



# ROLEX 24 AT DAYTONA

SATURDAY, JANUARY 24 AT 1:30PM ET



# SERIES CONTACTS

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Beaux Barfield	Race Director	(832) 260-1032
Brian Wilson	Series Manager	(386) 281-9494
Carol Mueller	Member Services, Series Administrator	(386) 262-8932
Cory Posocco	Logistics & Event Ops	(386) 566-8313
David Pees	Timing & Scoring	(386) 308-8866
Eric Haverson	Technical	(386) 562-7214
Holly Langer	Paddock Layout	(386) 871-0241
Johnny Knotts	Pit Lane Supervisor	(813) 763-4669
Paul Walter	Sporting Regulations	(614) 598-6783
Robert Bosworth	Security & HV Safety	(704) 728-8087
Roy Spielmann	Track Services	(414) 702-0905
Ryan McLean	Medical Liaison	(386) 285-6913

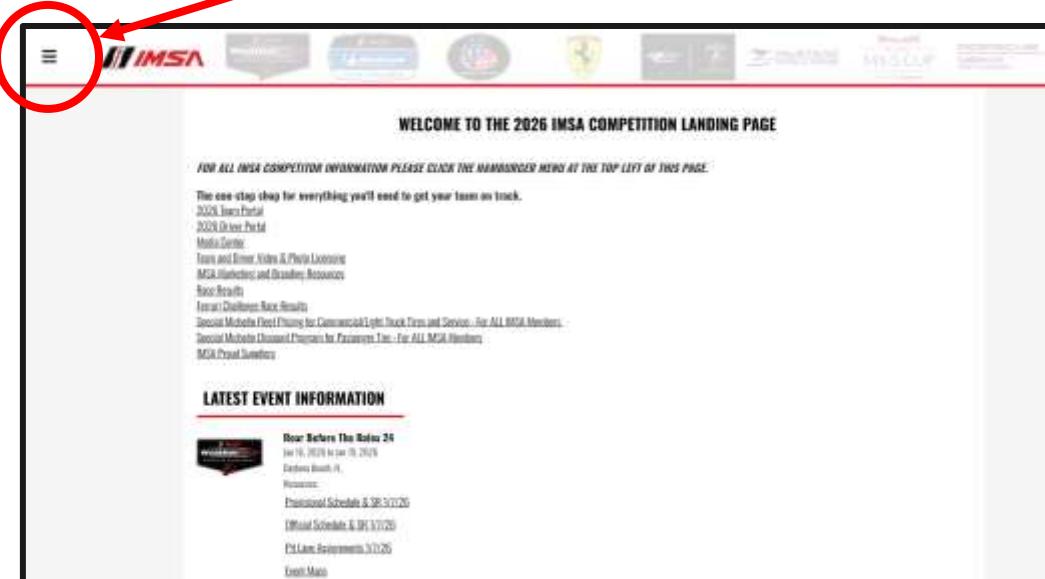
[2026 IMSA Operational Contact List](#)

# IMSA RESOURCES

## IMSA COMPETITOR LANDING PAGE:

<https://www.imsa.com/competitors/>

- Team Portal
- Event Information
- Rules & Regulations
- Marketing & Branding Page
- All Event Schedules published



WELCOME TO THE 2026 IMSA COMPETITION LANDING PAGE

FOR ALL IMSA COMPETITOR INFORMATION PLEASE CLICK THE NAVIGATION MENU AT THE TOP LEFT OF THIS PAGE.

The one-stop shop for everything you'll need to get your team on track.

2026 Team Portal  
2026 Driver Portal  
Media Center  
Team and Driver Video & Photo Licensing  
IMSA Marketing and Branding Resources  
Race Results  
Forcast Challenge Race Results  
Spectator Mobile App (Coming for Commercial & Right Track Fans and Service - For ALL IMSA Members)  
Spectator Mobile Download Program for Passengers Too - For ALL IMSA Members  
IMSA Press Guidelines

**LATEST EVENT INFORMATION**

**Roar Before The 24**  
Sun 16, 2024 to Sun 17, 2024  
Barber Motorsports Park, Birmingham, AL  
Resources:  
Program Schedule & SR 3/17/25  
Media Schedule & SR 3/17/25  
Pit Lane Assignments 3/17/25  
Event Map

**IMSA**

## IMSA NOTICE BOARD:

<http://results.imsa.com/>

- Driver & TM Briefings
- Entry Lists
- Minute by Minute
- Timing Results
- Penalties



IMSA NOTICEBOARD

SEASON | 2026 | EVENT | ROAR Before the 24 | 16

ROAR BEFORE THE 24, SEASON 2026

- OFFICIAL SCHEDULE
- PIT LANE ASSIGNMENTS
- TRACK MAP
- EVENT MAPS
- BRIEFING PHOTOS
- CHANNEL LIST
- ENTRY LIST
  - INDY PRE-EVENT ENTRY LIST
  - TAPO PRE-EVENT ENTRY LIST
  - VRC PRE-EVENT ENTRY LIST
- MINUTE\_BY\_MINUTE
- PENALTIES
- PADDOCK

TIMING RESULTS | LIVE TIMING

# BRONZE ONLY SESSIONS – ROAR & ROLEX 24

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- Bronze Driver Only sessions are open to all classes and restricted to Bronze Drivers

## **ROAR Event**

- Sunday, January 18 from 2:30 pm – 4:00 pm.
- One (1) additional Set is available for use in the ROAR Bronze only session. Use of this set is restricted to this session only.

## **ROLEX 24 EVENT**

- Additional 15-minutes of Bronze only time added to the beginning of IWSC Practice #3.

Friday, January 23

11:05 am - 11:20 am Practice #3 - WeatherTech Championship (Bronze Driver Only)

11:20 am - 12:20 pm Practice #3 - WeatherTech Championship (All Classes)

# QUALIFYING & STARTING DRIVERS

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Reminder that Rolex 24 Qualifying is during the Rolex 24 Event.

**40.2.3 (SSR)** - Only one (1) Driver permitted to drive the Car during a qualifying segment. The Driver of the Car during the qualifying segment must start that Car in the Race or its assigned grid position and qualifying points are forfeit and the Car is moved to the back of the grid in its class (Art. 43.4).

**43.5. (SSR)** - Race Starting Driver. The Driver that qualifies the Car must start the Car in the Race. Requests to change starting Driver must be submitted in writing via MERG (Art. 13.2) to the Race Director no later than fifteen (15) minutes prior to the posting time of the Official Starting Grid (Art. 43.7).

- See 43.5.1 – 43.5.4 for penalties

# PADDOCK OPERATIONS

- **20.3.2.** Driving of and/or riding on any vehicles (including Cars, golf carts, and pit vehicles) in the Paddock or facility deemed dangerous, erratic, of inappropriately excessive speed for the circumstances or established limits and/or in violation of the RULES is prohibited and subject to penalty.
  - A. Cars must only be driven/operated by an IMSA credentialed Driver or Crew Member. **Passengers and/or unsecured exterior materials prohibited.**



# PIT LANE DECORATION

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**20.6.2** Any decoration (banners, tape, logos, etc.) on the pit wall or working surface must be removed at the conclusion of the Event or subject to penalty.

- A. (SSR) Pit wall banners, securely fastened but cleanly removable, are permitted providing they do not exceed the assigned pit space and are subject to IMSA approval. **Teams must remove such banners and any tape or markings at the conclusion of the Event.**
- B. (SSR) The IMSA Official Pit Box decals/markings on the pit wall define the limit of each pit box and must not be removed **or obstructed. It is the Competitor's responsibility to ensure the IMSA markings are always visible.**

# HV SAFETY PROTOCOL

## DRIVER

- Do not touch the ground and Car at the same time
- Exit via door onto sidepod
- Stand on sidepod
- Jump away from Car and onto ground with one clear motion
- Do not touch Car



# IMPACT WARNING (BLUE) LIGHT

## COMPETITION BULLETIN, JANUARY 15:

31.4.1.B. (SSR) If the Car continues on track after the illumination of the Impact Warning (Blue) light: **At the direction of IMSA**, the Driver must report to the pit box without passing the pit entry more than one (1) time and be taken to the ICC. **Penalty:** Stop plus 30 Seconds, added to the ICC requirement. The Car may continue with a different Driver.

- Article 31.4 applies to all WeatherTech Championship classes.



