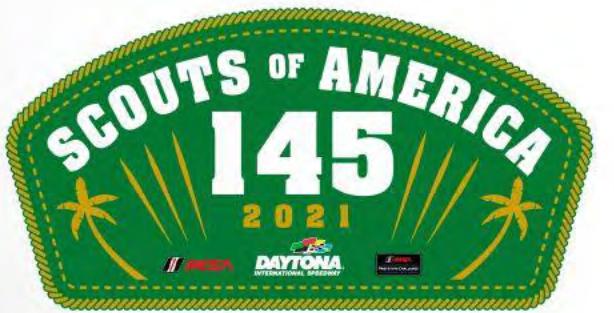


WELCOME



**STREAMING LIVE ON
TRACKPASS**

SAT | JAN 23 | 12:45PM ET



SERIES CONTACTS

Todd Snyder	Race Director	(860) 248-9115
Geoff Carter	Series Director	(386) 868-6624
Paul Walter	Sporting Regulations	(614) 598-6783
Carol Mueller	Administration	(386) 262-8932
Mike Neely	Paddock Logistics	(386) 308-8933
Eric Haverson	Technical	(386) 562-7214
Johnny Knotts	Pit Lane Supervisor	(813) 763-4669
David Pees	Timing & Scoring	(386) 308-8866
Mike Murphy Sr.	Medical Liaison	(914) 760-4341

THE ROAR BEFORE THE ROLEX 24 AT DAYTONA EVENT OPERATIONS PROTOCOL REMINDER

REVIEW DOCUMENT

- Found on the IMSA Competitors landing page

SCREENING

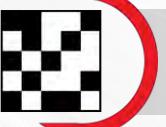
- All personnel enter through Gate 70 for IMSA Medical Screening
- Must be on an approved roster through MERG to gain entry
- Schedule posted on event SR



HEALTH SCREENING



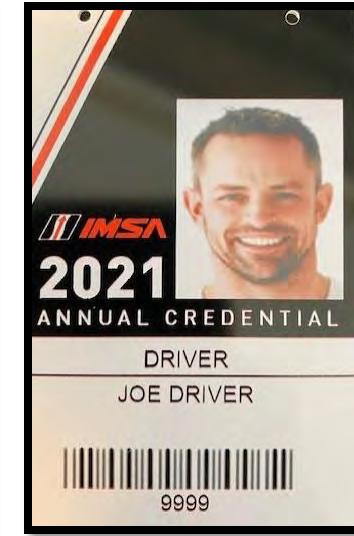
THE ROAR BEFORE THE ROLEX 24 AT DAYTONA EVENT OPERATIONS PROTOCOL REMINDER

 QR CODE READY

 MASK ON

 CREDENTIAL OUT

 WINDOW DOWN



SAFETY ITEMS

PPE

- MUST be used at all times from load in to load out
- Drivers should have PPE in suit pocket when helmet is on



PADDOCK EXPECTATIONS

- Maintain social distance
- Only one (1) Team member at IMSA Transporters
- No Team personnel in the IMSA Tech area

