



# **BMW M ENDURANCE CHALLENGE AT DAYTONA**

**FRIDAY, JANUARY 23 AT 1:40PM ET**

peacock YouTube

# SERIES CONTACTS

Beaux Barfield	Race Director	(832) 260-1032
Brian Wilson	Series Manager	(386) 281-9494
Gayle Burnham	Member Services	(386) 235-7800
Marisa Ross	Series Coordinator	(386) 293-1474
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:

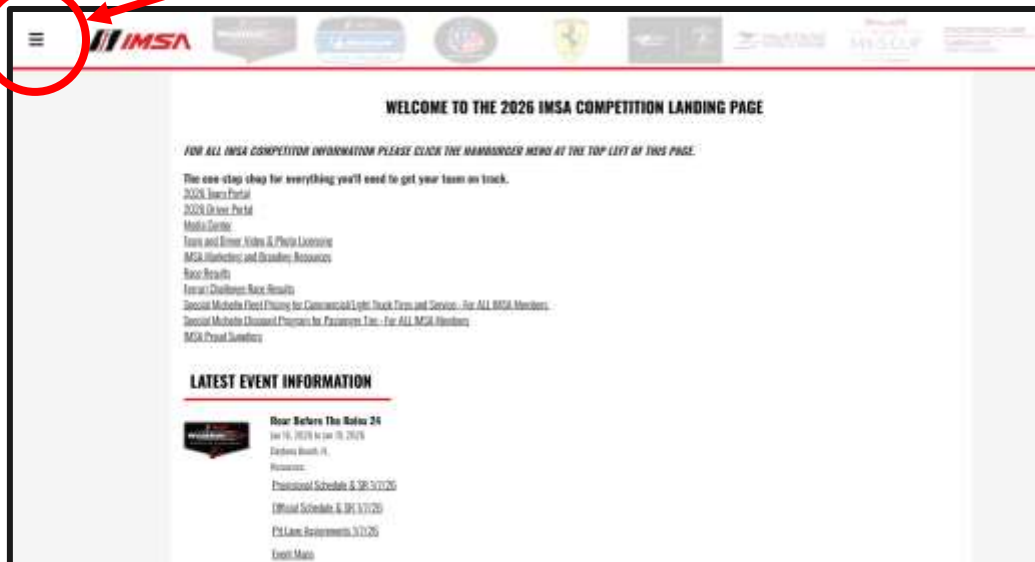
<https://www.imsa.com/competitors/>

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

## IMSA NOTICE BOARD:

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

- Driver & TM Briefings
- Entry Lists
- Minute by Minute
- Timing Results
- 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.**