# 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 of on-scene Track Services personnel
- Maintain a safe speed and distance when passing on-track incidents with Track Services team members present



Contact: Roy Spielmann 414.702.0905

01, 02

PORSCHE



IMSA AMR Porsche Rapid Response Vehicles PORSCHE CAYENNE GTS

03, 04

Ford  
RACING



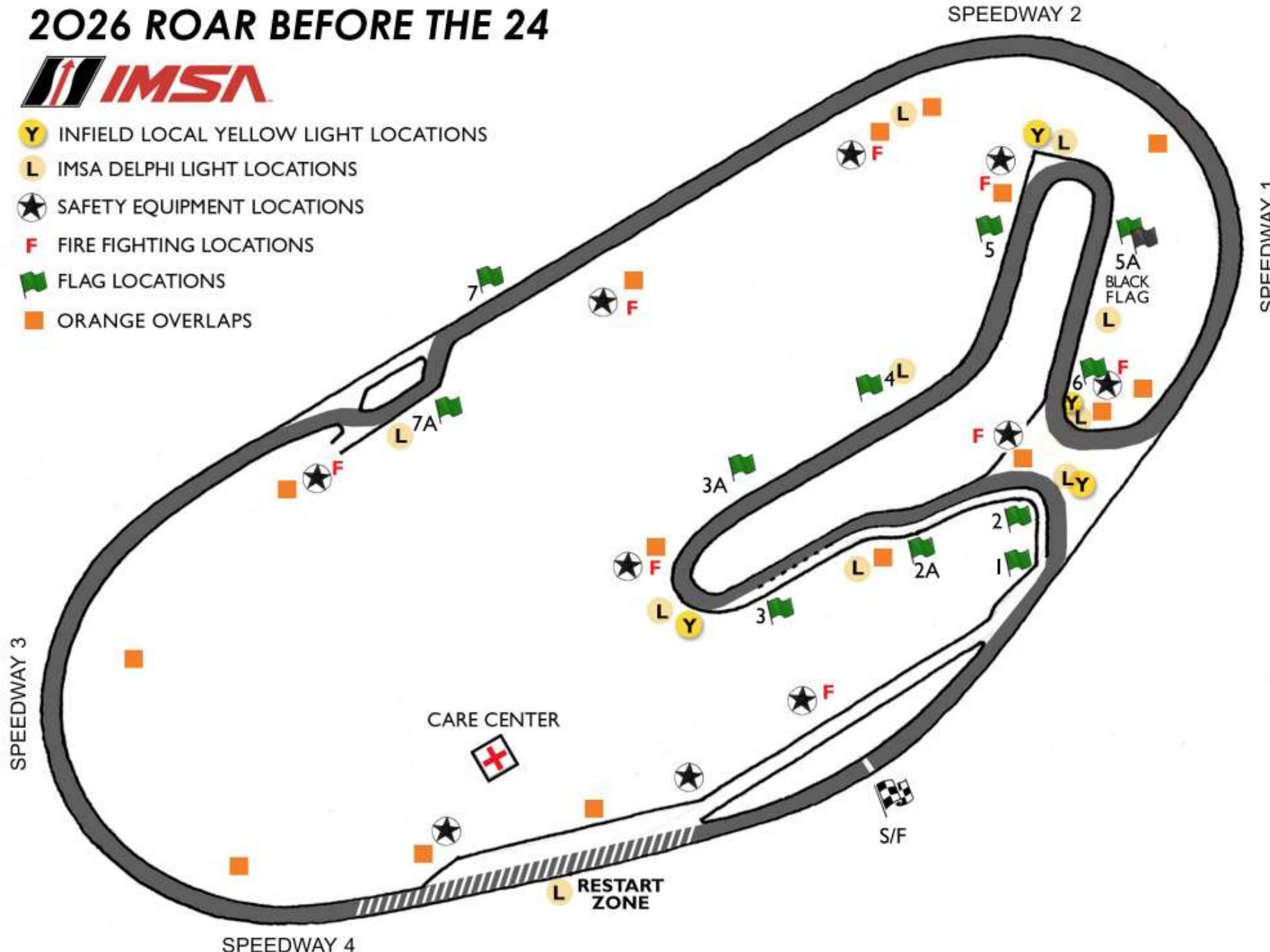
IMSA AMR Ford Raptor Recovery Trucks

FORD F-150 RAPTOR

# 2026 ROAR BEFORE THE 24



- Y INFIELD LOCAL YELLOW LIGHT LOCATIONS
- L IMSA DELPHI LIGHT LOCATIONS
- ★ SAFETY EQUIPMENT LOCATIONS
- F FIRE FIGHTING LOCATIONS
- FLAG LOCATIONS
- ORANGE OVERLAPS



# FALSE GRID

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- Traffic enters pit lane from the exit of the Yellow Garages at Pit-In (Gate 132).
  - GTP cars will false grid adjacent to their assigned garage
  - LMP2 and GT3 cars will false grid nearest to the IWSC transporters.
- Cars must exit pit lane through Gate 132 or the Rolex chute.
- Competitors are not permitted to drive cars from blue garage to yellow garage.
- Competitors may proceed from the Rolex chute behind the wall to the yellow garage.

# PIT EXIT LIGHT (OPEN) & PENALTY BOX



# PIT EXIT LIGHT (CLOSED) & PENALTY BOX

- Pit exit is closed on the announcement of red flags during Practice and Qualifying Sessions
- During the Race, under Full Course Yellow, the pit exit will be closed when the Safety Car is on track opposite of pit box #51
- This is ten (10) boxes prior to pit-out



# PIT EXIT

- Cars exiting the pits must remain left to enter the Pit Exit Chute
- Merge with on-track traffic between Turns 2 and 3.
- Pit Lane Speed Limit.

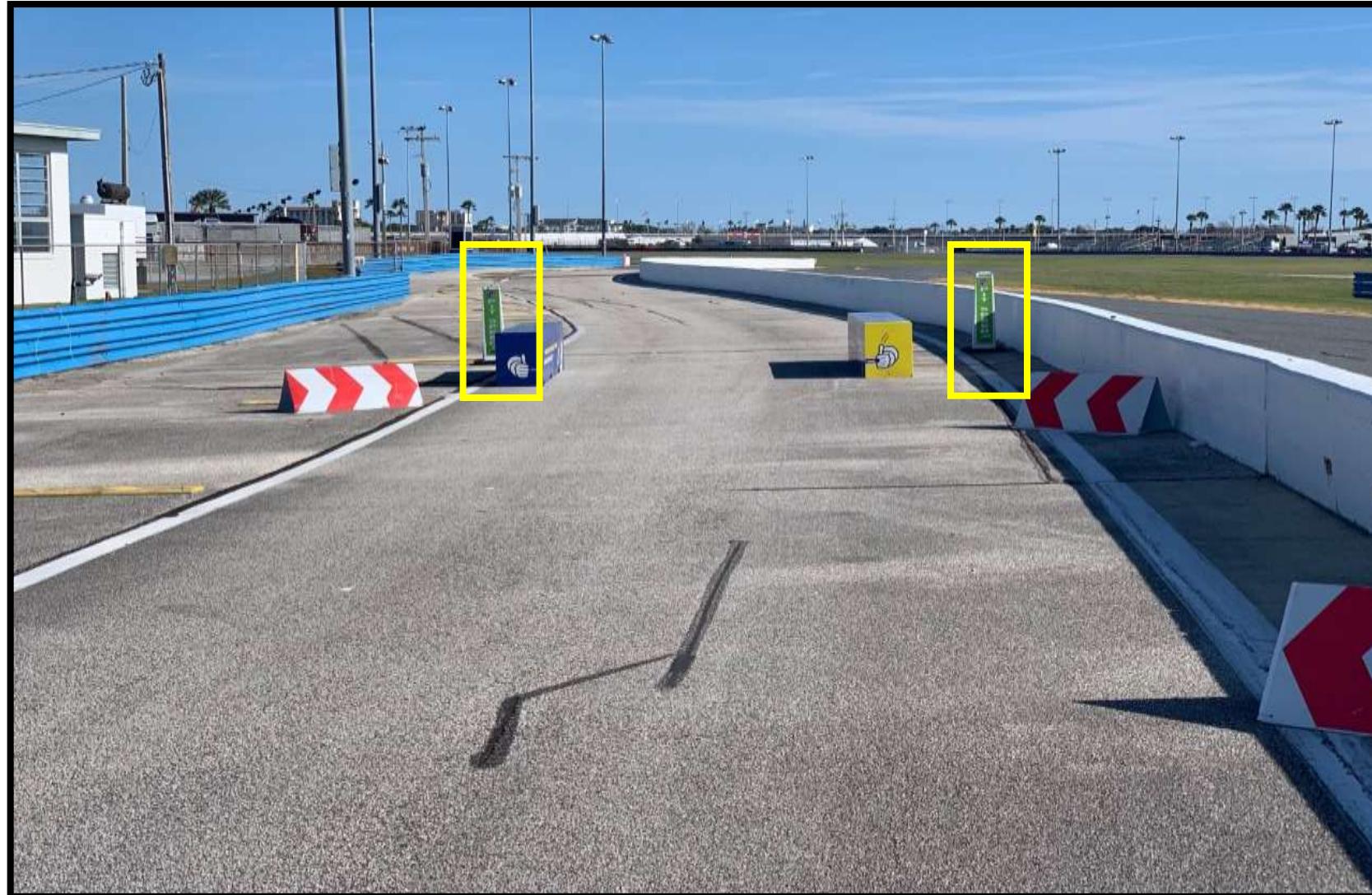


# PIT EXIT

- Cars exiting the pits must remain left to enter the Pit Exit Chute
- Merge with on-track traffic between Turns 2 and 3.
- Pit Lane Speed Limit.



