

WHELEN MAZDA MX-5 CUP

DRIVER & TEAM MANAGER BRIEFING



PRESENTED BY:  **MICHELIN**



SERIES CONTACTS



Keith Dalton	Series Manager	(863) 381-1942
Al Ludington	Technical Director	(386) 846-2797



Randy Buck	Race Director	(415) 298-7018
Duane Sampson	Director, Single Make	(386) 285-7021
Austin Farr	Coordinator, Single Make	(386) 293-1702
Cory Posocco	Paddock Logistics	(386) 566-8313
Eric Haverson	Technical	(386) 562-7214
Gayle Burnham	Administration	(386) 235-7800
David Pees	Timing & Scoring	(386) 308-8866
Ryan McLean	Medical Liaison	(386) 285-6913
Roy Spielmann	Track Services	(414) 702-0905
Robert Bosworth	Safety & Security	(704) 728-8087

ACCESSING EMERGENCY SERVICES

Accessing EMS/medical (emergency & non-emergency)

- For medical assistance (24 hours per day), contact Daytona International Speedway Rolex 24 Dispatch at (386) 681-3333. If there is no answer, call 911. Tell the call taker where you are located on property and specifics of need.
- Once medical response has been activated, call DIS Security 24 hours per day and talk to the Officer in Charge at (386) 405-1500 for additional assistance.
- If patient is ambulatory, transport the patient to the Infield Care Center during garage hours.

Accessing Fire and Law Enforcement (emergency & non-emergency)

- If there is a need for **Fire Department** and/or **Law Enforcement**, contact DIS Security (24 hours/day) and talk to the Officer in Charge at (386) 405-1500. If no answer, call 911 and provide the specifics of need.

IMSA SEVERE WEATHER PLAN

- IMSA uses the DTN Weather Service with Lightning Detection.
- Notifications are sent (as in past years):
 - Within 30 miles of the track – Advisory message sent for informational purposes.
 - Within 20 miles of the track – Cautionary message sent to increase awareness and trigger protective actions for personnel and equipment.
 - Within 8 miles of the track – Full-Stop message sent for personnel to stop all activities and seek shelter due to potentially dangerous conditions.
 - IMSA continues to send periodic updates through the messaging service while on-track activities are under a “full-stop”.
 - **At DIS, under “full-stop” conditions, gate operations will be reduced.**
 - When severe weather has moved out of the area, an “all-clear” message is transmitted.

IMSA uses an internal messaging service. Text messages are sent to all credentialed attendees for an Event. There is no need to provide a recipient list.

GROWING IMSA ATTENDANCE AND SECURITY

- One of the most special aspects of IMSA is our open Paddock policy, which allows fans to get up close to world-class Teams and experience the excitement firsthand.
- We are thrilled to see record-breaking attendance at most Events in 2025, showcasing the incredible passion of our fans.
- To ensure the best possible experience for everyone, we continue to work closely with individual tracks on ways to enhance all aspects of our Events.
- We encourage Teams to remain mindful of the security of their equipment, personal belongings, and other valuable items. (*Rental Cars*).
- If you have any concerns or to report an incident, please contact Robert Bosworth at rbosworth@imsa.com or **704-728-8087**.

Thank you for being part of the IMSA community and helping us create a safe and enjoyable environment for all!



Paddock

**PROHIBITED:
ANY ONE, TWO OR
THREE-WHEEL FORM OF
TRANSPORTATION**

**ONLY PROPERLY
PERMITTED VEHICLES ACCEPTED
EXCEPTIONS FOR VESTED MEDIA
AND ADA TRANSPORT**

Motorcycles, drones, bicycles, skateboards, rollerblades and other non-motorized transportation, as well as motor scooters of one, two or three-wheels and/or designed to transport one or two persons, are prohibited in the garage, pit and/or Paddock areas with the exception of authorized power-driven mobility devices (ADA requirements - Americans with Disabilities Act), and accredited and vested media personnel.

Pit vehicles must only be operated by an IMSA credential holder. Motorized carts and similar 3- or 4-wheeled conveyances must not be driven into pit lane except pit equipment approved for a Series or as specified in the SR.

Such use in the Paddock must be for legitimate purposes only.

Excessive speed and/or unsafe operation is prohibited. Participants must abide by state laws and Promoter restrictions regarding licensing, maximum speed, helmet requirement and use.

Such conveyances may be prohibited at certain Events or in certain areas of each facility by local ordinance or Promoter limitation.

Paddock/Pit Lane Operations

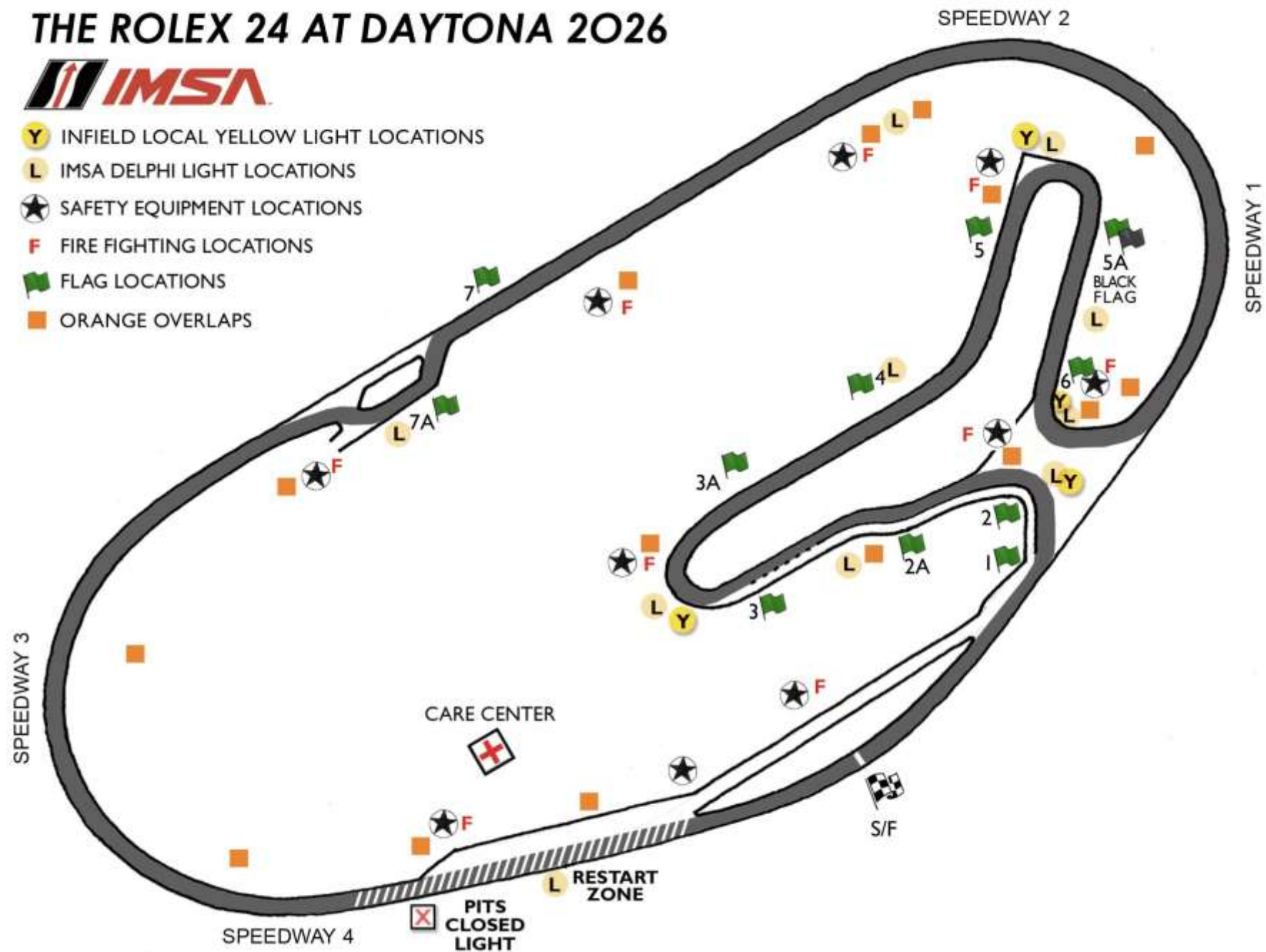
- Driving in the Paddock deemed dangerous, erratic, of inappropriately excessive speed for the circumstances or established limits and/or in violation of the RULES is prohibited and subject to penalty.
 - Cars must only be driven/operated by an IMSA credentialed Driver or Crew Member. **Passengers and/or loose exterior materials prohibited.**