# 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



IMSA AMR Porsche Rapid Response Vehicles PORSCHE CAYENNE GTS

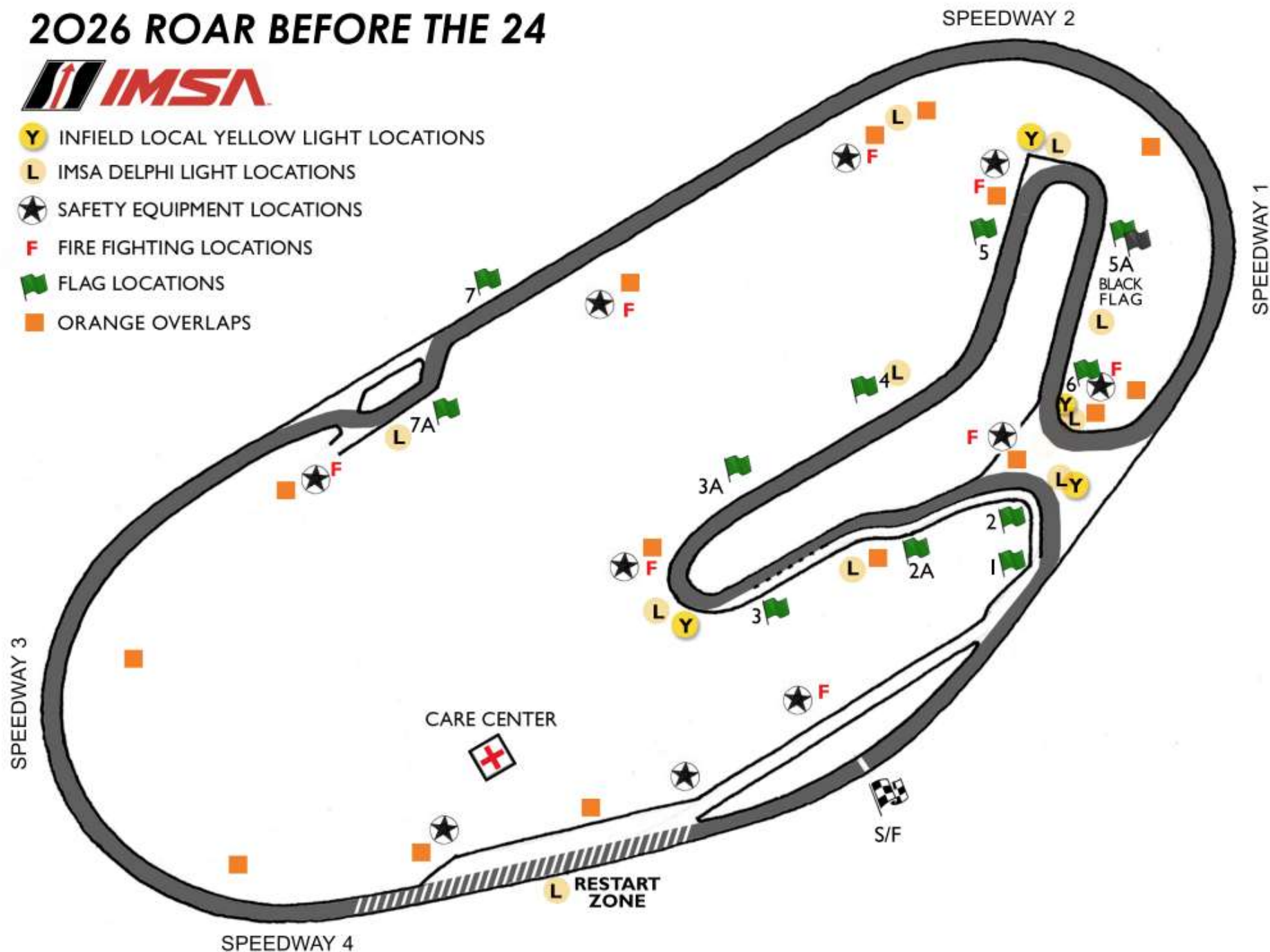


IMSA AMR Ford Raptor Recovery Trucks FORD F-150 RAPTOR

# 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

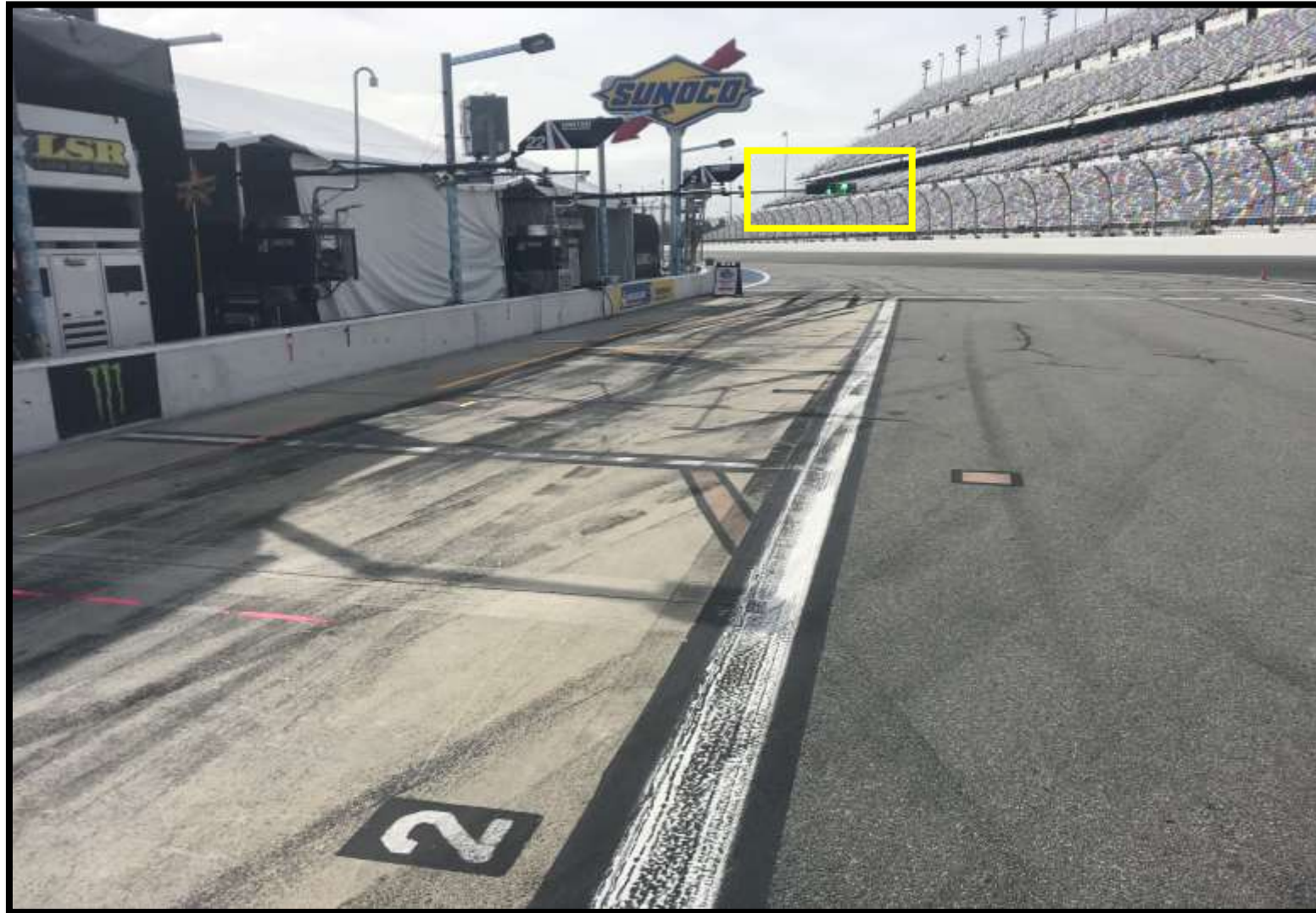


# FALSE GRID

---

- Cars may line up to pit lane between the Blue Garages at the entrance to the Rolex Chute (Gate 135) prior to each Session and may re-enter during a Session.
- All Cars must exit pit lane at the Rolex Chute (Gate 135) and may do so during a Session.
- At the end of a Session under the direction of Race Control, Cars in pits from Rolex Chute (Gate 135) to Pit-Out may be turned around and driven counter-course to the Blue Garages.
- Cars pitted from Pit-In to the Rolex Chute may use the road between the chain link fence and grandstands to get to Pit lane.
- During hot track times, cars entering pit lane must be driven by a properly attired Driver.

# PIT EXIT LIGHT (OPEN) & PENALTY BOX





# PIT EXIT LIGHT (CLOSED) & PENALTY BOX

- Pit exit is closed upon 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.