# PIT SPEED ENDS / RFID READERS



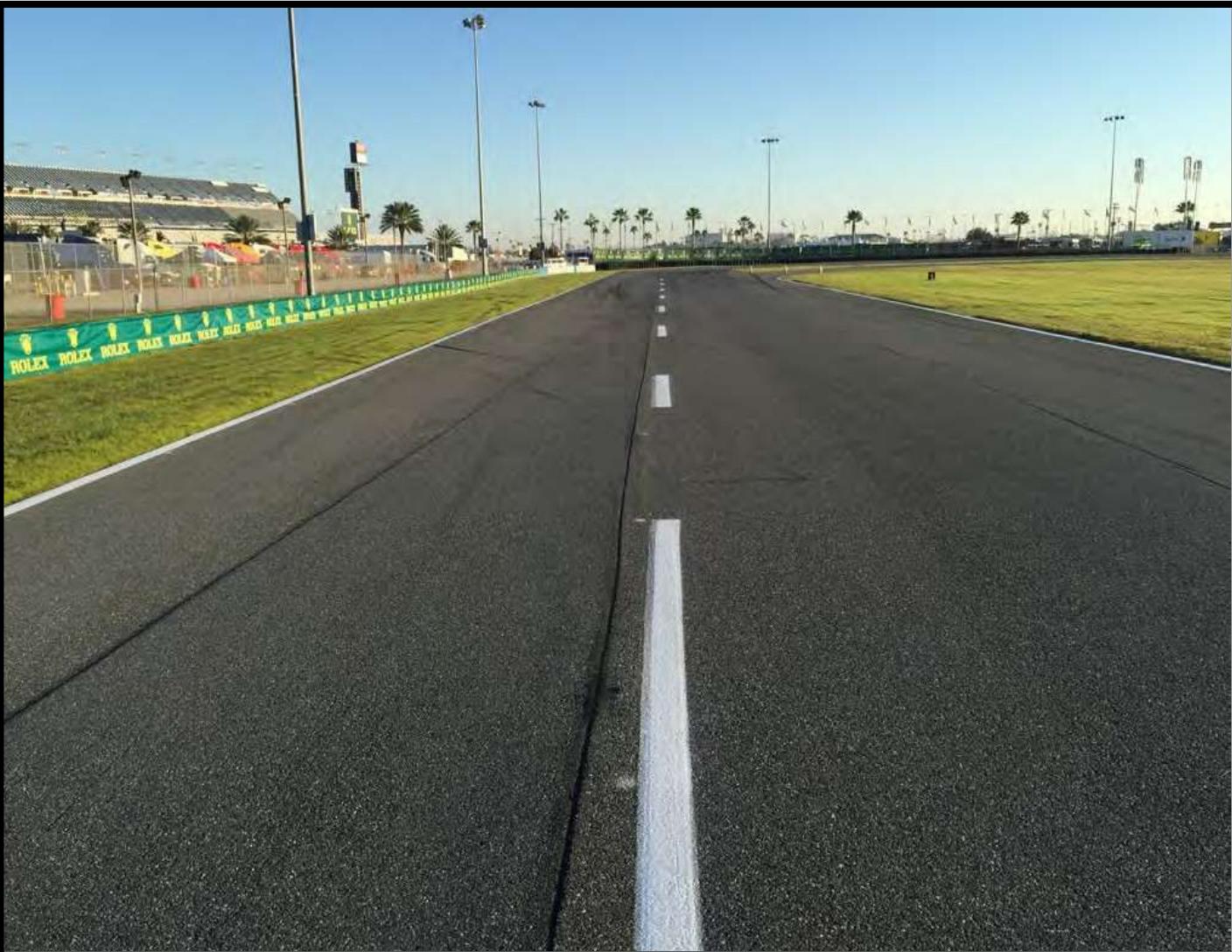
# PIT EXIT MERGE

- Cars exiting the pits 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.



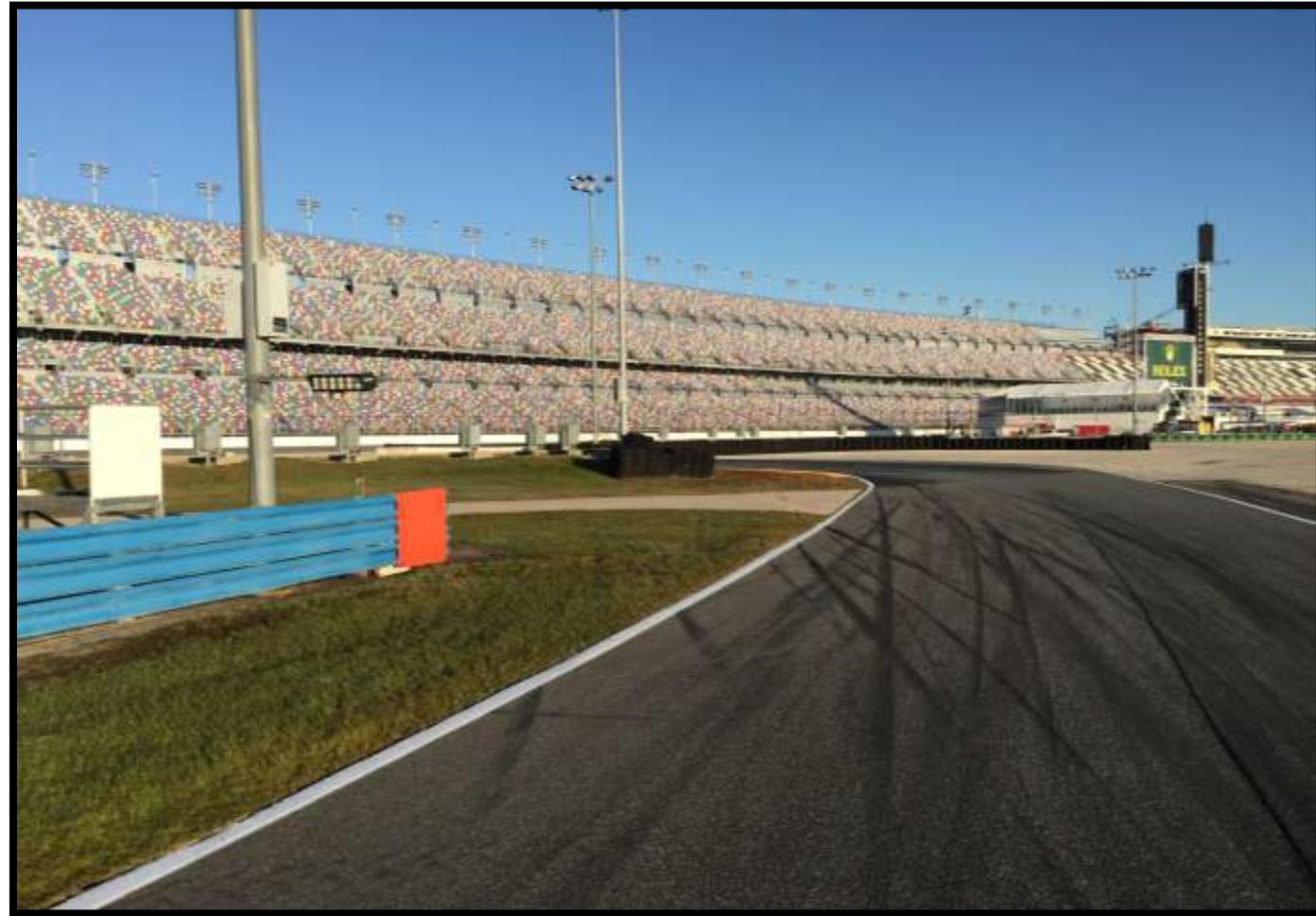
# PIT EXIT MERGE

- Cars exiting the pits 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 indicated on the Official Track Map. Competitors with disabled Cars on track are requested to stop at those whenever unable to continue to the pits.
- Always go left



