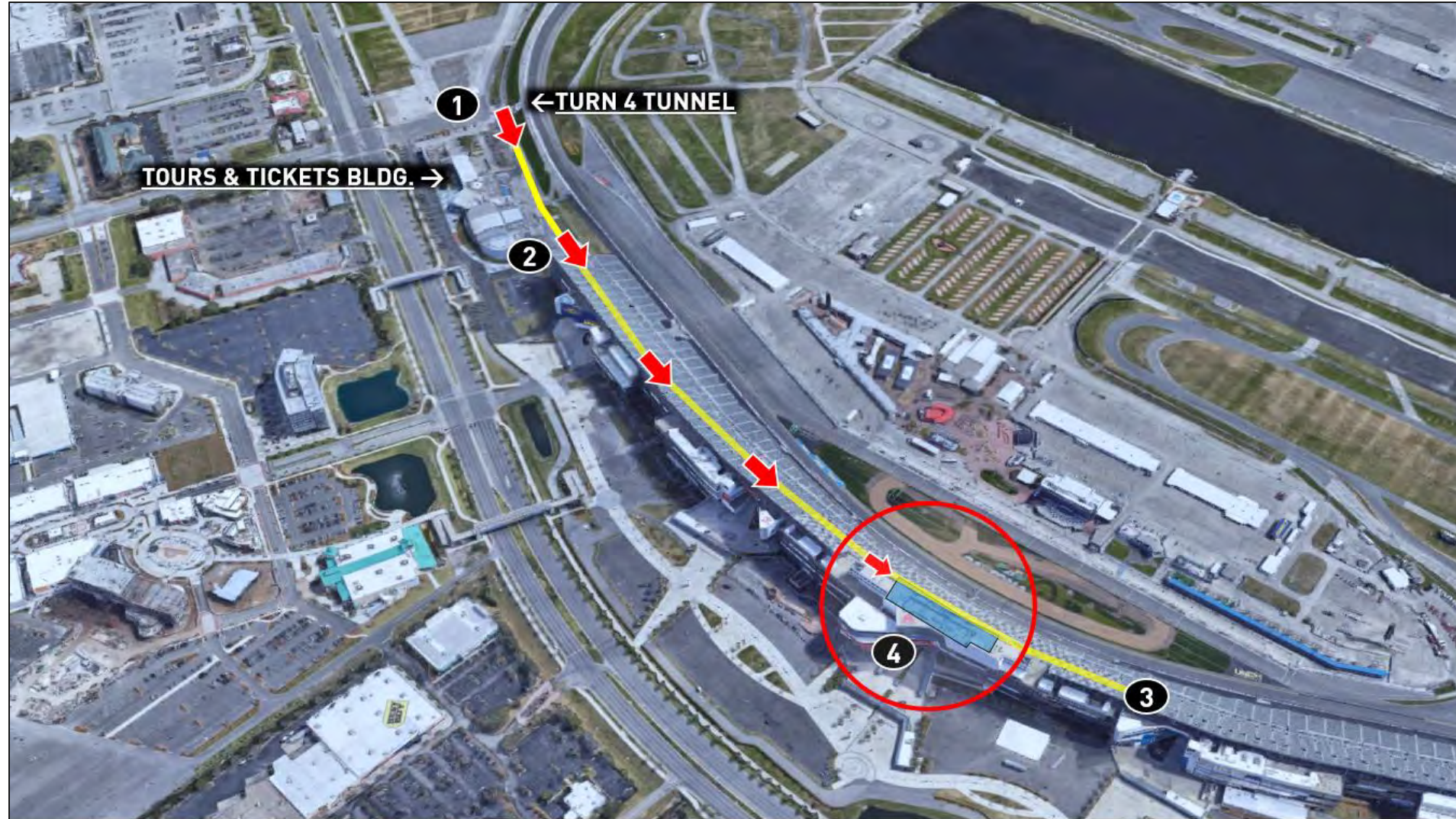
SPOTTER ROUTE

Directions

1. Take access road behind speedway Tickets & Tours building (adjacent to Turn 4 Tunnel)
2. Proceed under stadium on service drive ("RF" sticker required for entry)
3. Park in reserved spotter area under stadium (spaces 82 – 92 on service drive)
4. Take stairwell to lower level then service elevator to spotters' area on roof

Notes

- Parking will be strictly enforced; park in aforementioned reserved spotter area
- "RF" (roof access) sticker required for spotter area access