THE ROLEX 24 AT DAYTONA 2026



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



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



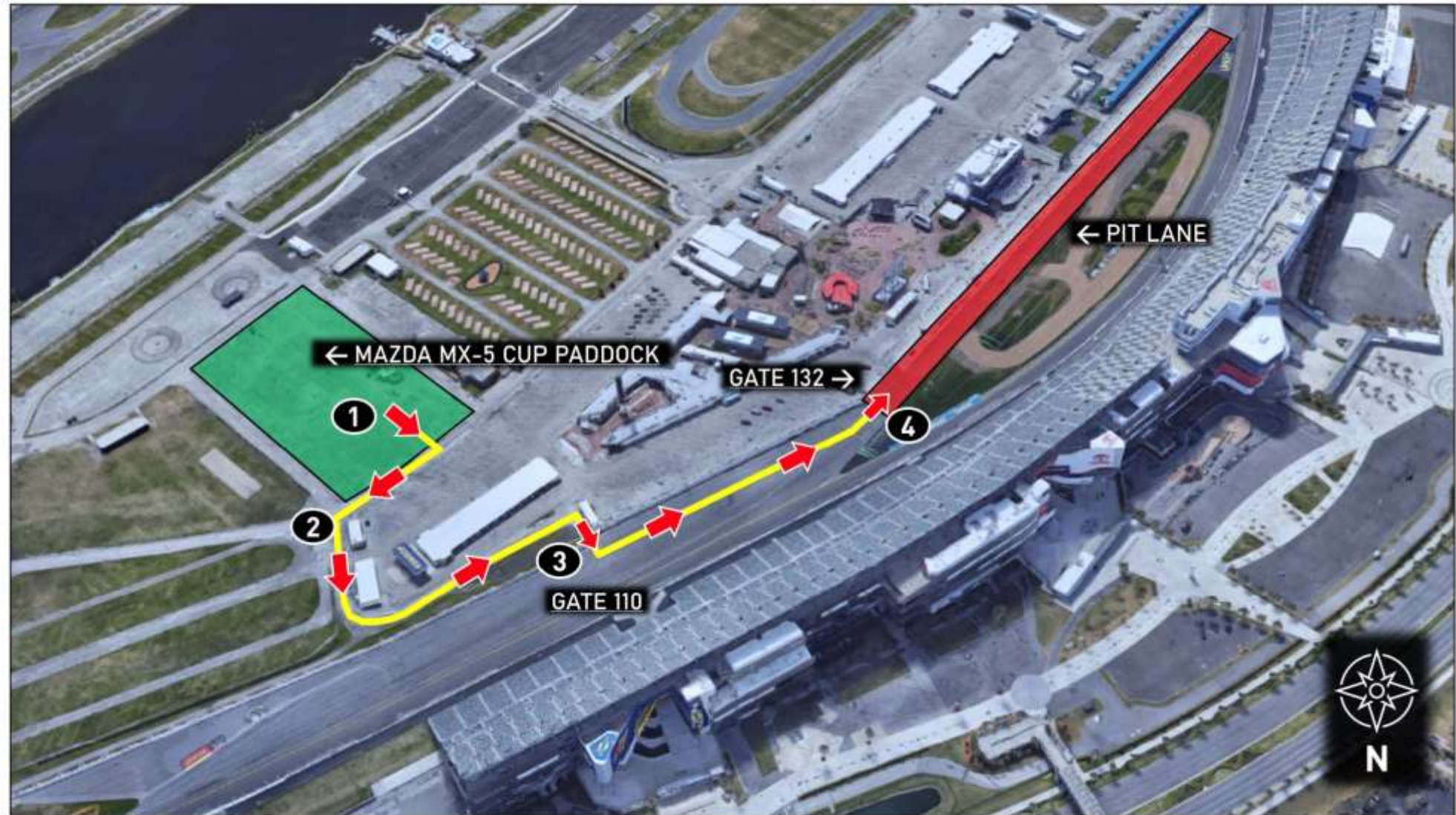
IMSA AMR Ford Raptor Recovery Trucks FORD F-150 RAPTOR

Directions

1. Exit paddock and turn drivers' right
2. Turn drivers' left to access perimeter paddock road - behind open WeatherTech Championship Garages and Goodyear Building
3. Turn drivers' right to enter track via gate across from Open Garages (Gate 110)
4. Proceed to Pit Lane

Notes

- During sessions, cars must use Gate 132 (noted on map, closest to Pit In) and proceed through Yellow Garage to access MX-5 Cup paddock