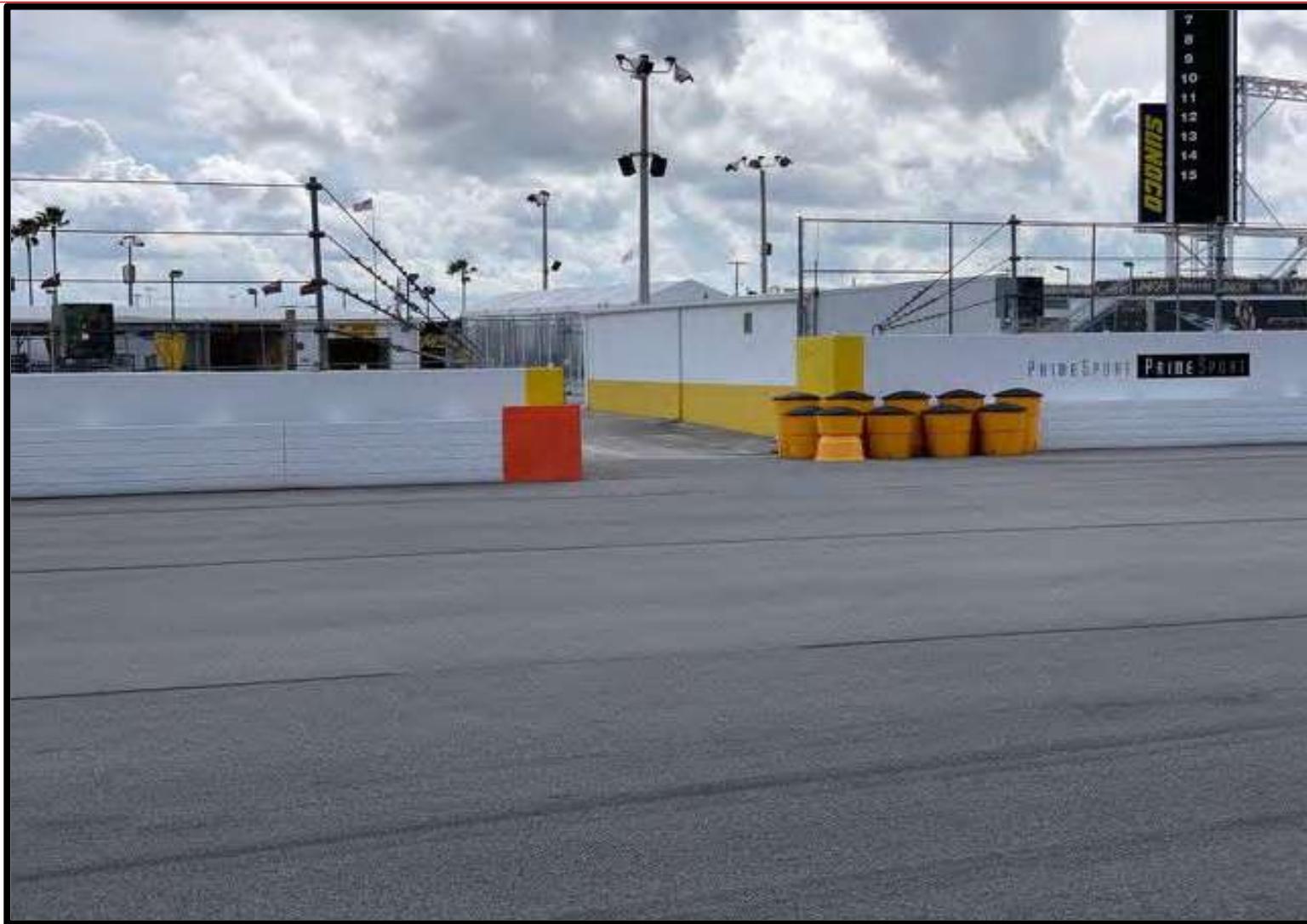
# ORANGE OVERLAPS



# ORANGE OVERLAPS

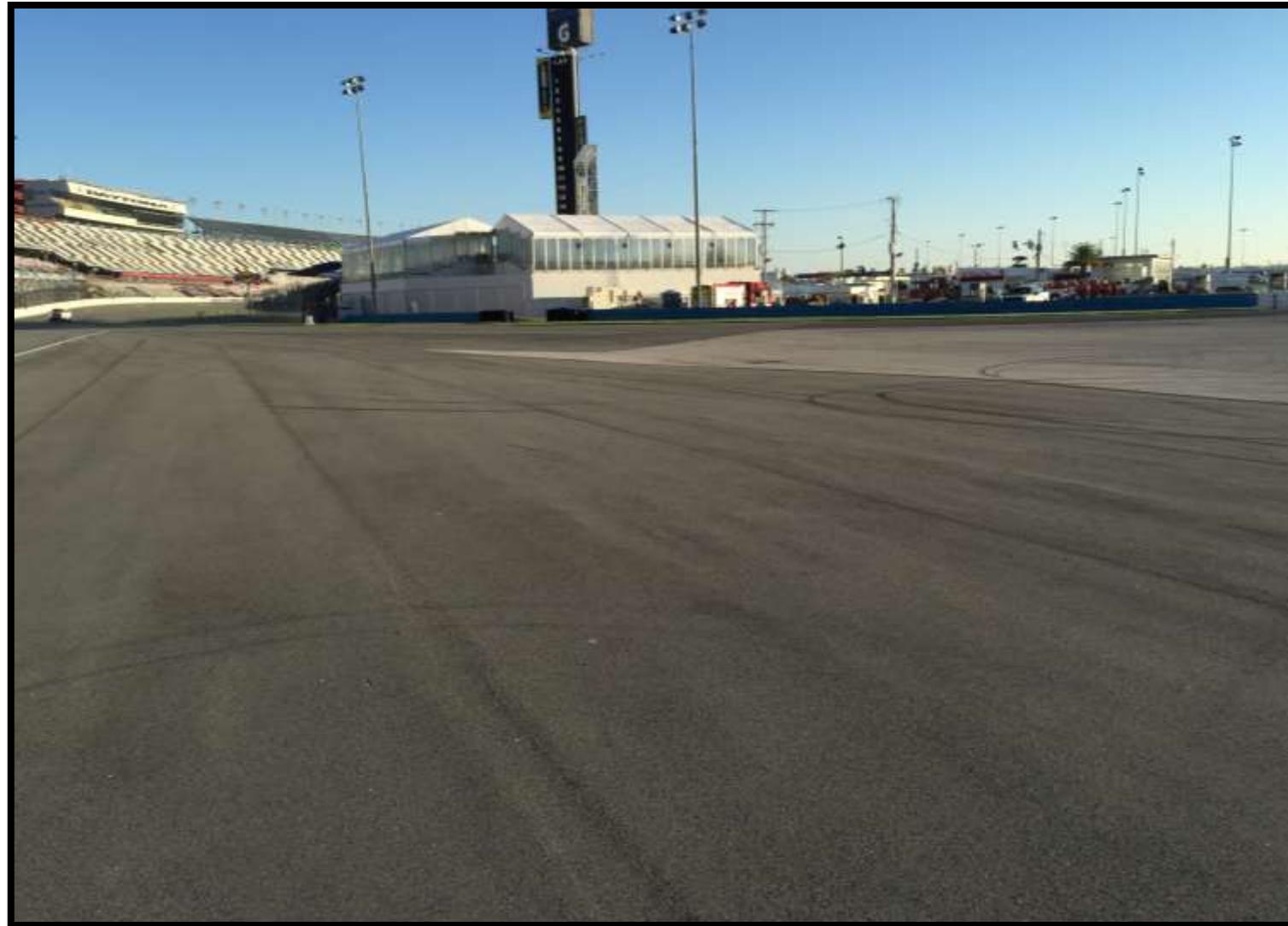


# ORANGE OVERLAPS



# TURN ONE RUNOFF

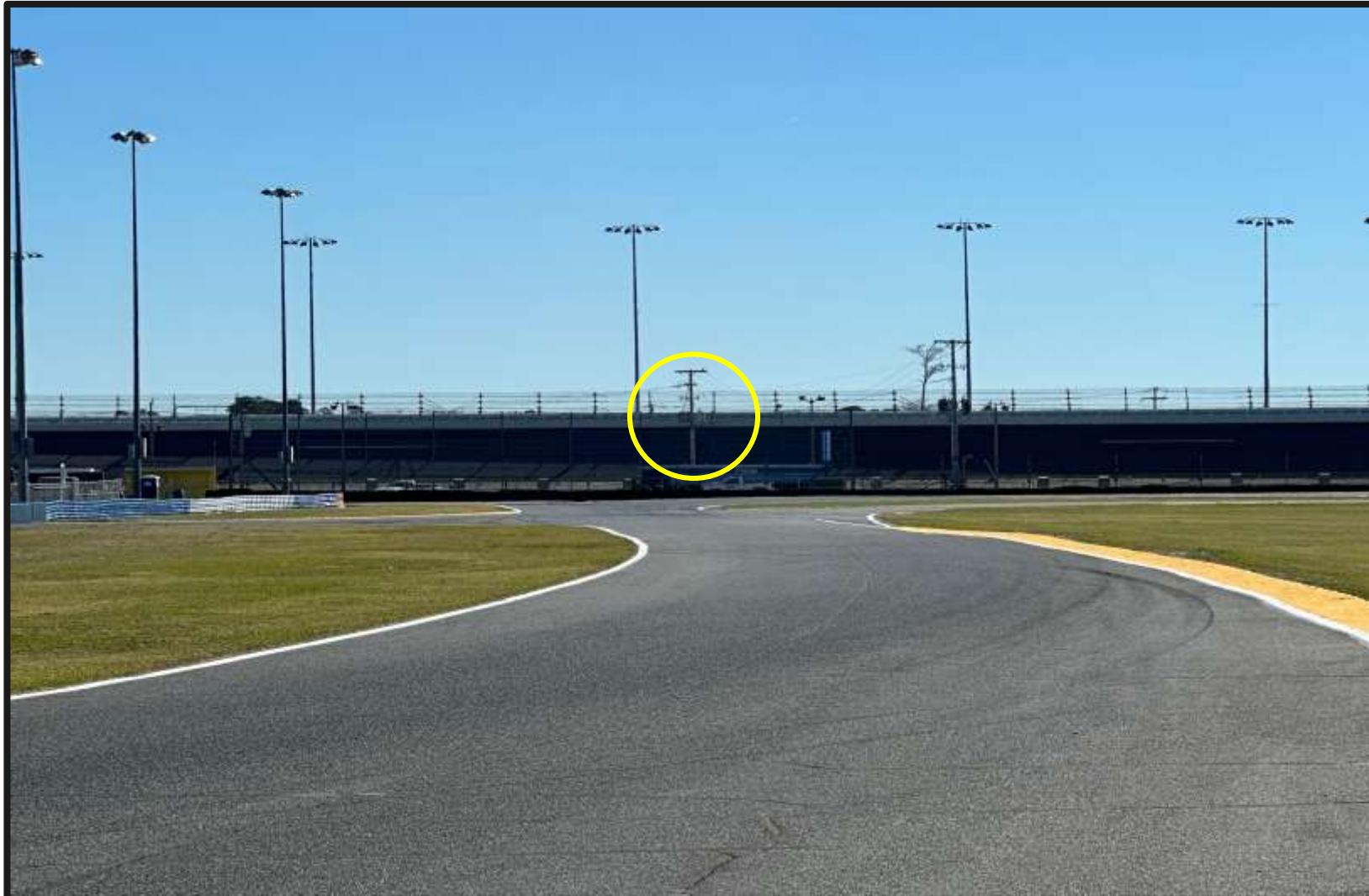
- Re-enter safely at Turn 2
- Short cut to Turn 6
  - Must re-enter safely
  - Lap does not count



# TURN 3 LOCAL LIGHT



# TURN 5 LOCAL LIGHT



# TURN 6

- There is no flagging station to display a Green Flag following Local Yellow Conditions at Turn 6. The end of the yellow zone is after the incident.