TO PIT LANE FROM PADDOCK

Paddock to Pit Lane Flow

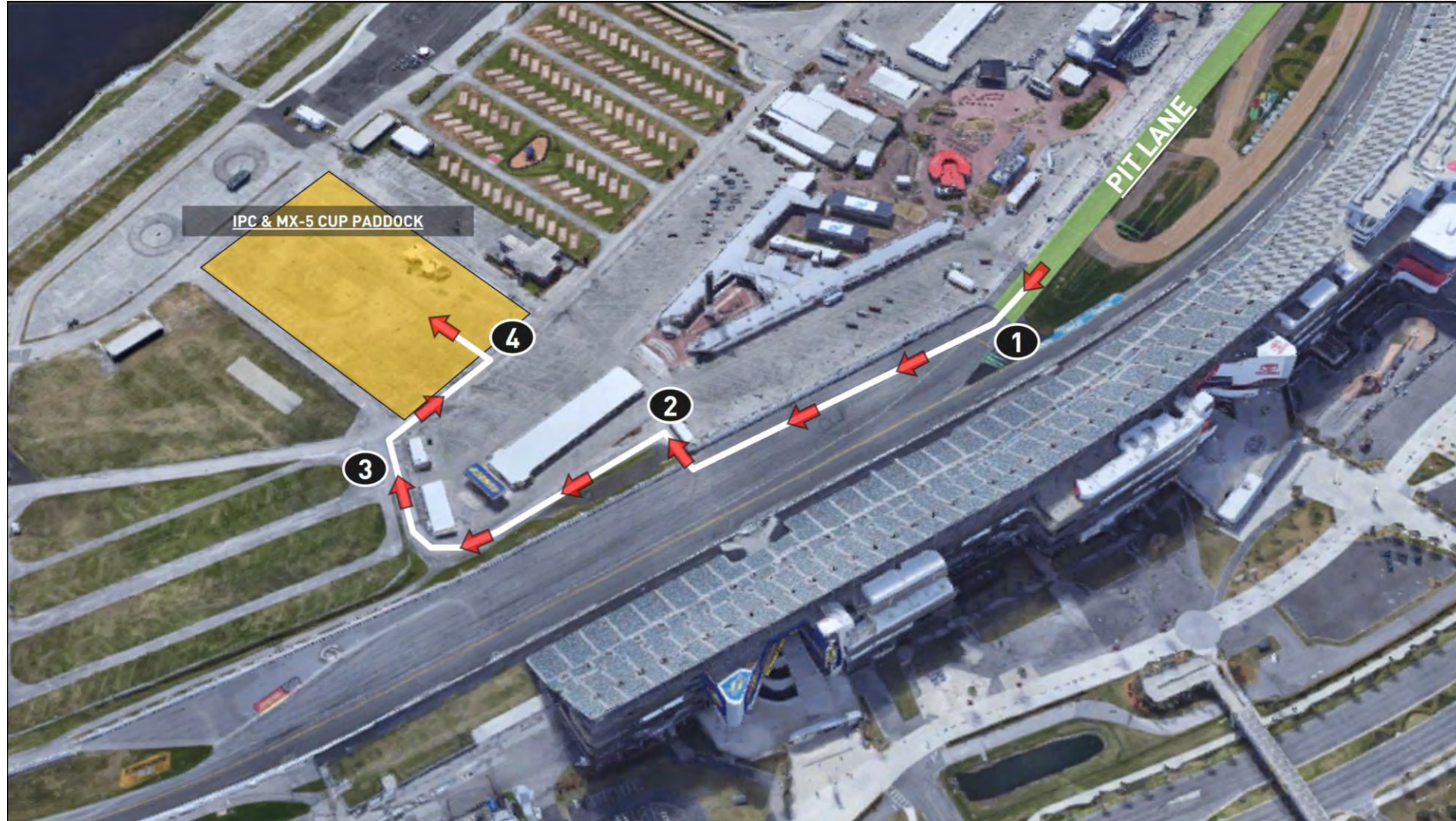
1. Exit paddock and turn driver's right
2. Turn driver's left to access the perimeter paddock road behind the open WeatherTech Championship garages and the Goodyear building
3. Enter track to driver's left via opening across from open garages (Gate 110) WHEN INTRUCTED TO DO SO
4. Proceed to Pit Lane