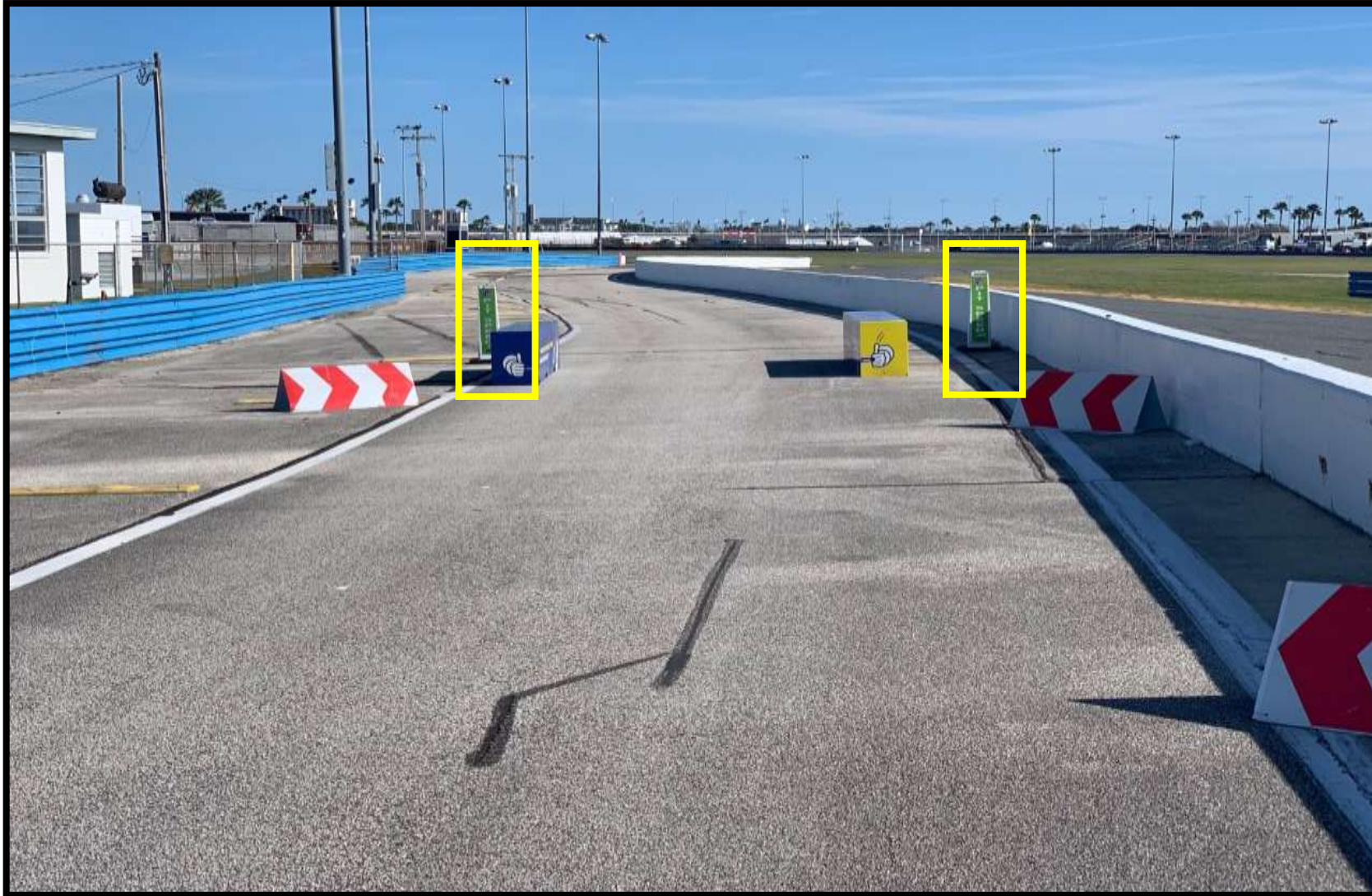


# PIT EXIT

- 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