# SPEEDWAY TRAFFIC

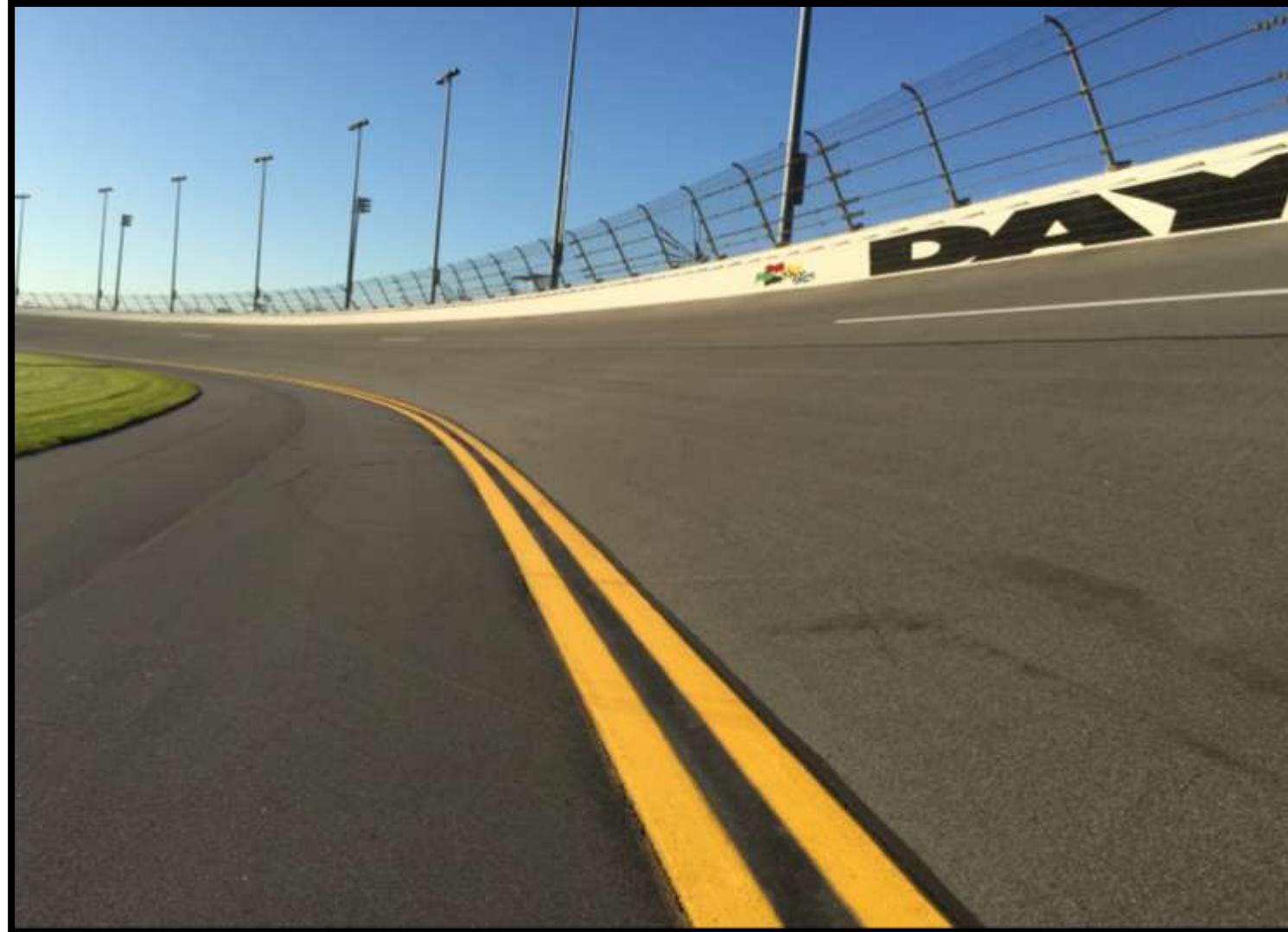
## BOTTOM LANE

- Slower cars stay left

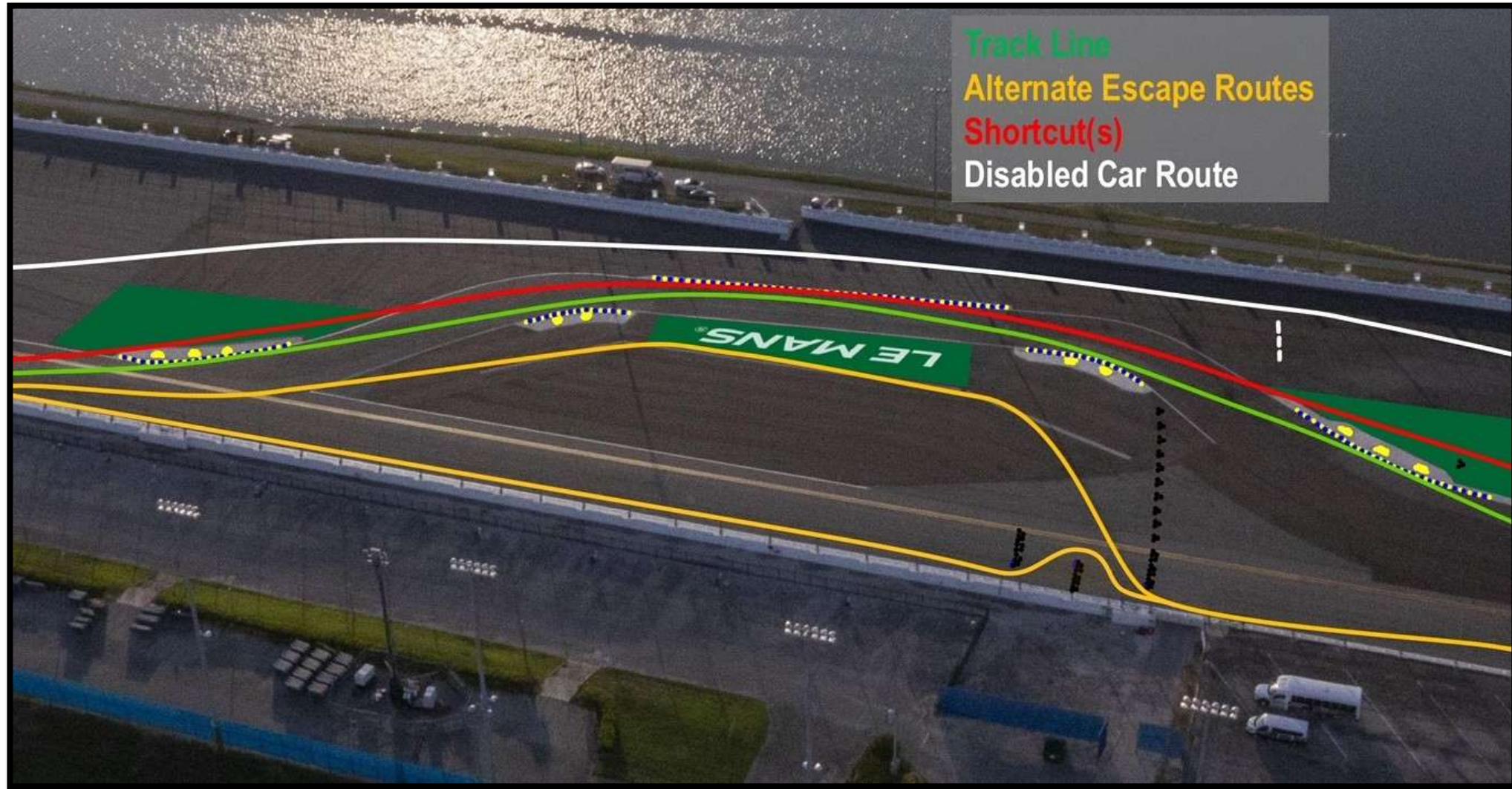
## TOP LANE

- Quicker cars (passing) stay right

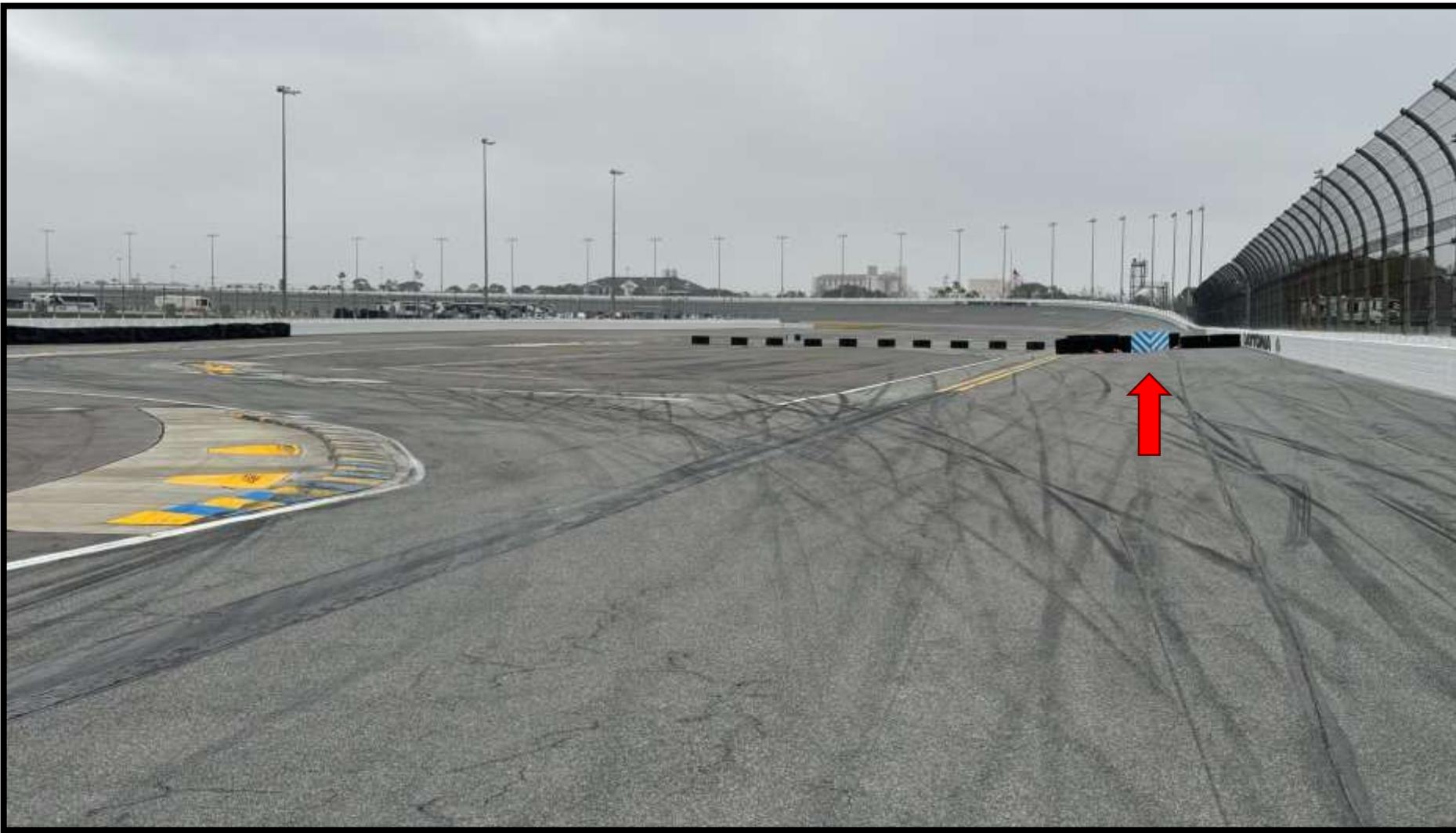
## TRANSITION



# TURN 7



# TURN 7 RUNOFF



# TURN 7



# TURN 7



# TURN 7



# TURN 7



# TURN 7



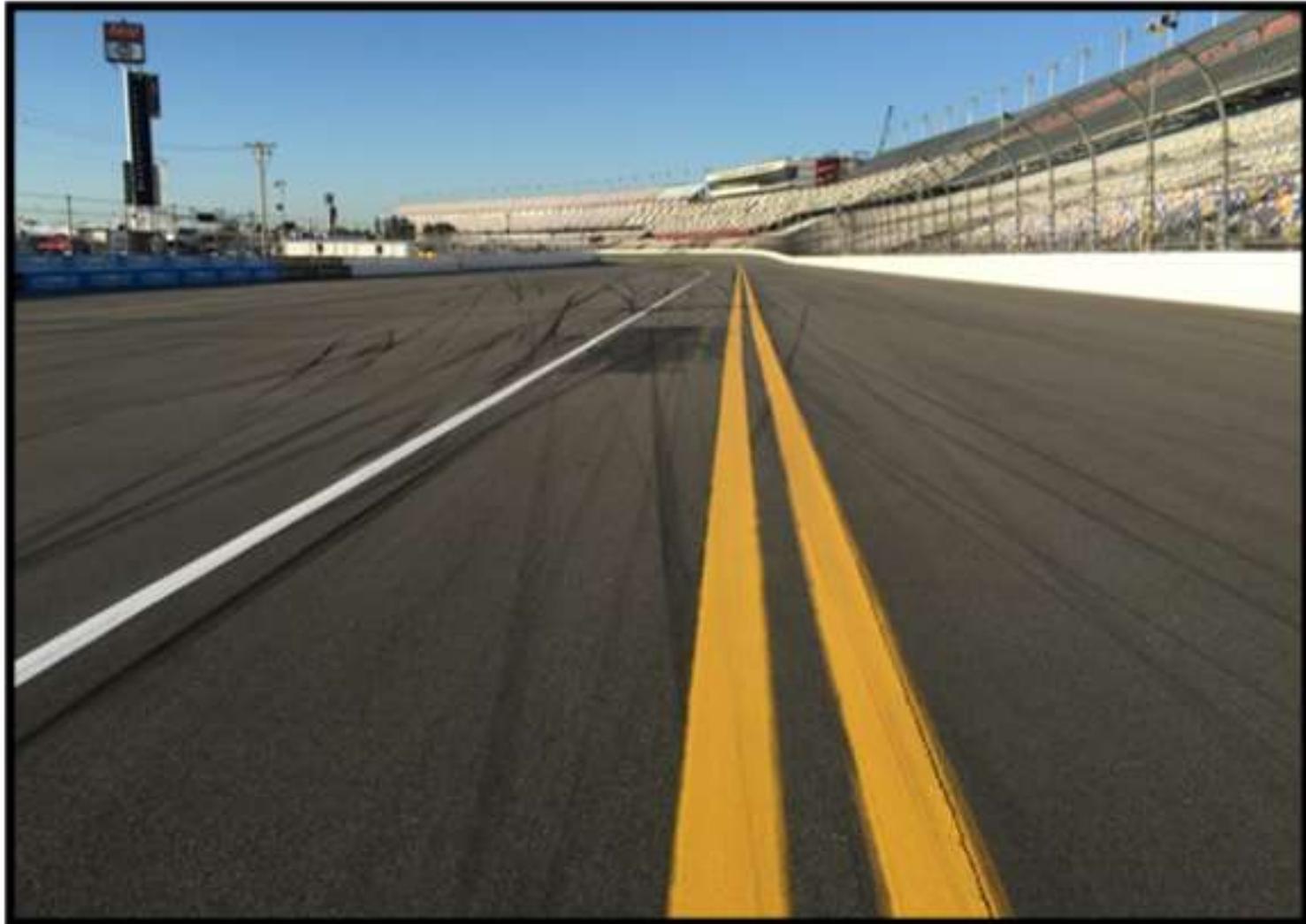