FROM PIT LANE TO PADDOCK

Pit Lane to Paddock Flow

1. WHEN DIRECTED, counter course from Pit Lane towards gate opening across from end of open garages (Gate 110)
2. Turn driver's right to exit track then immediate left to access the perimeter road
3. Continue along the perimeter road towards the paddock entrance
4. Turn driver's left and enter paddock



IMSA TRACK SERVICES

IMSA CHASE VEHICLES

- Chase 1
- Chase 2
- Chase 3
- Chase 4

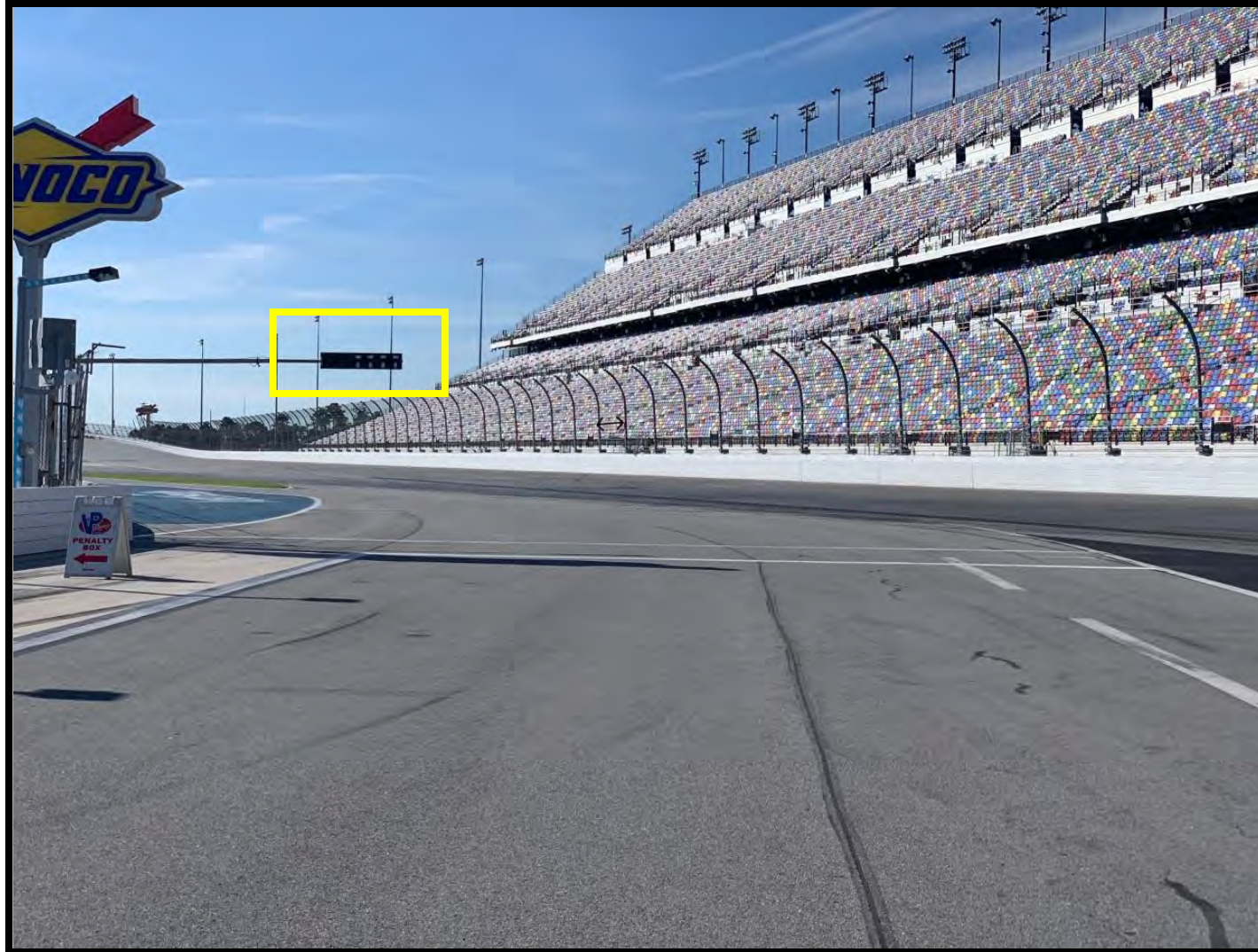


ON TRACK ASSISTANCE

- Communication with Track Services Medic
- Neutral and power shut off
- Follow direction on scene Track Services
- Maintain a safe speed and distance when passing on track incidents with Track Services team members on the scene



PENALTY BOX & PIT EXIT CLOSED LIGHT



PIT EXIT

- Cars exiting the pits must remain left to enter the pit exit chute and merge with race traffic between turns 2 and 3.