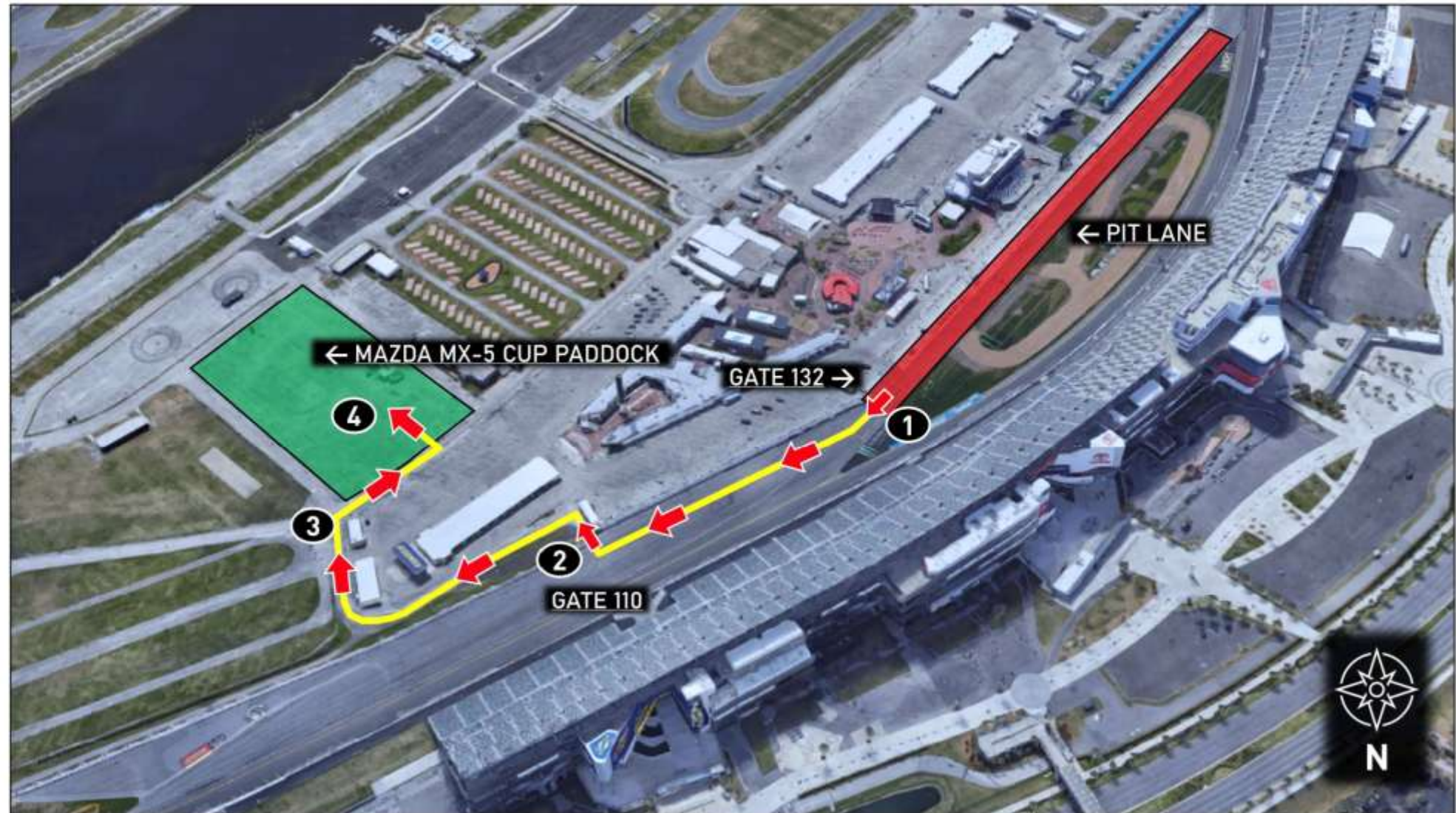
» FROM PIT LANE TO PADDOCK

Directions

1. Proceed counter-course from Pit Lane
2. Turn drivers' right to exit track via gate across from Open Garages (Gate 110). Take immediate left to access perimeter paddock road
3. Continue along perimeter access road towards paddock entrance
4. Turn drivers' left to enter paddock

Notes

- During sessions, cars must use Gate 132 (noted on map, closest to Pit In) and proceed through Yellow Garage to access MX-5 Cup paddock



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 and merge with on-track traffic between Turns 2 and 3.
- 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

- Cars exiting the pits must remain left to enter the pit exit chute and merge with on-track traffic between Turns 2 and 3.
- 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.
- Sharp turn, careful with speed.



PIT SPEED ENDS / RFID READERS



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 driver's left to find assistance.**



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 driver's left to find assistance.**



TURN 1 RUNOFF

- Re-enter safely at Turn 2.
- Short cut to Turn 6 (lap does not count).