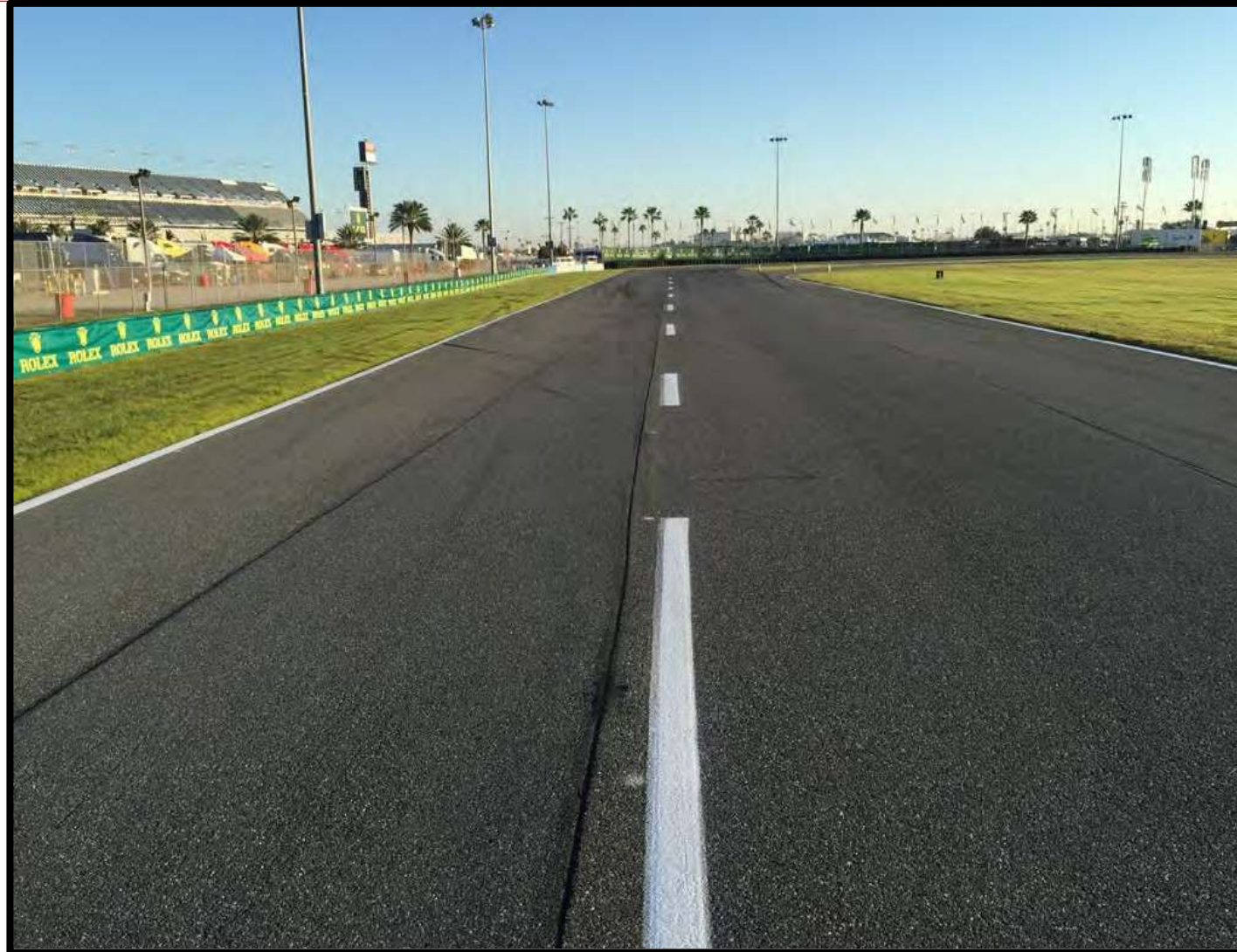
# PIT EXIT MERGE

- 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.