# TURN 7 FLAGGING

- There is no flagging station to display a Green Flag following Local Yellow Conditions at Turn 7. The end of the yellow zone is after the incident.



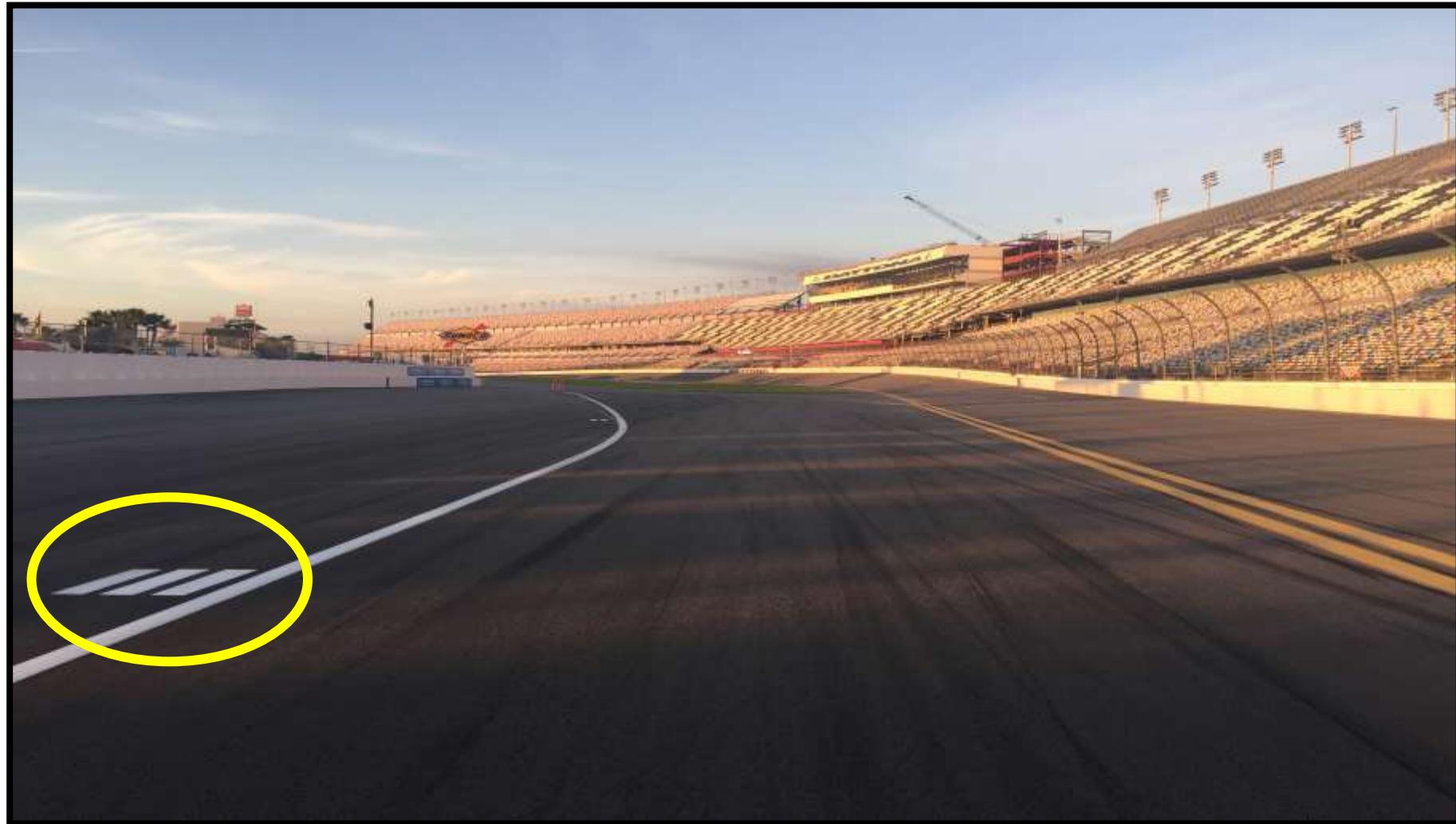
# PIT ENTRY

- 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.