TURN 3 LOCAL LIGHT



TURN 5 LOCAL LIGHT



TURN 6 – OVAL LIGHTS / FLAGGING

- 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

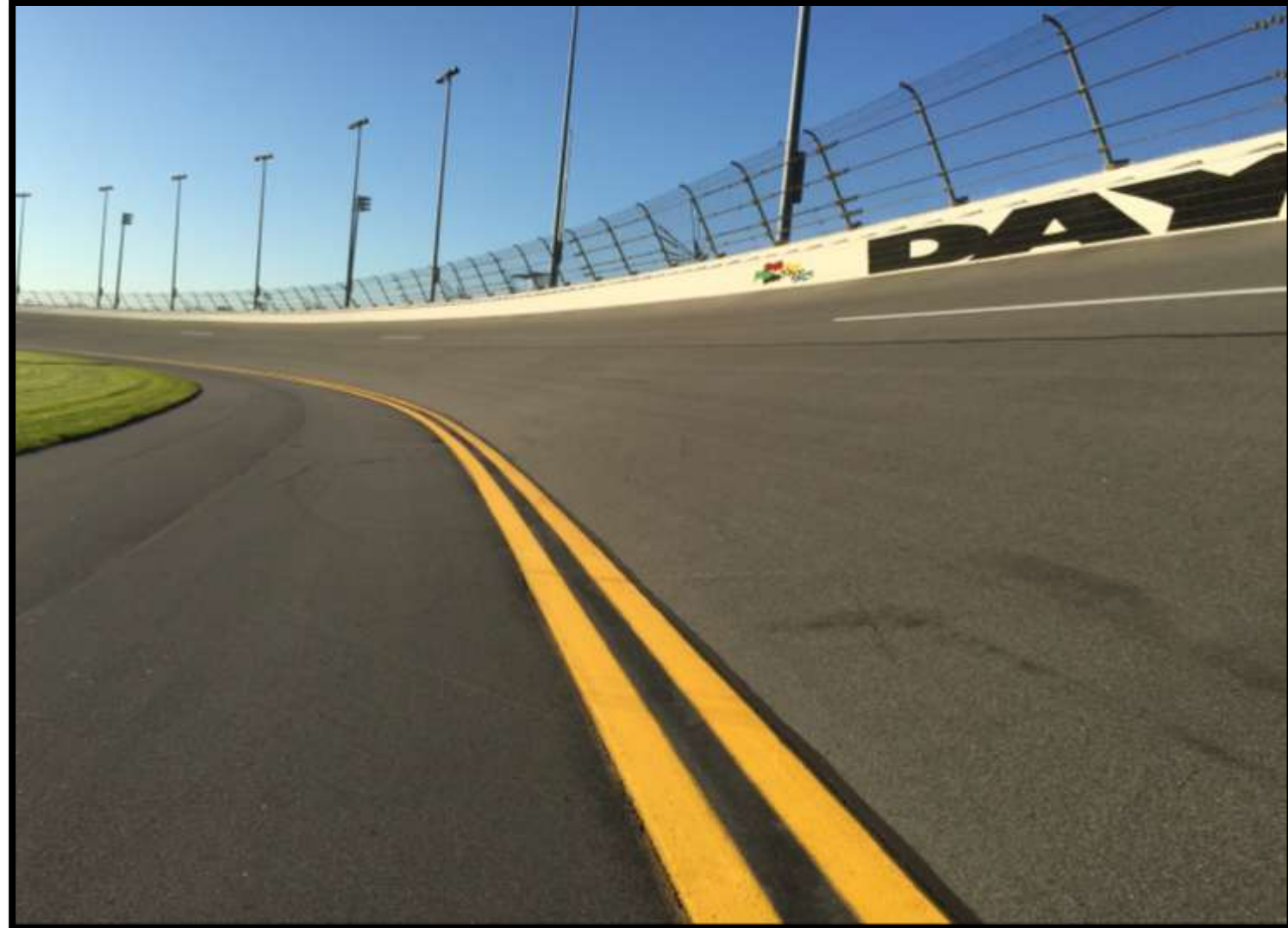
BOTTOM LANE

- Slower Cars stay left

TOP LANE

- Quicker Cars (passing)
stay right

TRANSITION



TURN 7



TURN 7 RUNOFF



TURN 7



TURN 7



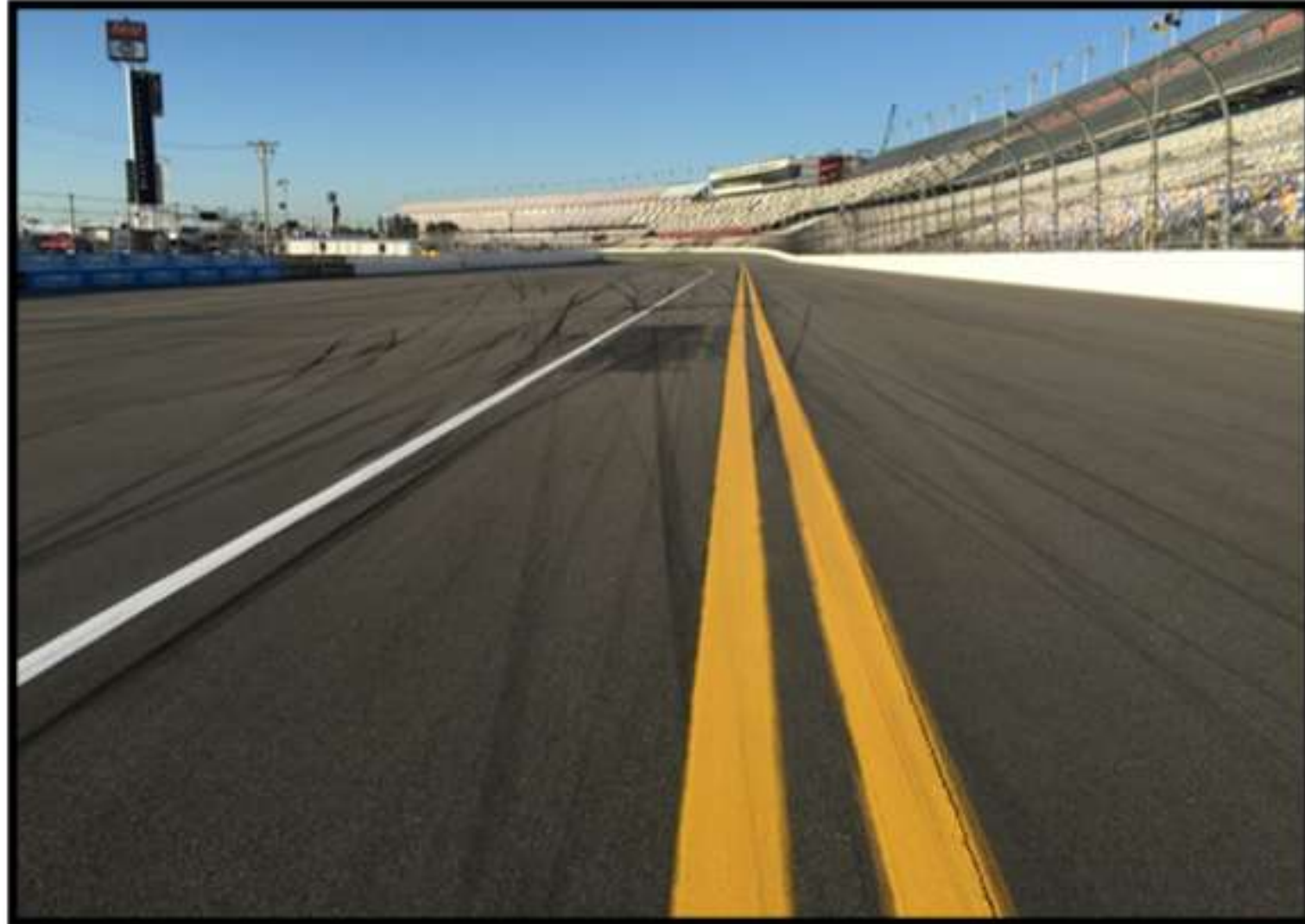
TURN 7 – OVAL LIGHTS / FLAGGING

- 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

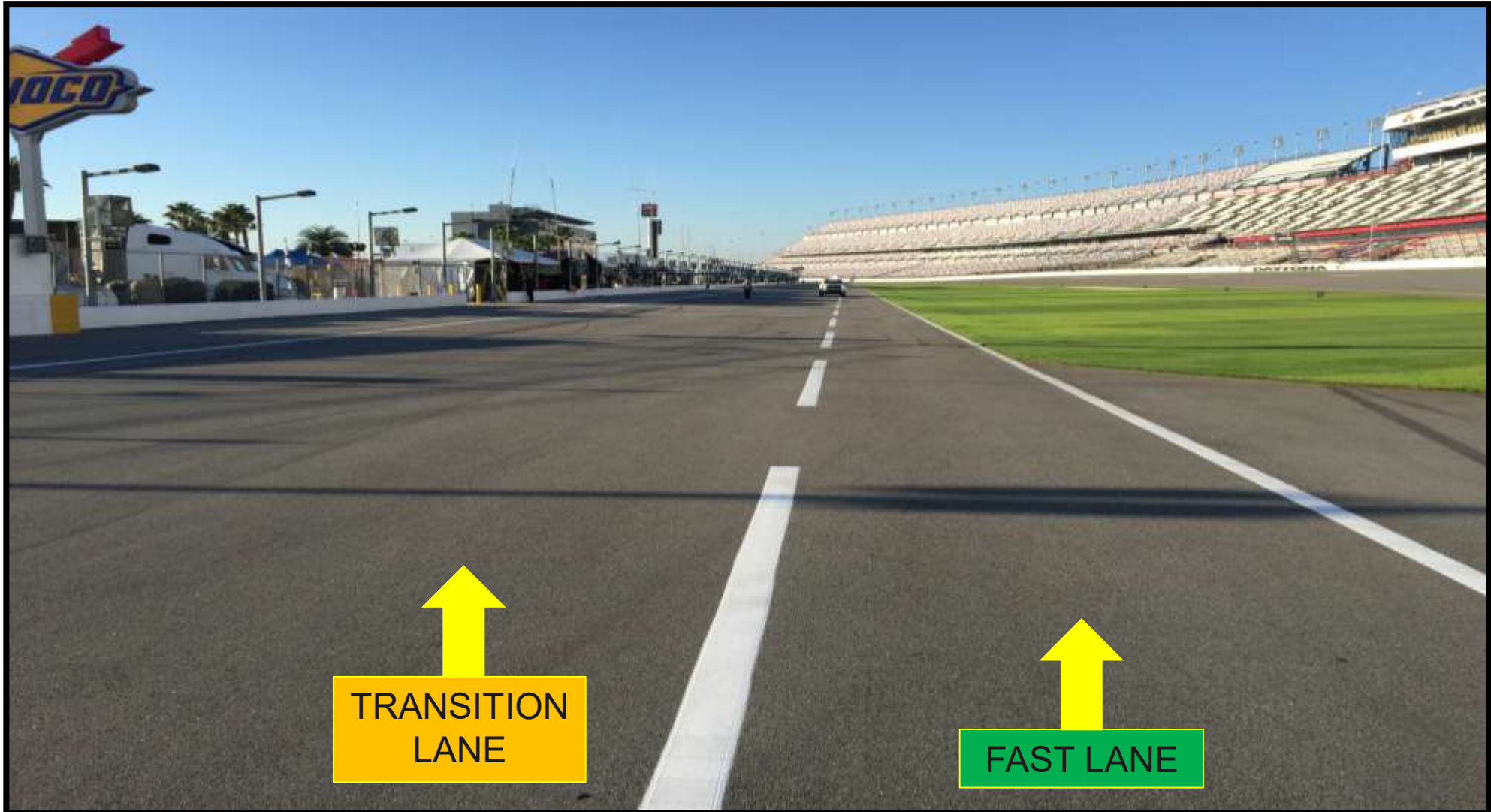
- Decelerate left of the double solid lines whenever entering the pits.
- Cars unable to maintain speed are permitted and encouraged to drive below this line.