PIT SPEED ENDS / RFID READERS



PIT SPEED

Remember that the pit lane speed limit extends all the way through the RFID readers.

Please take care when driving through the RFID readers so as not to cause any damage. They are very expensive and damage costs are charged to the car(s) responsible.

PIT EXIT MERGE

- Cars entering track must remain 4 wheels left of the solid line. Cars on track are permitted to cross the solid line but must not encroach on cars exiting the pits.



ORANGE OVERLAPS

- Overlaps are marked throughout the circuit and are indicated on the Official Track Map. Competitors with disabled cars are requested to exit at these locations when unable to continue to the pits.
- At Daytona always go drivers left to find assistance.



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TURN 4

- Steer right if spinning to avoid armco driver's left!



TURN 6 – LOCAL YELLOW/OVAL LIGHTS



SPEEDWAY TRAFFIC

BOTTOM LANE

- Slower cars stay left

TOP LANE

- Quicker cars (passing) stay right



BUS STOP CURBING



BUS STOP CURBING



BUS STOP RUNOFF



BUS STOP RUNOFF



PIT ENTRY

- Decelerate left of the double solid lines whenever entering the pits.
- Cars unable to maintain speed are permitted and encouraged to drive below this line.

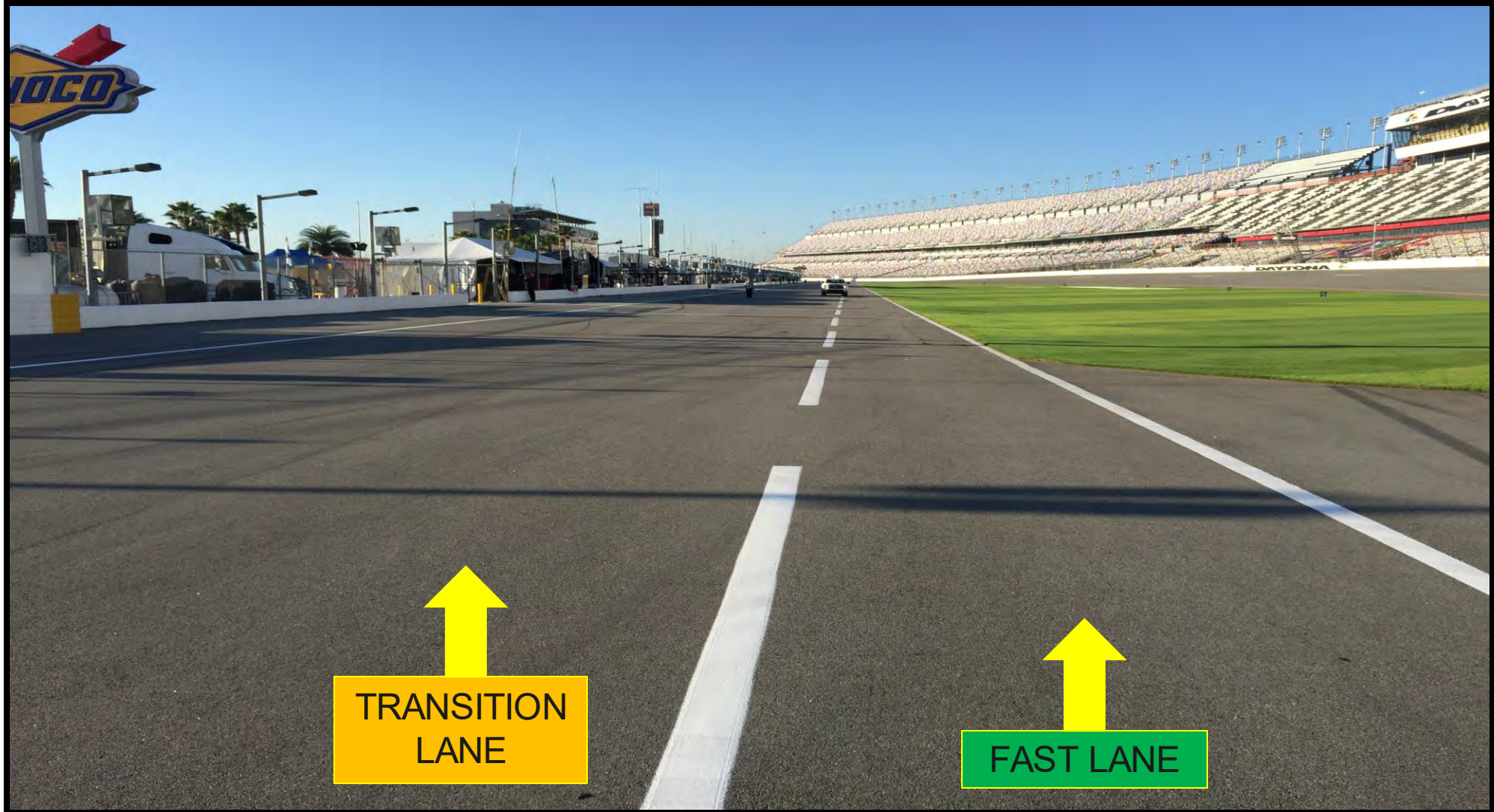


TURN 1 RUNOFF

- Re-enter safely at turn 2.
- Short cut to Turn 6.



PIT LANE PROTOCOL