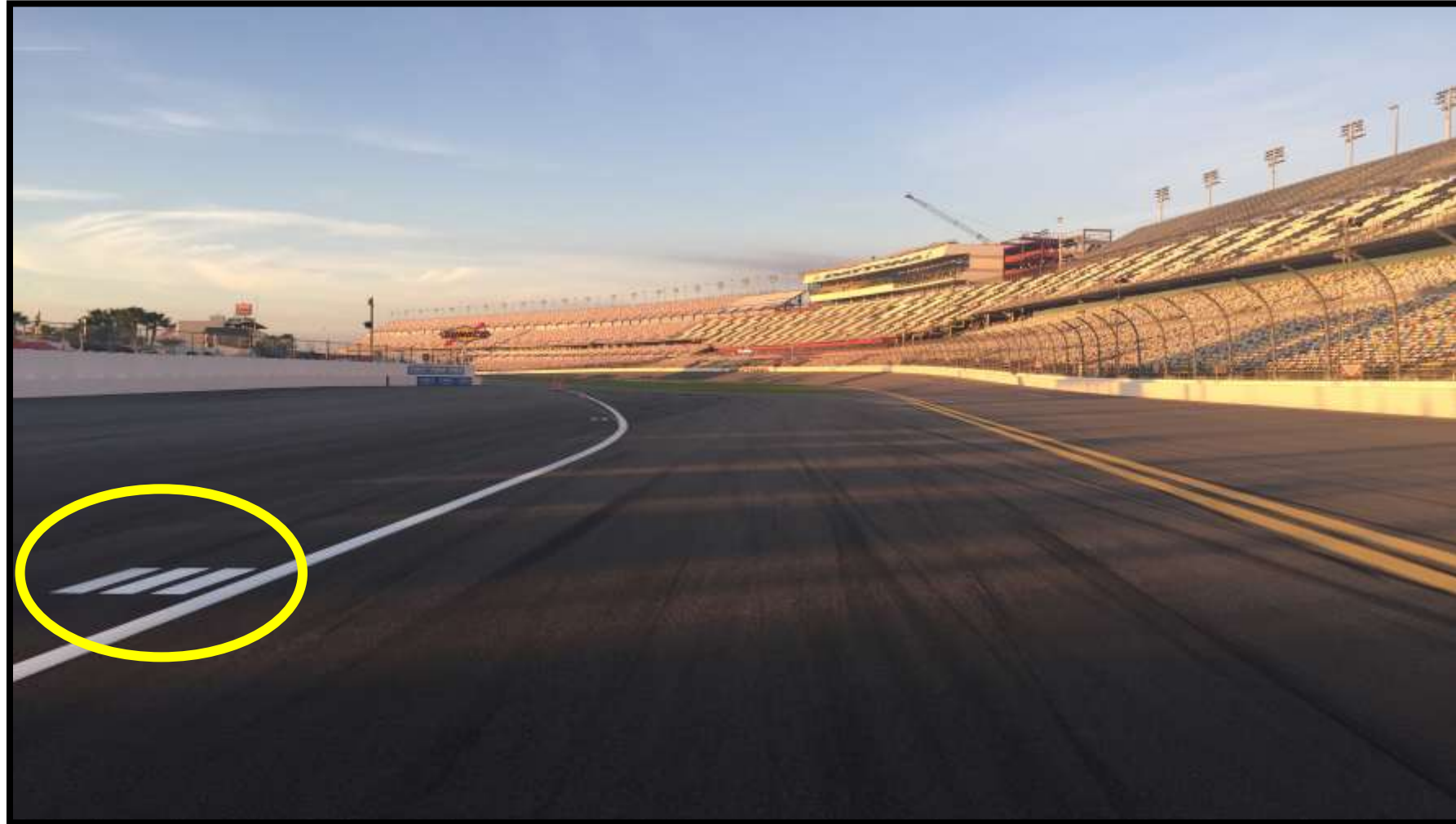
# PIT ENTRY

- 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.