PIT LANE SPEED LIMIT START



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 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

False Grid

- **Cars are lined up in order of Championship Points**
- Cars with no Championship Points are ordered at the Race Director's discretion
- When entering Pit Lane, Cars may line up at Pit Out. These Cars may enter the track when the Green Flag is displayed
- Cars that go to their Pit Box must wait until released

Red Flag

- Cars may line up at Pit Out. These Cars may enter the track when the Green Flag is displayed
- Cars that went to their Pit Box must wait until released

Length of Session – 15 mins Green Flag time (20 minutes allocated on schedule)

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

QUALIFYING

Maximum Lap Times for Qualifying

IMSA sets and applies Maximum Lap Times to manage Qualifying and inappropriate conduct of Cars during qualifying. If necessary, penalties for violations may be escalated

- A maximum lap time is defined for each Event
- The defined maximum lap times must not be exceeded during qualifying
- Where weather changes the track conditions significantly, the maximum lap time is not enforced
- The decision of the Race Director to apply or not apply a penalty for maximum lap time is Conclusive

Maximum Lap Time for continuous laps during Qualifying

- The maximum continuous lap time is based on 107% of the prior year's fastest qualifying lap for an Event with previous lap time data
- For a track without previous data, or in situations where track conditions have changed enough to make the previous year's lap times irrelevant, the time is based on 107% of the fast lap from the practice sessions at that Event
- The DIS maximum lap time is 2' 17"

QUALIFYING

Maximum Lap Times for Qualifying

Maximum Lap Time for out-laps and in-laps during Qualifying

- The maximum lap time for out- and in-laps is based on 135% of the prior year's fastest qualifying lap for an Event with previous lap time data
- For a track without previous data, or in situations where track conditions have changed enough to make the previous year's lap times irrelevant, the time is based on 135% of the fast lap from the practice sessions at that Event
- The maximum lap time for out- and in-laps is measured from the pit-out loop to S/F and/or from S/F to the pit-in loop
- The DIS maximum lap time for out- and in-laps is 2' 53"

Penalty for exceeding Maximum Lap Times

- Any Driver exceeding these maximum times may be penalized by deletion of their two (2) fastest timed laps for each infraction

CARS GOING TO FAN EVENT AT ONE DAYTONA

Notes

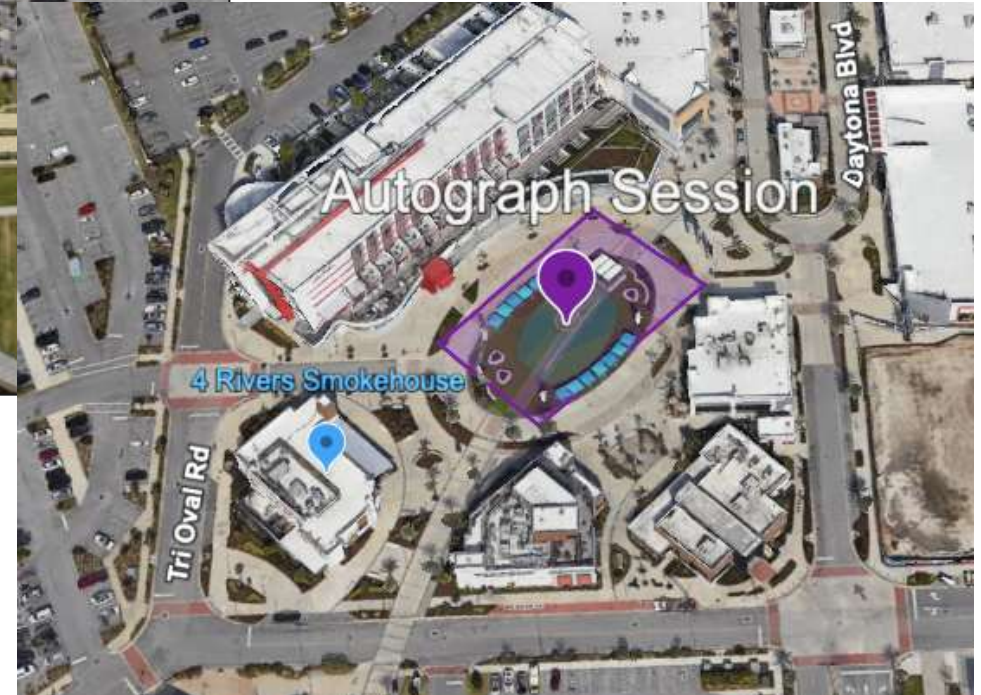
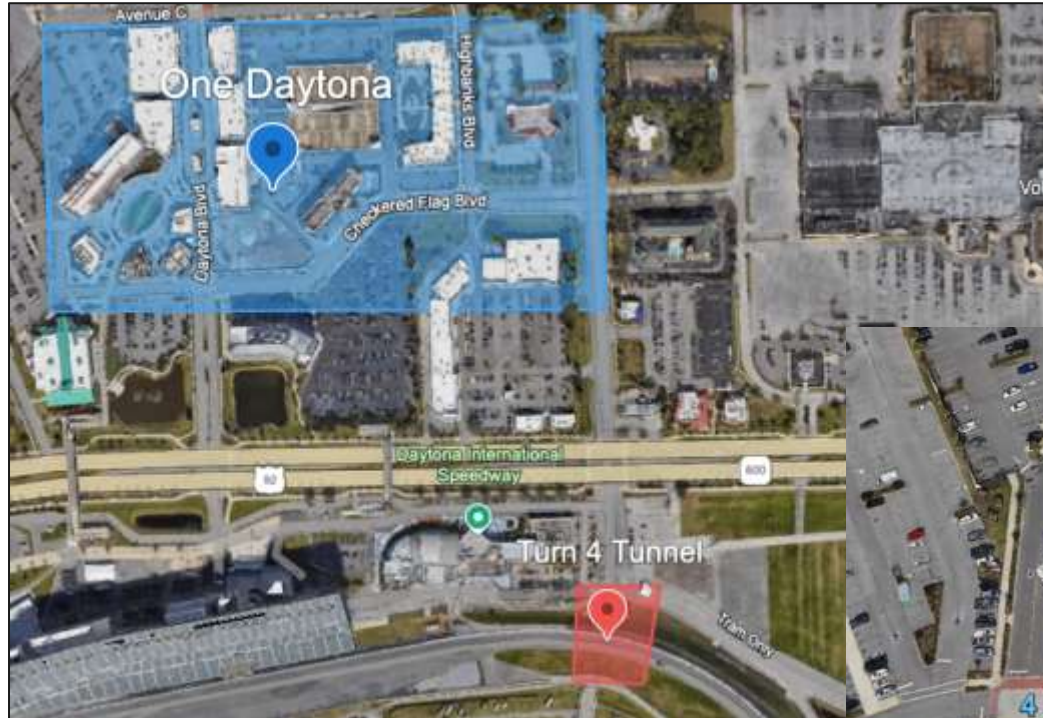
- Cars begin staging at 5:00PM
- Cars depart with police escort at 5:30PM
- Once Cars depart staging area no other race Cars can cross street to One Daytona
- Only MX-5 Cup Cars may be driven
- Cars are led back to Paddock via police escort at 8:00PM



24 PREMIER AT ONE DAYTONA

Notes

- One Daytona is shopping area located directly across Speedway Blvd from the track
- Autograph session is from 7:00PM to 7:30PM
- Driver suits not required
- Section for MX-5 Cup drivers is labeled and series autograph posters provided, as well as Sharpies
- Each Team that sends a Car receives FIVE wristbands for free dinner at 4 Rivers Smokehouse
- Dinner is served from 6-7:45pm ONLY



THURSDAY AUTOGRAPH SESSION

Notes

- Mandatory autograph session from 2:30PM - 3:00PM
- Driver suits required
- Posters and sharpies are provided
- **Driver's meeting immediately following the autograph session in the Track Meeting Room at 3:00pm**



2026 IN CAR CAMERA POLICY

16.1. Private In-Car-Cameras (ICC) may be permitted only after the express approval of IMSA and any footage gathered from such private ICC shall only be for internal use by Team and Driver.

16.1.1. To use footage for web or social media, a Driver or Team's Entrant Representative must execute the MX-5 Cup Series In-Car Camera Footage Usage Policy. The MX-5 Cup Series In-Car Camera Footage Usage Policy is exclusive to the use of 2026 footage.

16.1.2. The physical installation of a private ICC installation for any Session must be approved by Al Ludington, MX-5 Cup Technical Director (al@andersenpromotions.net). Installations are limited to inside the cockpit unless otherwise approved. Approval of camera installation does not supersede the requirement for a completed Footage License Agreement.

16.1.3. Private ICC installation on Driver helmet prohibited except when meeting the FIA Homologation criteria for helmets listed in Art. 21. A. Per Car penalties for violations of Art.