SUSTAINED CONTACT PENALTIES

Sustained contact is prohibited on the banking at Daytona International Speedway.

Cars initiating and/or participating in this behavior may be warned and/or penalized.

During Qualifying, a determination of sustained contact shall cause a competitor's lap to be invalidated and is subject to additional penalty.

During the Races, the following sustained contact penalties are in effect:

- 1st offense – Warning
- 2nd offense – Two (2) position penalty (must give up the positions directly after the penalty is announced)
- 3rd offense – Drive Through the tire chicane at Turn 7 (bus stop) penalty
- 4th offense – Drive-Through Pit Lane penalty

IMSA reserves the right to apply a penalty without warning at any time, including on the last lap, for a more severe offense

QUALIFYING

NEW LENGTH OF SESSION – 15 mins

- Have a plan!
- Don't all leave Pit Lane as one group?
- Be respectful of others if not at race speed!

Additional Gridding procedure for Race #2

- The starting positions for Race #2 are determined by either the second-fastest lap achieved by the Car during the same qualifying session or by the fastest lap achieved by the Car in Race #1, whichever is faster. (Article 40.2.4)

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NEW DRIVER MEETING



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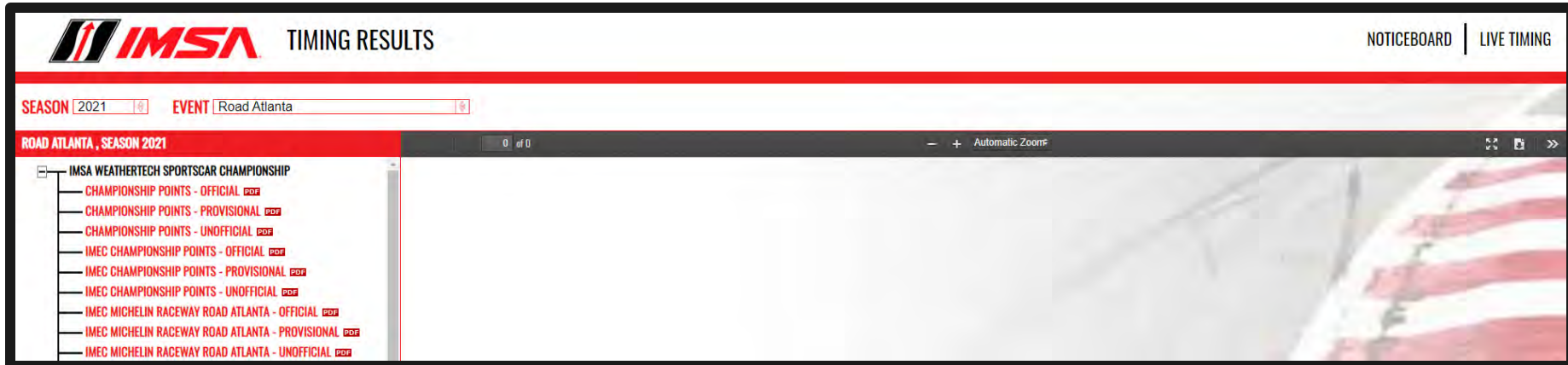