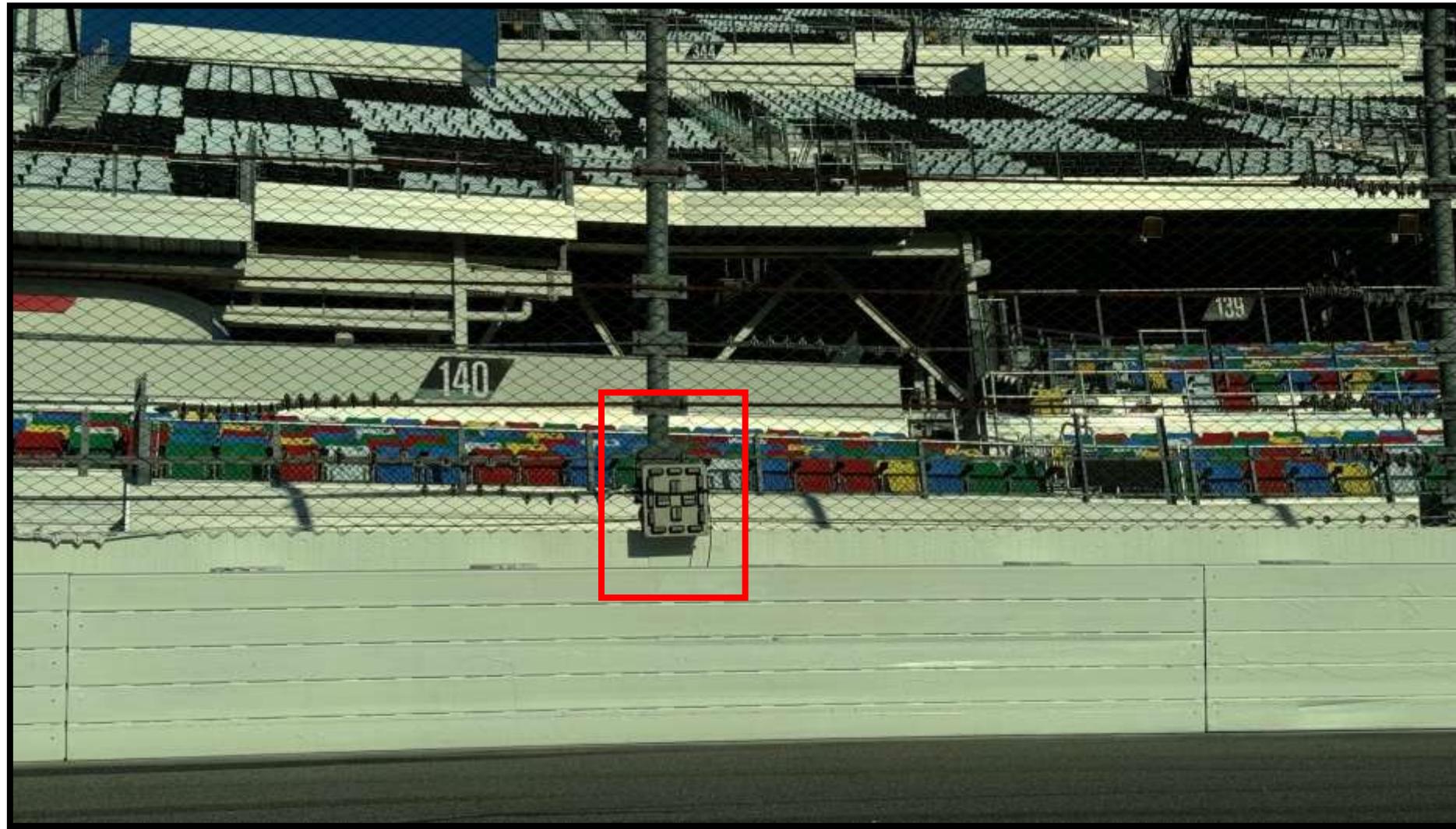


# PIT COMMIT

- Cars that are 4 wheels left of the solid double yellow lines AND are up to the 3 hash marks on the left are considered to be committed to the pits as it pertains to Full Course Yellows.



# PIT CLOSED REPEATER

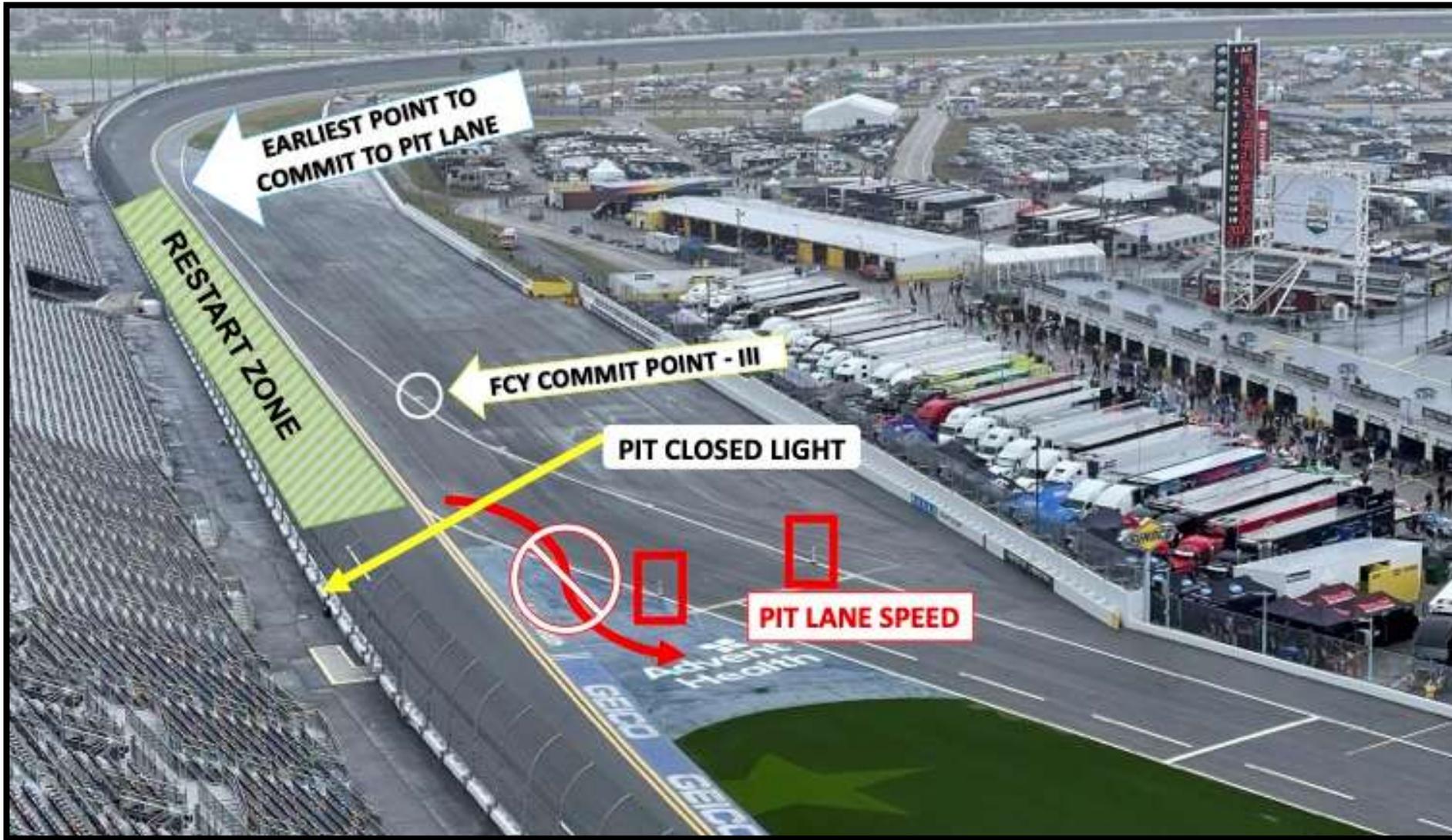


# PIT COMMIT – FULL COURSE YELLOW

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- Cars in the queue behind the Safety Car may commit to the pits once they have passed the grass at the exit of Speedway Turn 4.
- Cars properly to the left of the solid, double yellow lines that separate the Speedway from the Pit Entry may then overtake other Cars remaining in the queue, but not the Safety Car.
- Cars that commit to the pits after this point must fall into the pit commitment queue behind already properly committed Cars.
- Cars that “uncommit” to the pits must fall to the back of the queue of those Cars still behind the Safety Car.