16.1.3. include but are not limited to: First violation - \$5,000 Entrant Fine, loss of ten (10) Team championship points and ten (10) Driver championship points per Driver in Car and immediate removal of any prohibited media from visibility

WHELEN MAZDA MX-5 CUP

THANK YOU



PRESENTED BY:  **MICHELIN**



WHELEN MAZDA MX-5 CUP

NEW DRIVER BRIEFING

WHELEN
— MAZDA —
MX-5 CUP

PRESENTED BY:  **MICHELIN**



IMSA RESOURCES

IMSA COMPETITOR LANDING PAGE:

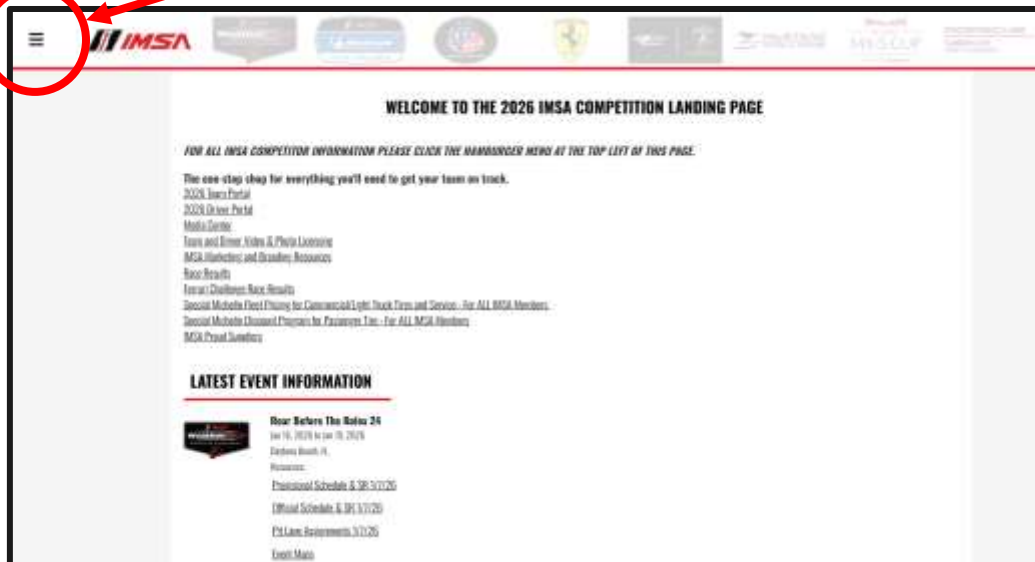
<https://www.imsa.com/competitors/>

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

IMSA NOTICE BOARD:

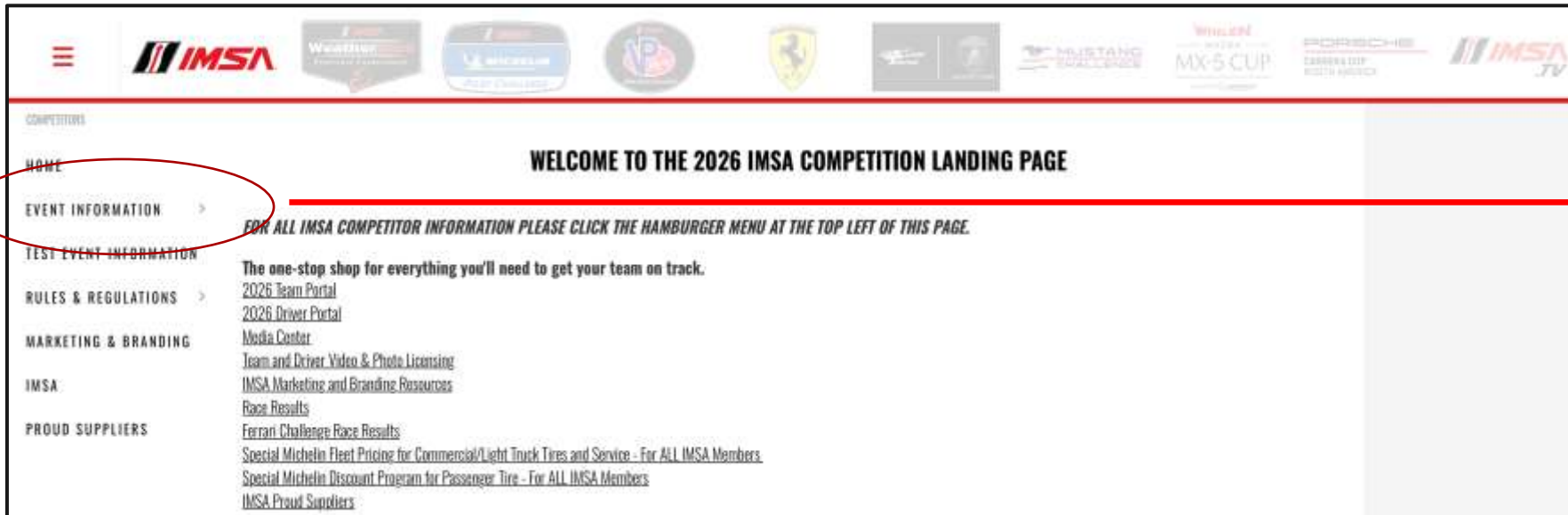
<http://results.imsa.com/>

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



IMSA RESOURCES

- All IMSA Event Schedules to be posted.



2026 EVENTS



Daytona International Speedway

Jan 21 to Jan 23
Daytona Beach, FL

Download:

[Provisional Schedule & SR 1/14/26](#)

[Official Schedule & SR 1/14/26](#)

[ROAR & Rolex 24 Pit Lane Assignments V4 1/15/26](#)

[Track Map](#)

[Lynch Oil Credit Card Authorization Form](#)

[Pit Lane Assignments 1.13.26](#)

[Entry List](#)



Grand Prix of St. Petersburg

Feb 27 to Mar 01
St. Petersburg, FL



Mid-Ohio Sports Car Course

Jun 05 to Jun 07
Lexington, OH

WET TIRE CHANGE PROCESS

If the Race is **not** started as declared “Wet,” and conditions later mandate wet tires, the following process is used:

- Race Control announces FCY and deploys Safety Car to collect the field.
- The running order of the Cars is taken at S/F for all Cars.
- After all Cars have crossed S/F but before arriving at the pit entry, Race Control declares Red Flag.
- The Race Director declares the Race ‘Wet’.
- The Safety Car leads the field into the pit lane.
- Cars are directed to their pit boxes for the exclusive purpose of changing to wet tires, no other work.
- Teams are given Five (5) minutes to change tires.
- Cars unable to continue must inform their Pit Official.
- The Pit Officials will call the order of the Cars as taken at S/F to release from their pit box one at a time and proceed on track behind the Safety Car.
- Changes to the running order in case of any misfortune after crossing S/F are restored for the restart.
- A ‘confirmation lap’ is performed to check the order of the Cars and to direct any necessary changes.
- The Race is resumed from FCY as normal.