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EVENT INFORMATION

- Useful resources
 - IMSA Competitor Landing Page:
<https://www.imsa.com/competitors/>
 - Team Portal
 - SR
 - Safety Inspection Schedule
 - Marketing & Branding Page
 - IMSA Notice Board: <http://results.imsa.com/>



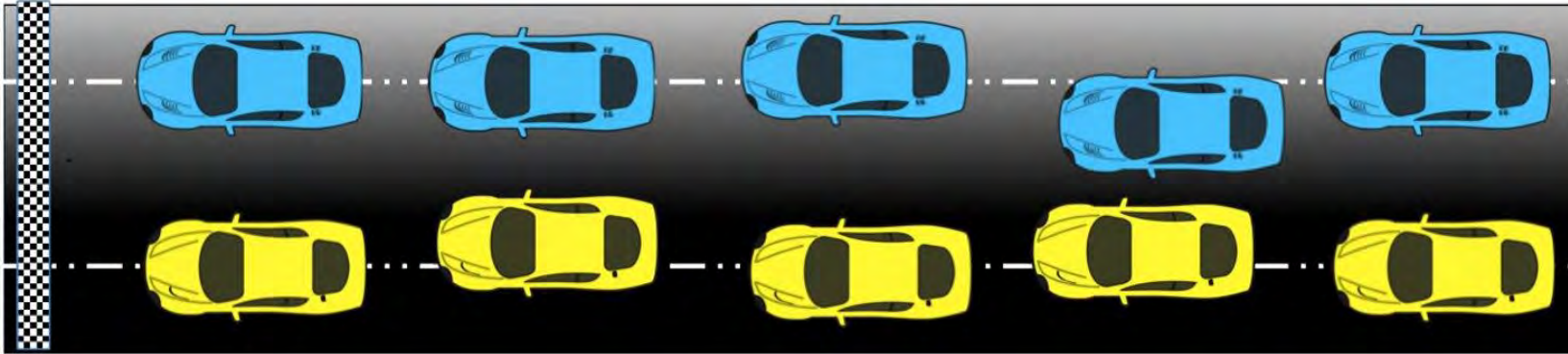
The screenshot displays the IMSA Timing Results website interface. At the top, the IMSA logo is on the left, followed by the text "TIMING RESULTS". On the right side of the header, there are links for "NOTICEBOARD" and "LIVE TIMING". Below the header, there are two dropdown menus: "SEASON" set to "2021" and "EVENT" set to "Road Atlanta". The main content area is titled "ROAD ATLANTA, SEASON 2021" and features a navigation menu with the following items:

- IMSA WEATHERTECH SPORTSCAR CHAMPIONSHIP
 - CHAMPIONSHIP POINTS - OFFICIAL PDF
 - CHAMPIONSHIP POINTS - PROVISIONAL PDF
 - CHAMPIONSHIP POINTS - UNOFFICIAL PDF
 - IMEC CHAMPIONSHIP POINTS - OFFICIAL PDF
 - IMEC CHAMPIONSHIP POINTS - PROVISIONAL PDF
 - IMEC CHAMPIONSHIP POINTS - UNOFFICIAL PDF
 - IMEC MICHELIN RACEWAY ROAD ATLANTA - OFFICIAL PDF
 - IMEC MICHELIN RACEWAY ROAD ATLANTA - PROVISIONAL PDF
 - IMEC MICHELIN RACEWAY ROAD ATLANTA - UNOFFICIAL PDF

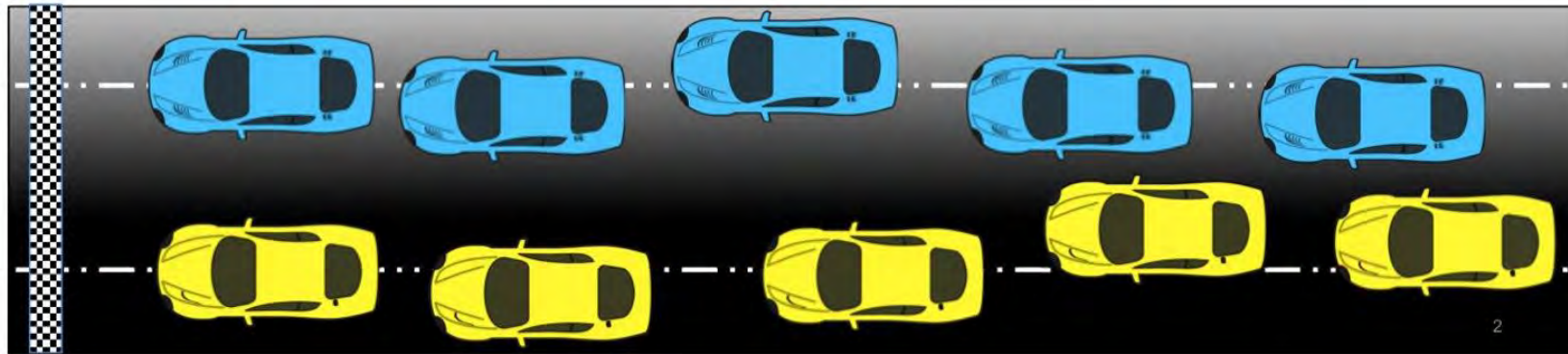
The right side of the page shows a blurred image of a race track with an American flag in the foreground.