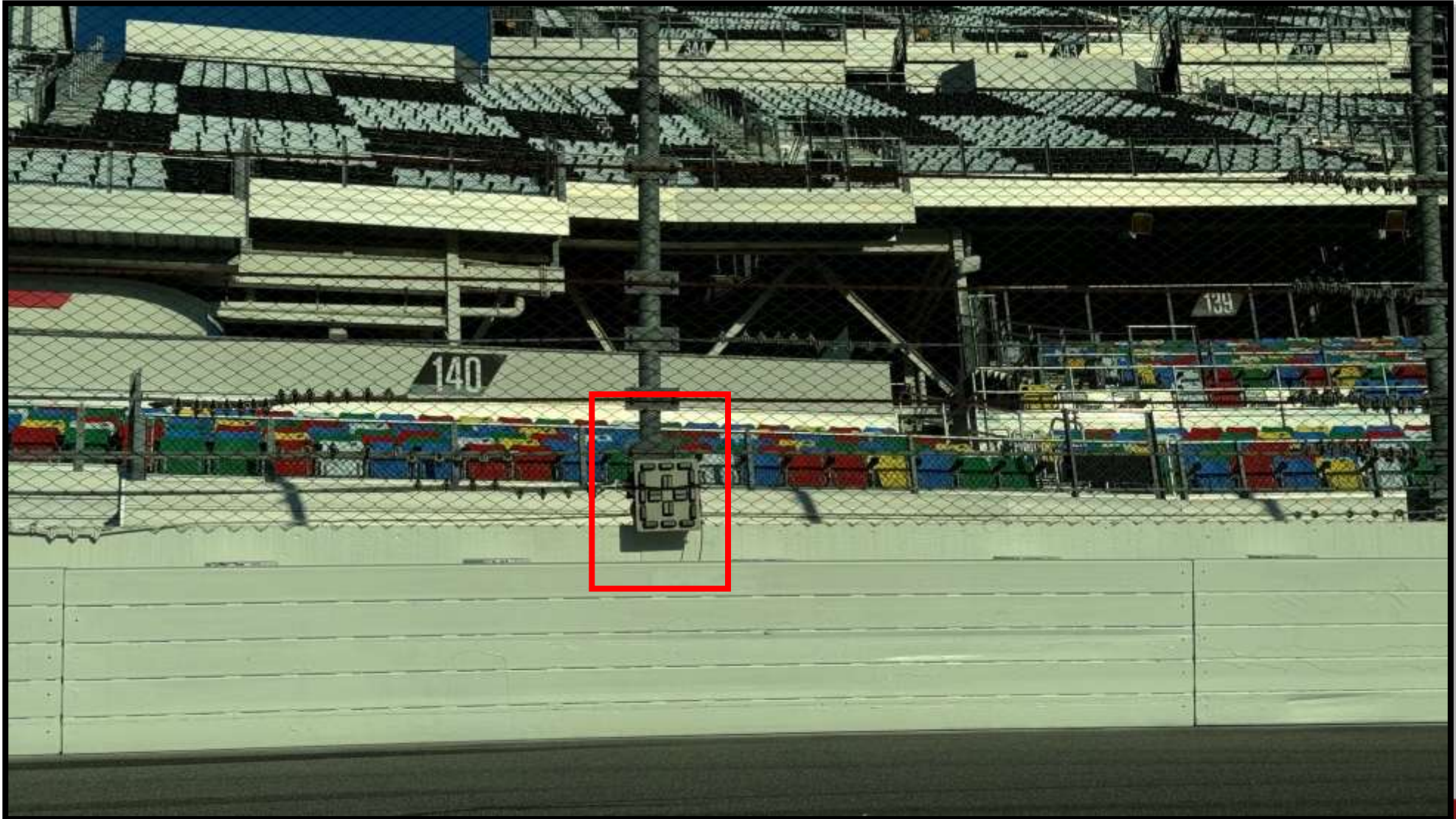
# PIT COMMIT

- 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



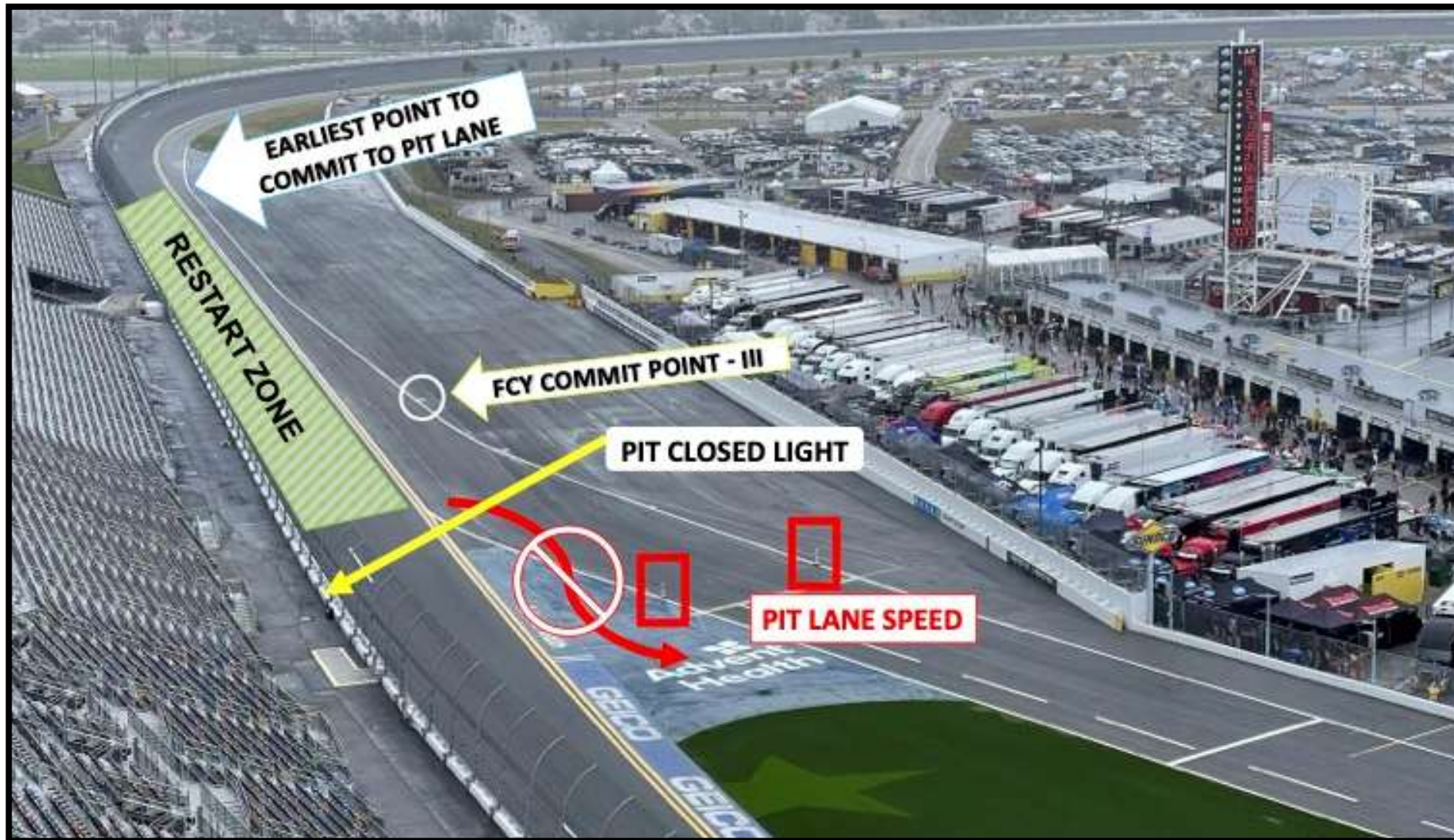
# PIT COMMIT – FULL COURSE YELLOW

---

- 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

---

- 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

---

- **Two (2) Formation Laps**
- **Split Start - GS and TCR (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 will be given instructions prior to the Race
- **Column Passing and Lane Changes are prohibited prior to the start line**
- **Official Race Start is second time by the start line**
- **Jump/False start Reviews**
  - Gaps
  - Timed/Early Acceleration
  - Out of Line
  - Column Passing

# FULL COURSE YELLOW (STANDARD)

- **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 (GS)**
- **Pits Open (TCR)**
- **Final Wave-By**
- **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 a 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**
  - **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

---

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

# RACE CONTROL

---

- **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

---

- **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

---

- **Red Flag Penalty**
- **Incident Responsibility**
- **Blocking**
- **Place Holder**
- **Pit Closed Light**
- **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**



Let Racing Force help you plan for your upcoming racing season with OMP, Bell and Racing Spirit Products!

Racing Force is one of IMSA's longest standing Partners, with more than 15 years as one of IMSA's Proud Partners.

For 2025 Racing Force is offering a **30% discount** on all Racing Force Products to IMSA competitors and teams. This discount can be applied by confirming your participation in an IMSA sanctioned series with the Racing Force Team.