QUALIFYING

LENGTH OF SESSION – 15 mins Green Flag time (20 minutes allocated on schedule)

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

Maximum Lap Times for Qualifying

IMSA sets and applies Maximum Lap Times to manage Qualifying and inappropriate conduct of Cars during qualifying. If necessary, penalties for violations may be escalated

- A maximum lap time is defined for each Event
- The defined maximum lap times must not be exceeded during qualifying
- Where weather changes the track conditions significantly, the maximum lap time is not enforced
- The decision of the Race Director to apply or not apply a penalty for maximum lap time is Conclusive

Maximum Lap Time for continuous laps during Qualifying

- The maximum continuous lap time is based on 107% of the prior year's fastest qualifying lap for an Event with previous lap time data
- For a track without previous data, or in situations where track conditions have changed enough to make the previous year's lap times irrelevant, the time is based on 107% of the fast lap from the practice sessions at that Event
- The DIS maximum lap time is 2' 17"

QUALIFYING

Maximum Lap Times for Qualifying

Maximum Lap Time for out-laps and in-laps during Qualifying

- The maximum lap time for out- and in-laps is based on 135% of the prior year's fastest qualifying lap for an Event with previous lap time data
- For a track without previous data, or in situations where track conditions have changed enough to make the previous year's lap times irrelevant, the time is based on 135% of the fast lap from the practice sessions at that Event
- The maximum lap time for out- and in-laps is measured from the pit-out loop to S/F and/or from S/F to the pit-in loop
- The maximum lap time for out- and in-laps is 2' 53"

Penalty for exceeding Maximum Lap Times

- Any Driver exceeding these maximum times may be penalized by deletion of their two (2) fastest timed laps for each infraction

QUALIFYING



FORMATION LAPS

Only One (1) Formation Lap

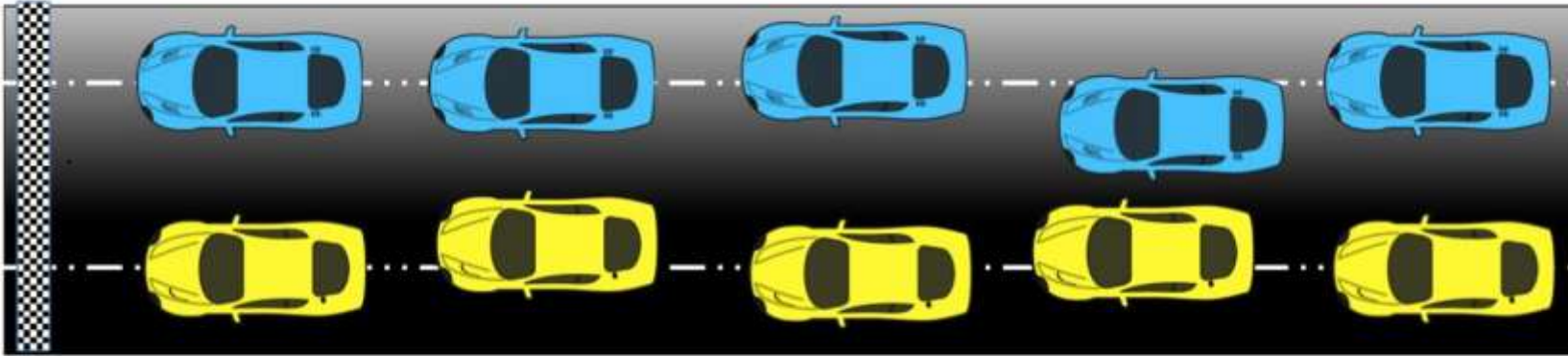
- Balance tire scrubbing/brake warming with the size of the gap to the Car in front of you
- The time/space for pairing up is often VERY limited – track dependent
- Pay attention and stay close!
- 44.3.1.A (SSR) A Car falling back on the formation lap(s) must not regain its starting position if all other Cars have overtaken such Car.

Pairing up 44.3.2 (SSR)

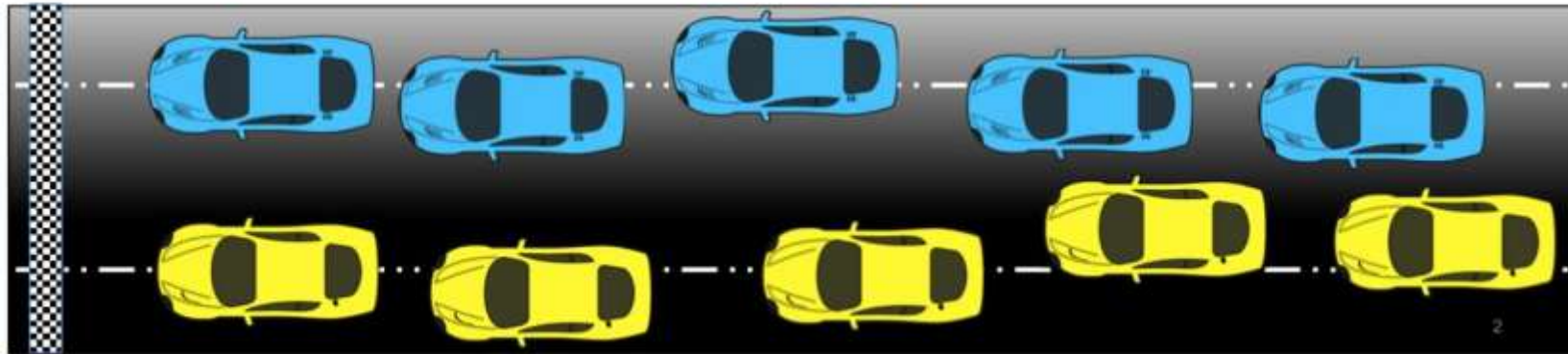
- On the final formation lap, at a point designated by the Race Director, the Cars must pair up into two (2) columns in their assigned grid positions to form the starting field.
- At the time that the Cars are directed to pair up, the first Car must take their position on the “pole position” side of the racetrack and **each successive Car must take the position that is the opposite of the Car preceding them**, alternating each side of the racetrack to create two (2) starting columns. **Don't get hung up on left or right based on the starting grid document.**
- For Cars that have paired up, the grid positions of any Car(s) falling out of a column are filled by the Car directly behind in the column, with successive Cars in the same column moving up also and the Car must no longer attempt to regain its position, and must start from the back of the rear of the order of all Cars in their category as designated for the Race start.
- A “false start” is attributed to the first Car in the order behind the Safety Car to take its column position on the wrong side of the track.

PROPER START

Good Overlaps:



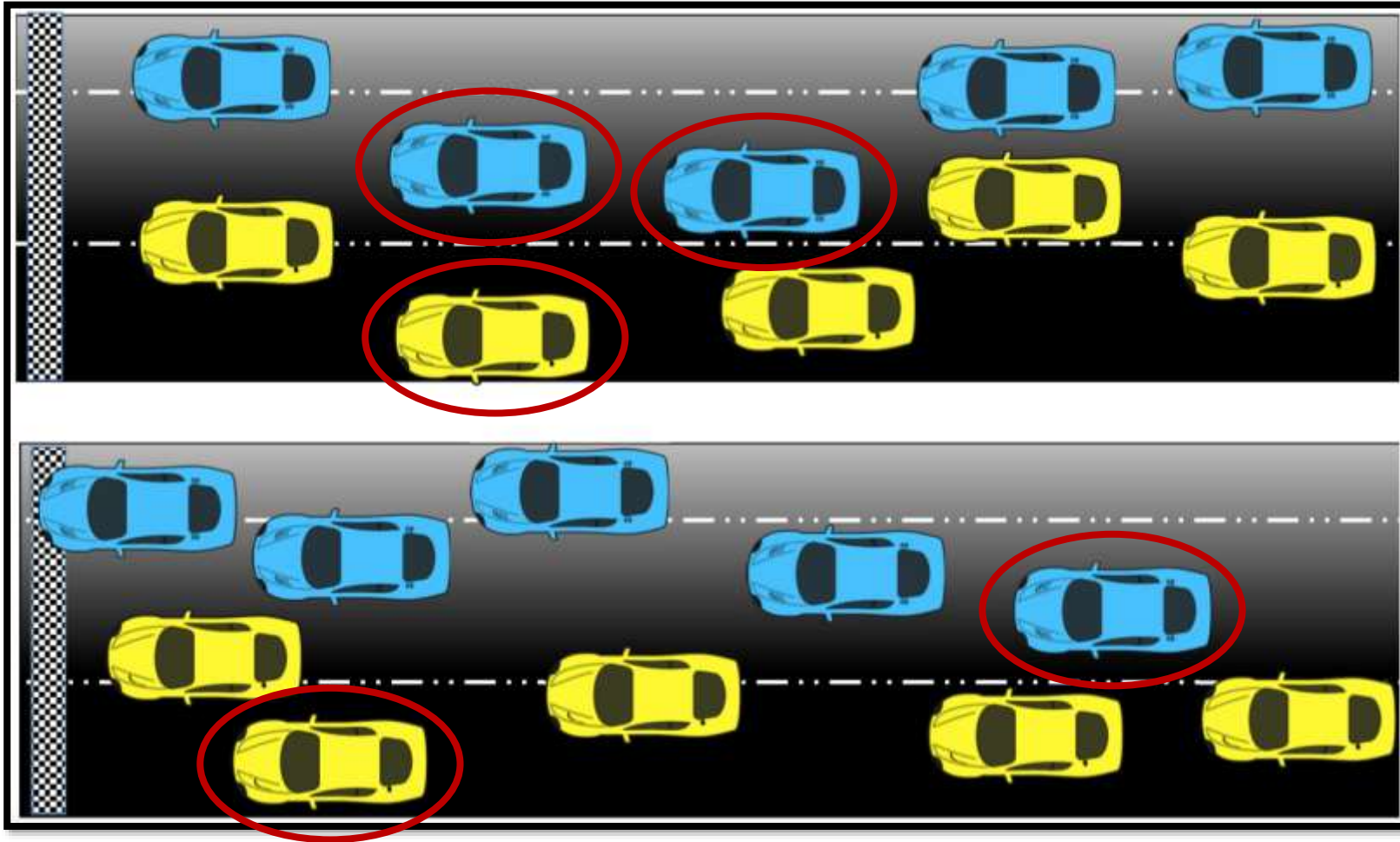
Sloppy:



PROPER START



IMPROPER START– TO BE REVIEWED



IMPROPER START- PENALTY

The screenshot shows a Mazda MX5-Cup race. On the left, a starting grid lists 30 drivers. The race is in progress on a track, with several cars visible. A timer at the top center shows 45:00. The bottom of the screen features a video player interface with a pause button, a progress bar at 4:33 / 56:50, and a running order display.

MAZDA MX5-CUP STARTING GRID

1	23	MC GEE
2	5	WAGNER
3	51	GONZALEZ
4	08	CARTER
5	28	PALEY
6	96	J. THOMAS
7	32	NUNES
8	21	CARNEIRO
9	89	PISCITELL
10	87	ROLLAN
21	65	CORNET
22	82	HEIMANN
23	55	URETSKY
24	88	VARWIG
25	72	ZILISCH
26	76	DIRKS
27	27	TORNELLO
28	33	BACHOURA
29	36	D. STAAB
30	22	HAYES

Running Order:

21	65	HIXON MOTOR SPORTS
22	82	JTR MOTORSPORTS ENGINEERING
23	55	MCCUMBEY MCALPHER RACING

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

ON-TRACK CONDUCT - PASSING

YouTube Search

MAZDA MX5-CUP
ST. PETERSBURG - RACE #1

25:28

BF Goodrich

1	96	J. THOMAS	
2	51	GONZALEZ	-0.274
3	5	WAGNER	-0.485
4	87	ROLLAN	-0.595
5	23	MCGEE	-1.151
6	21	CARNEIRO	-1.342
7	43	ATANASIO	-1.551
8	28	PALEY	-1.842
9	32	NUNES	-2.349
10	08	CARTER	-2.884
21	82	HILMANN	-6.981
22	55	URETSKY	-7.328
23	36	D. STAAB	-8.034
24	76	DIRKS	-8.199
25	33	BACHOURA	-8.387
26	22	HAYES	-8.758
27	37	M. STAAB	-9.581
28	15	FASSNACHT	-2
29	65	CORNET	-2
30	27	TORNELLO	OFF

OVERALL INTERVALS

24:11 / 56:30

28 15 MCCUMBEE MCALEER RACING -2

29 65 HIXON MOTOR SPORTS

CC

30

ON-TRACK CONDUCT – BRAKE ZONES



ON-TRACK CONDUCT – BRAKE ZONES



INCIDENT RESPONSIBILITY PENALTIES

INCIDENT RESPONSIBILITY PENALTIES

Drive-Through and 10 second penalties.

10 second penalties given during the Race are applied as soon as the penalized Car crosses Start/Finish to take the Checkered flag.

The 10 second penalty may be applied for Incident Responsibility, as well as other circumstances at the Race Director's discretion.

A Drive-Through penalty remains available to the Race Director as may be appropriate for an incident.

The 10 second penalty is intended to increase the range of penalty options in shorter sprint races.

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 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

POST-RACE VIDEO REVIEW PROCESS

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

- There is no official review of any incident that was not officially announced
- Normal unofficial post-race review of incident video for learning purposes continues
- 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 is 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 regarding the status of the inquiry

Race Control may 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 will have that penalty 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”

WHELEN MAZDA MX-5 CUP

THANK YOU



PRESENTED BY:  **MICHELIN**



WHELEN MAZDA MX-5 CUP

DRIVER & TEAM MANAGER RACE BRIEFING



PRESENTED BY:  **MICHELIN**



FORMATION LAPS

Only One (1) Formation Lap

- Balance tire scrubbing/brake warming with the size of the gap to the Car in front of you
- The time/space for pairing up is often VERY limited – track dependent
- Pay attention and stay close!
- 44.3.1.A (SSR) A Car falling back on the formation lap(s) must not regain its starting position if all other Cars have overtaken such Car.

Pairing up 44.3.2 (SSR)

- On the final formation lap, at a point designated by the Race Director, the Cars must pair up into two (2) columns in their assigned grid positions to form the starting field.
- At the time that the Cars are directed to pair up, the first Car must take their position on the “pole position” side of the racetrack and **each successive Car must take the position that is the opposite of the Car preceding them**, alternating each side of the racetrack to create two (2) starting columns. **Don't get hung up on left or right based on the starting grid document.**
- For Cars that have paired up, the grid positions of any Car(s) falling out of a column are filled by the Car directly behind in the column, with successive Cars in the same column moving up also and the Car must no longer attempt to regain its position, and must start from the back of the rear of the order of all Cars in their category as designated for the Race start.
- A “false start” is attributed to the first Car in the order behind the Safety Car to take its column position on the wrong side of the track.

RACE

One (1) FORMATION lap

Stay with Safety Car until Safety Car enters pits

Pack up after T6 / Pair up after T7 (No more tire scrubbing after T7)

Acceleration Point (Polesitter)

Jump/False start Reviews

- Gaps
- Timed/Early Acceleration
- Out of Line
- Column Passing – Passing Cars in your column is PROHIBITED until across the S/F line

Official Race start is FIRST time by

STARTS



STARTS



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 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 Turn 3

RESTART

- Maintain SC speed, let SC get away, *no more tire scrubbing after T7*

RESTART ACCELERATION ZONE – Exit of Speedway 4

- Passing on display of green flag

RESTART ACCELERATION ZONE

- Restart acceleration zone is after the exit of Speedway 4



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

POST RACE VIDEO REVIEW WILL CONTINUE IN 2026

- Probation will continue to be used when appropriate

ON-TRACK REVIEW / EXPECTATIONS

Daytona Specifics

- Braking Turn 1 (multiple cars wide..) into entry to Turn 2
- Turns 3 and 5 brake zones – close following distance and eventual contact
- Turn 4 loss of control and NOT spinning to the left
- Turn 7 Brake zone – MAINTAIN TRACK POSITION (YOUR LANE)!

WHELEN MAZDA MX-5 CUP

THANK YOU



PRESENTED BY:  **MICHELIN**