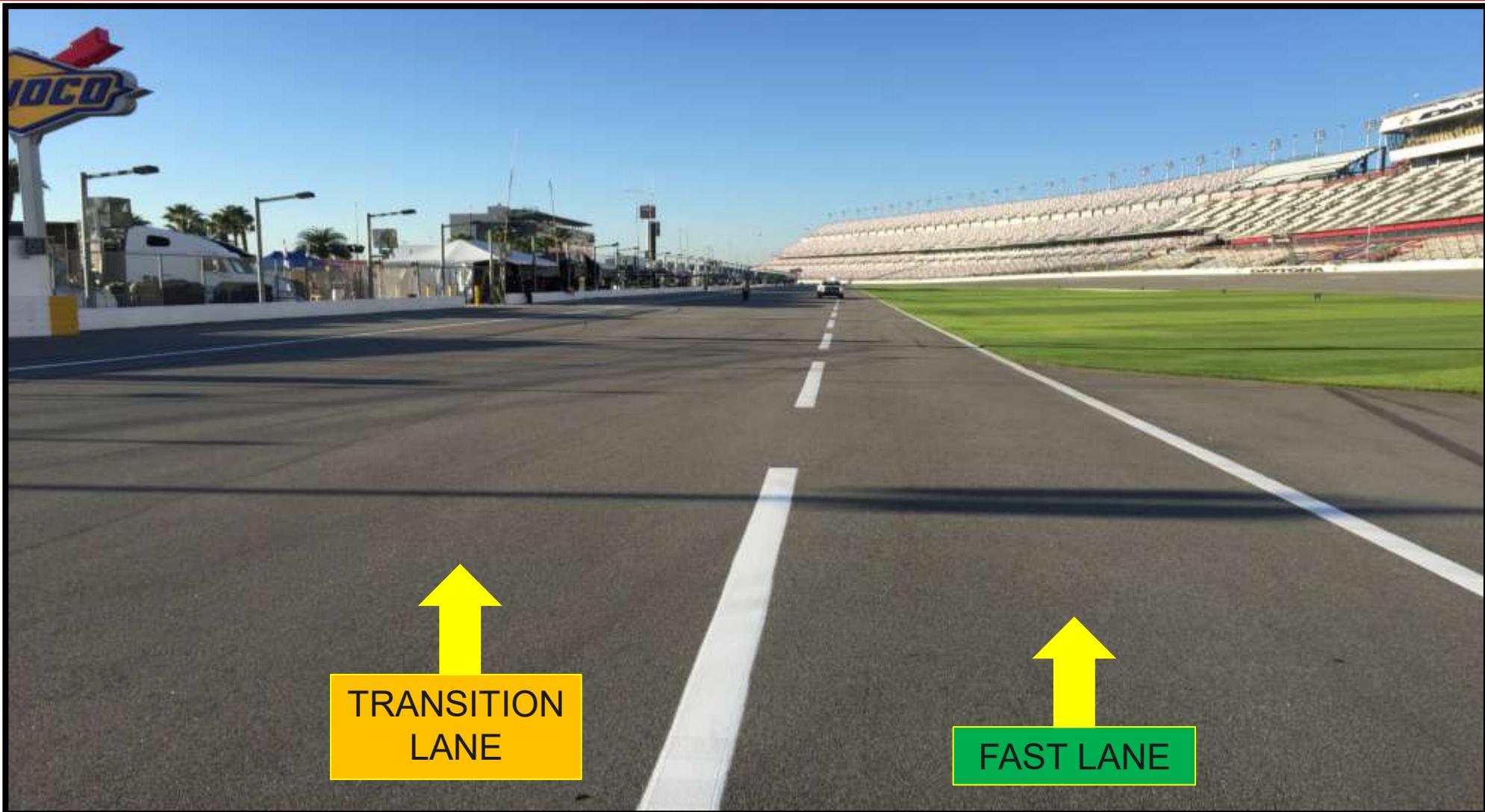
# PIT COMMIT



# PIT LANE SPEED LIMIT START



# PIT LANE PROTOCOL



# PIT LANE PROTOCOL AND ORDER

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- Passing is permitted (under green flag conditions) until pit lane speed begins
- Pit Lane protocol begins at the speed limit pylons
- First five pitboxes
- Last five pitboxes
- Once the Pit Exit Closed Light is illuminated red and a queue begins to form:
  - Cars remaining in their pitboxes where there are Cars already in the queue are permitted to exit their pitbox and must hold without passing Cars already in the queue.
  - The timing of this exit/hold is considered for pit exit order

# RACE START

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- **Two (2) Formation laps**
- **Safety Car(s) enter track**
- **Split Start – Prototype and GT (Two Safety Cars)**
- **Pack up first time by / Pair up exiting Bus Stop second time**
- **Stay with Safety Cars**
- **Safety Cars enter pits**
- **Acceleration point**
  - Polesitters to maintain pace of the Safety Car to acceleration point
- **Column Passing and Lane Changes are prohibited prior to the start line**
- **Jump/False start Reviews**
  - Gaps
  - Timed/Early Acceleration
  - Out of Line
  - Column Passing

# FULL COURSE YELLOW (STANDARD)

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- **Pits Closed**
- **Full Course Yellow (FCY lights and double yellow flags)**
- **Overall Leader – Safety Car speed**
- **Safety Car dispatched from Turn 3 to Overall Leader**
- **Pass-Around**
- **Pits Open (Prototype)**
- **Pits Open (GT)**
- **Final Wave-By**
- **Category Split**
- **Class Split**
  - Class split complete when Safety Car lights are extinguished and Competitor exits Turn 7
- **Restart**
- **Emergency Service Cars must D-T (no guarantee of yellow)**
  - Emergency Service Fuel Cars must fuel at first opportunity
  - Failure to perform emergency service drive-through: Stop plus 10 seconds
  - More than emergency service taken: Stop plus 60 seconds
- **Standard FCY not in effect during final 30 minutes of a Race**

# FULL COURSE YELLOW (SHORT)

- Any FCY within 30 minutes of start OR within 15 minutes of any restart from a standard FCY, OR DURING final 30 minutes of a Race
  - **Pits Closed**
  - **Full Course Yellow (FCY lights and double yellow flags)**
  - **Overall Leader – Safety Car speed**
  - **Safety Car dispatched from Turn 3 to Overall Leader**
  - **Pass-Around**
  - **Pits remain closed**
  - **No Final Wave-By**
  - **Category Split**
  - **Class Split**
    - Class split complete when Safety Car lights are extinguished and Competitor exits Turn 7
  - **Pits open after all Cars pass Pit-In, coming to the restart**
  - **Restart**
  - **Emergency Service Cars must D-T**
    - Emergency Service Fuel Cars must fuel at first opportunity
    - Failure to perform emergency service drive through: Stop plus 10 seconds
    - More than emergency service taken: Stop plus 60 seconds

# ON TRACK

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- **RESTARTS**
- **LOCAL YELLOWS**
- **BLOCKING / DEFENDING INCREASE RESPONSIBILITY**
  - Proactive vs. Reactive
- **CONTACT**
  - Responsibility
  - Class Racing
  - Multi-Class incidents
  - Brake Zones \*\*\*\*\*
- **COEXISTENCE**
  - Awareness
  - Coexist

# RACE CONTROL

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- **COMMUNICATION**
  - Radio Communications
  - Race Control Notification System (RCNS)/Instant Messenger
    - Race Control
    - Timing & Scoring
    - Technical Department
- **REVIEW PROCESS**
  - Data
  - Video
  - All incidents are reviewed for the purpose of apportioning individual responsibility that may result in penalties. Race how you expect to be raced and acknowledge that there may be new competitors. Best of luck and make it a great start to the 2026 season!

# REMINDERS

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- **Emergency Service**
  - Dry Type Tires to Wet Type Tires Permitted
- **Pit Lane Equipment without Crew Member**
- **Pit Lane Team Rep as Manufacturer's Rep**
  - Inform Pit Staff
  - Identification
- **Pairing Up for Race Starts**
- **Pass-Arounds, Final Wave-Bys and Class Splits are two-phase procedures.**
  - Prepare
  - Commence
- **Multi-Class Racing**
  - Performance Differences
  - Downforce
  - Straight-Line Speed
  - Surprises
  - Interactions
  - Remain Predictable
- **Driver “Bandwidth”**

# REMINDERS

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**Red Flag Penalty**

**Incident Responsibility**

**Blocking**

**Place Holder**

**Pit Closed Light**

**Night Practice**

**New Driver Briefing**

**Wednesday 1:45**

# MOTUL RACING LAB

The Motul Racing Lab is a state-of-the-art mobile laboratory capable of analyzing the lubricants running in your engine

## The Motul Racing Lab can:

- Search for metal elements present in the lubricant to detect premature or accelerated engine wear, and thus know if it is necessary to carry out replacement of a part(s)
- Analyze the composition of the lubricant in use to highlight any coolant leaks or fuel dilution that may damage the engine and limit its performance.
- This free service is offered throughout the ROAR and Rolex 24 race weekends to all competitors, regardless of what brand of lubricants they are using
- The Motul Racing Lab will be stationed in the Industry Support Paddock
- The service takes about 15-20 minutes and will be limited to about 20 tests per day
- Please contact a Motul representative if you are interested in participating



**Kevin Hinton**  
Brand and Communications Manager  
[K.Hinton@us.motul.com](mailto:K.Hinton@us.motul.com)



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**To order Racing Force Products or for more information, please contact:**

**Kenji Yrey**

Custom Products & Logistics Coordinator

[Kenji.yrey@racingforce.com](mailto:Kenji.yrey@racingforce.com)

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**To schedule an install or for more information, please contact:**

**Chris Colton**

Applications Engineer / Sponsorships & Corporate Relations

[C.Colton@racingoptics.com](mailto:C.Colton@racingoptics.com)

980-439-6485





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**To schedule at-track support, please email:**

**[tracksupport@evolvetransporters.com](mailto:tracksupport@evolvetransporters.com)**



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**100% Water-Based Glycol-Free Formula**

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**Ready-To-Use – Just Pour In (Also Available in Clear)**



OFFICIAL PERFORMANCE COOLANT

**Lower Temps.  
More Power.**



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SATURDAY, JANUARY 24 AT 1:30PM ET