PROPER START

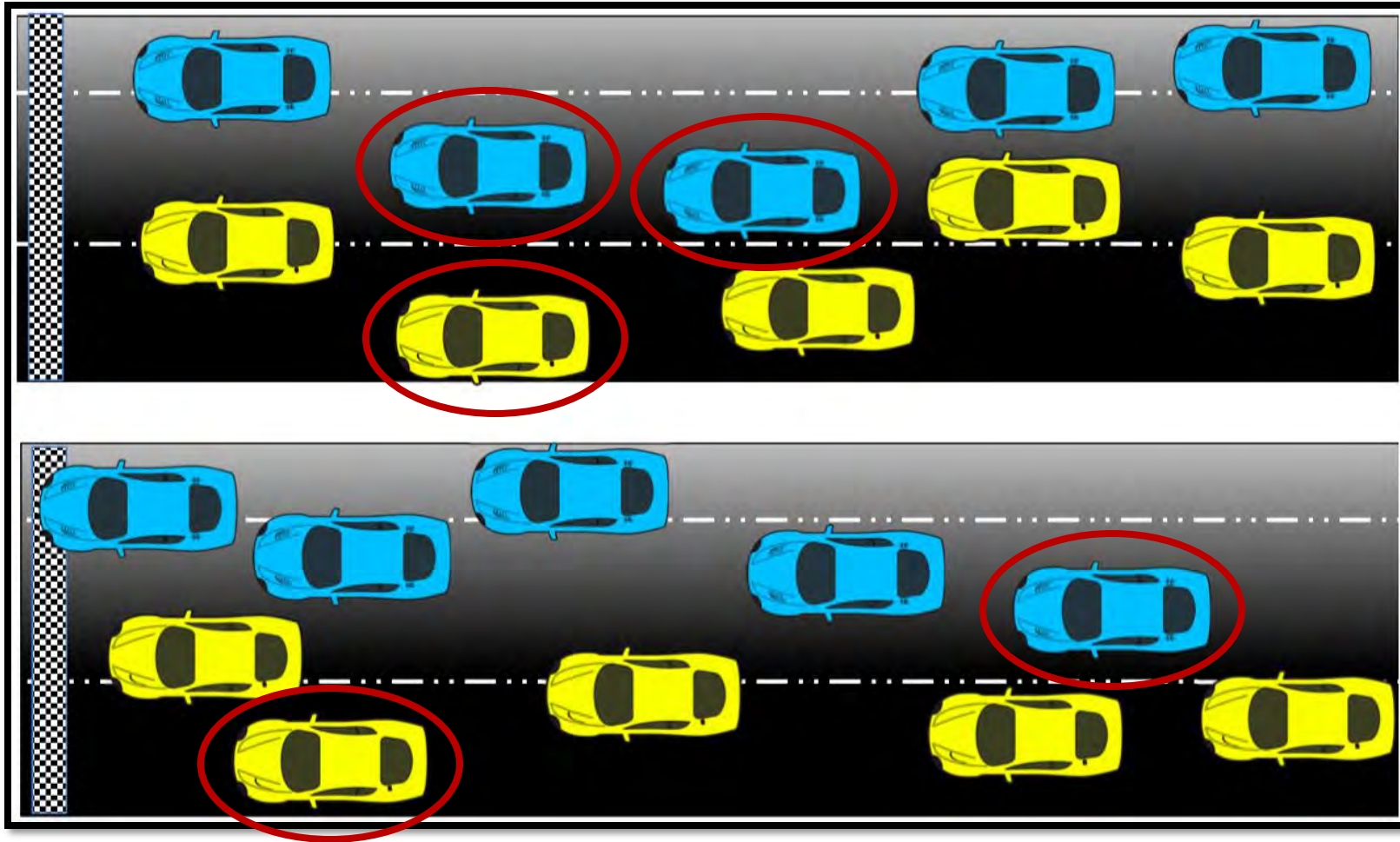
Good Overlaps:



Sloppy:



IMPROPER START- TO BE REVIEWED



ON-TRACK CONDUCT

LOCAL YELLOW FLAGS (SEE ARTICLE 27)

- No passing from point perpendicular to yellow flag to the point perpendicular to the following green flag

BLOCKING (SEE ARTICLE 30)

- Movement in reaction to the trailing Car
- Defending increases responsibility

CONTACT/INCIDENT RESPONSIBILITY (SEE ARTICLE 30)

- Review with Driver Advisor in RC
- Incidents under review announced by Race Control

COEXISTENCE

- Maintaining awareness lessens margin for error, regardless of responsibility

COMMUNICATE REVIEW REQUESTS TO PIT OFFICIALS

- Must provide time of day, location, and description of action to be reviewed

SUSTAINED CONTACT PENALTIES

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POST-RACE VIDEO REVIEW PROCESS

Race Control will announce any incident that will be reviewed post-race DURING the race

- There will be no official review of any incident that was not officially announced
- Normal unofficial post-race review of incident video for learning purposes will continue
- It's imperative that all potential incidents get communicated to Race Control. If your driver has mentioned an incident and Race Control does not announce shortly that "it's under review," or a team has communicated to Pit Lane staff a complaint from their driver about possible contact and it has not been announced as "under review," then you need to ask again what the status of the inquiry is

Race Control will call any car whose video will be officially reviewed to impound after the race so that the video can be collected immediately after the race for review

Any post-race review that results in a penalty being applied will have that result applied in the Provisional results

PROBATION

- Period of probation: _____ events (_____ races) with IMSA starting at _____. (57.3.3)
- Parameters of probation: Involvement in any incident to be reviewed. Finding of responsibility for incident (findings greater than 'no action', 'incidental', and/or 'other's responsibility', etc.) may result in a one (1) race or greater suspension of license. (57.3.9)
- Successfully (no finding as described above) completing the period of probation to cause the end of the period of probation.
- Race Director is available to discuss any questions regarding on-track conduct or incidents as driver may have in desiring to improve understanding and/or awareness.

57.3.3. PROBATION: IMSA may impose a definite or indefinite period of probation.

57.3.9. SUSPENSION and/or REVOCATION of CREDENTIALS: A Member's privilege to take part at Events may be suspended for a definite or indefinite period. Credentials and/or parking privileges may be revoked for a definite or indefinite period of time.

PLAN AHEAD

Refer to official schedule and MXM for final times and Instructions for races

Spotter Communication

- Discuss with your spotter in advance of each session what the plan is
- Have short code words or phrases to minimize length of comments
- Debrief after each session?

Drafting protocols on Daytona Banking

- Review penalties
- Brake drag vs. lifting
- Discuss with teammates, and or coaches

MX-5 Cup car vs. other GT cars

- No downforce
- Wheelbase length
- Close quarters racing (often) and the need to respect how much the car will “move around”

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RACE

One (1) FORMATION lap

Stay with Safety Car until Safety Car enters pits

Pack up after T6 / Pair up after Bus Stop

Acceleration Point (Polesitter)

Jump/False start Reviews

- Gaps
- Timed/Early Acceleration
- Out of Line
- Column Passing – Passing cars in your column is NOT allowed until across the S/F line

Official Race start is FIRST time by

FULL COURSE YELLOW

Failure to maintain proper Safety Car speed and correct gaps between Cars, or otherwise initiate manipulative action to gap Cars, is prohibited and subject to penalty.

Race Control radio, in-car lights, trackside lights, double yellow flags displayed

Response vehicles may begin to move as soon as FCY is announced

Leader to Safety Car speed, all Cars pack up – respect the area of incident/Track Services personnel

- RC instructions regarding track condition over radio
- SC dispatched from Pit Exit

RESTART

- Maintain SC speed, let SC get away, *no more tire scrubbing after the Bus Stop*

RESTART ACCELERATION ZONE – EXIT OF NASCAR Turn 4

- Passing on display of green flag

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POST RACE VIDEO REVIEW WILL CONTINUE IN 2023

- Probation will continue to be used when appropriate

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