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)

786-479-4722







**RACING OPTICS®**

Looking for windshield tear-offs?

Racing Optics, a Proud Partner of IMSA, is the industry leader in multilayer, laminated tear-offs, and is proud to offer their product and installation services to IMSA teams and competitors.

For those looking to purchase product away from the track, Racing Optics is excited to offer IMSA teams and competitors a special **20% off promo code** for Racing Optics windshield tear-offs on Pro-Tint's [online shop](#).

Use code “**IMSA20**” at checkout to receive your discount.

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





**Preventative Maintenance | Repairs | Evaluations | Upgrades**

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

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



# STAY\*FROSTY<sup>®</sup>

## PERFORMANCE COOLANTS

Stay Frosty<sup>®</sup> Race Ready is a proprietary VP Racing Fuels coolant formulated for high-compression, high-heat racing engines. It contains a specialized blend of heat transfer agents that drastically improve coolant's ability to transfer heat away from high temperature cylinder heads. Temperatures of engines are reduced by up to 30°F compared to conventional glycol-based coolant.

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

***Reduces Engine Temps Up to 30°F***

***Blended with Chemically Stable Reverse Osmosis Water***

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



OFFICIAL PERFORMANCE COOLANT

***Lower Temps.  
More Power.***





# **BMW M ENDURANCE CHALLENGE AT DAYTONA**

**FRIDAY, JANUARY 23 AT 1:40PM ET**

peacock YouTube