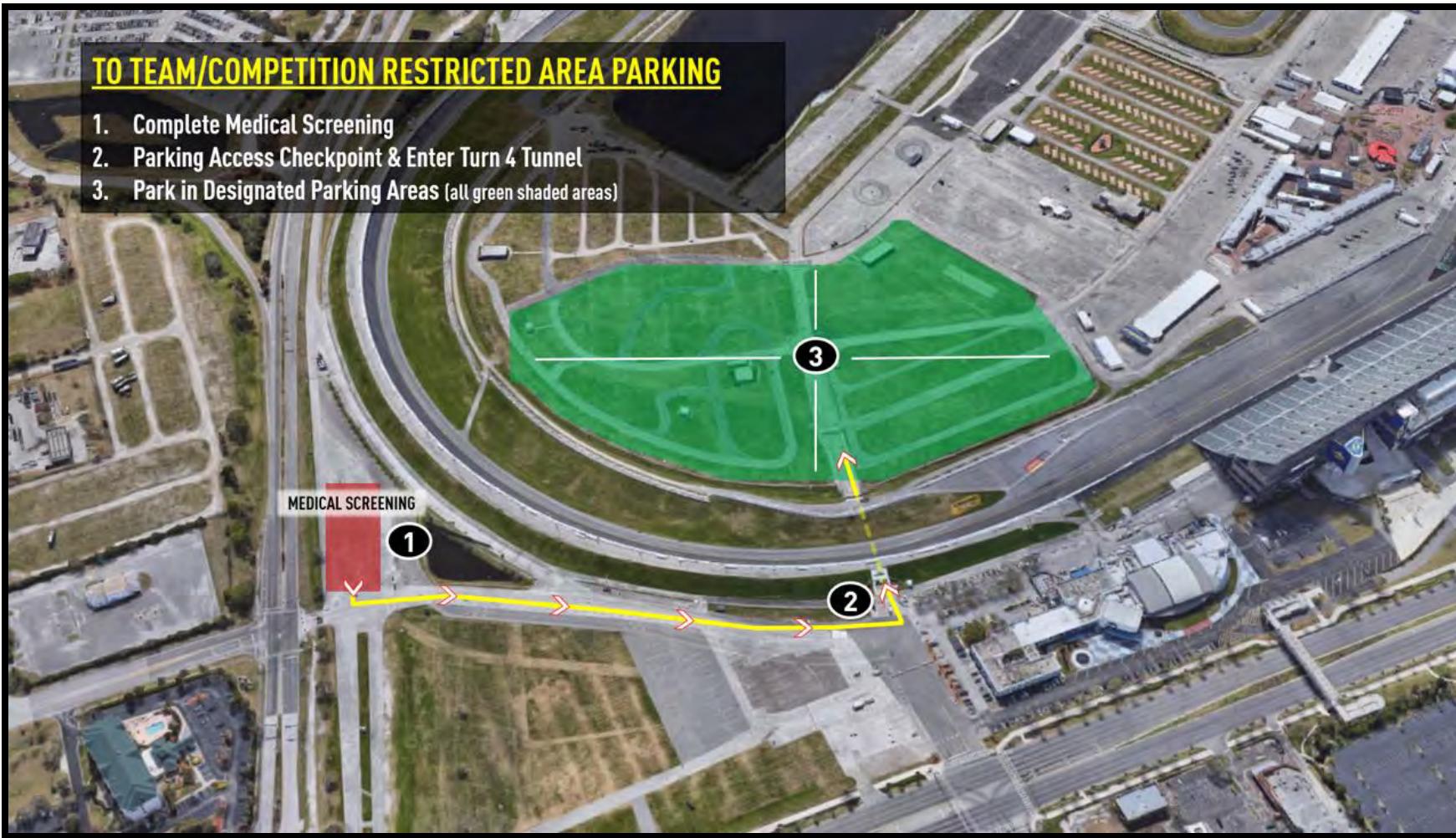
DISINFECT SHARED AREAS LIKE PIT BOXES AND TIMING STANDS

- Equipment / tools
- Seating area
- Common touch points

TRANSPORTER STAGING



RACE TEAM PARKING



IMSA RESTRICTED AREA



TRAFFIC FLOW



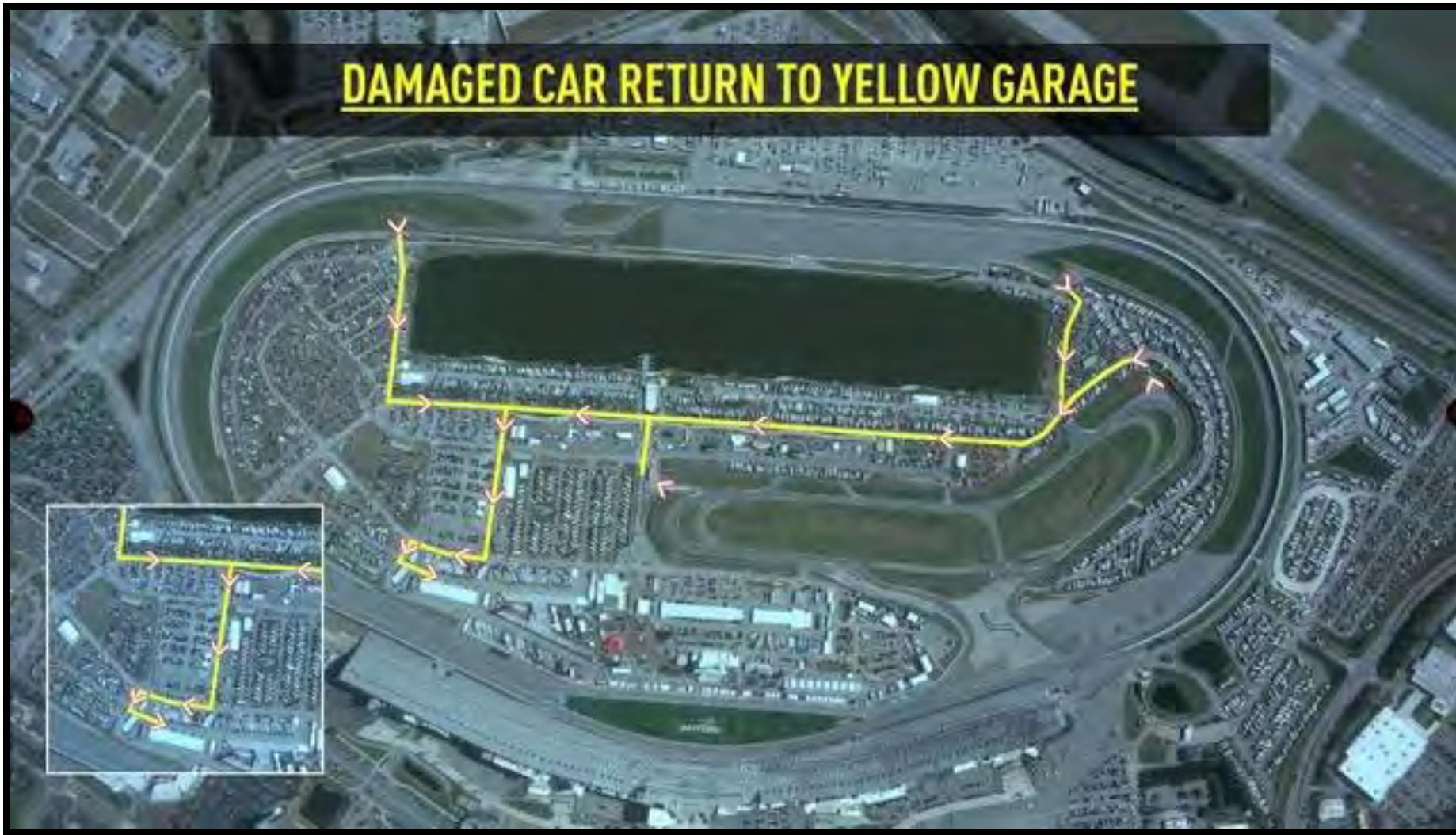
TRAFFIC FLOW



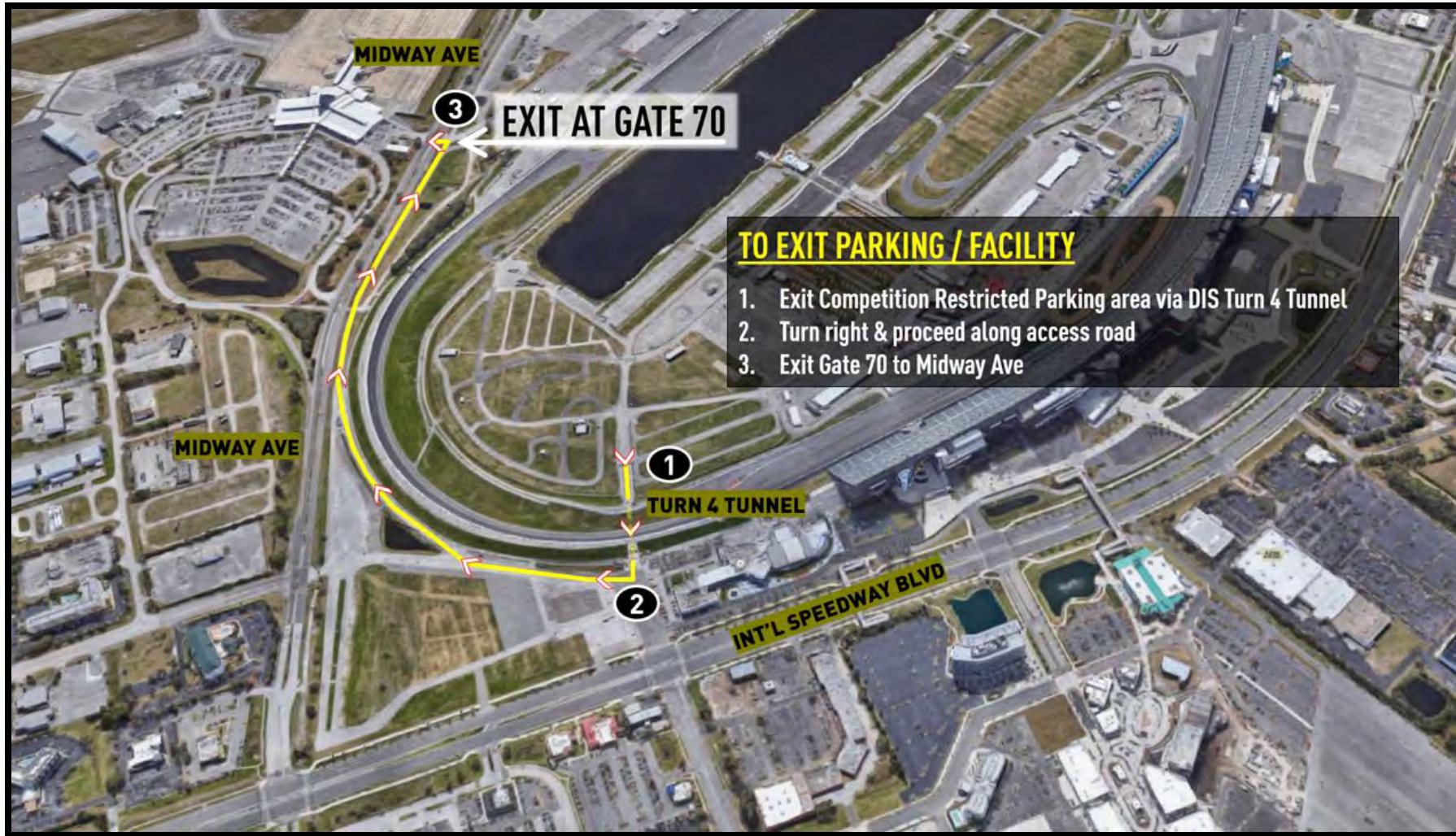
SPOTTER ACCESS



DISABLED CAR RETURN TO PADDOCK



EXIT ROUTE



PROCEDURAL ITEMS

PRE-RACE

- Refer to MXM

POST-RACE

- Refer to MXM
- All podium Drivers must wear PPE in Victory Lane
- Crew remain outside of Victory Lane
- After photos, Drivers ONLY report to Zoom interview station in Media Center

ADDITIONAL ITEMS

LOAD-IN/LOAD-OUT

- Load-In: Drivers must be in transporter and monitoring CB channel 40 no later than 30 minutes prior to load-in start. Transporters are directed to the backstraight to be ordered for load-in by IMSA personnel. Transporters are led to the Truck Pad by DIS Security around Speedway turns #3 and #4 to the pit lane.
- Load-Out: Transporters must not move in the paddock Sat. or Sun. until the time listed in the schedule.

TRACK WALK

- TRACK WALK - Limited Access, Walk Only - Pit Lane/Infield to Turn 6, Trams on Oval. Please maintain social distancing and proper PPE and minimize the number of participants as much as possible.

SPOTTERS LOCATION

- Not permitted inside the tower building, please plan accordingly.

MERG

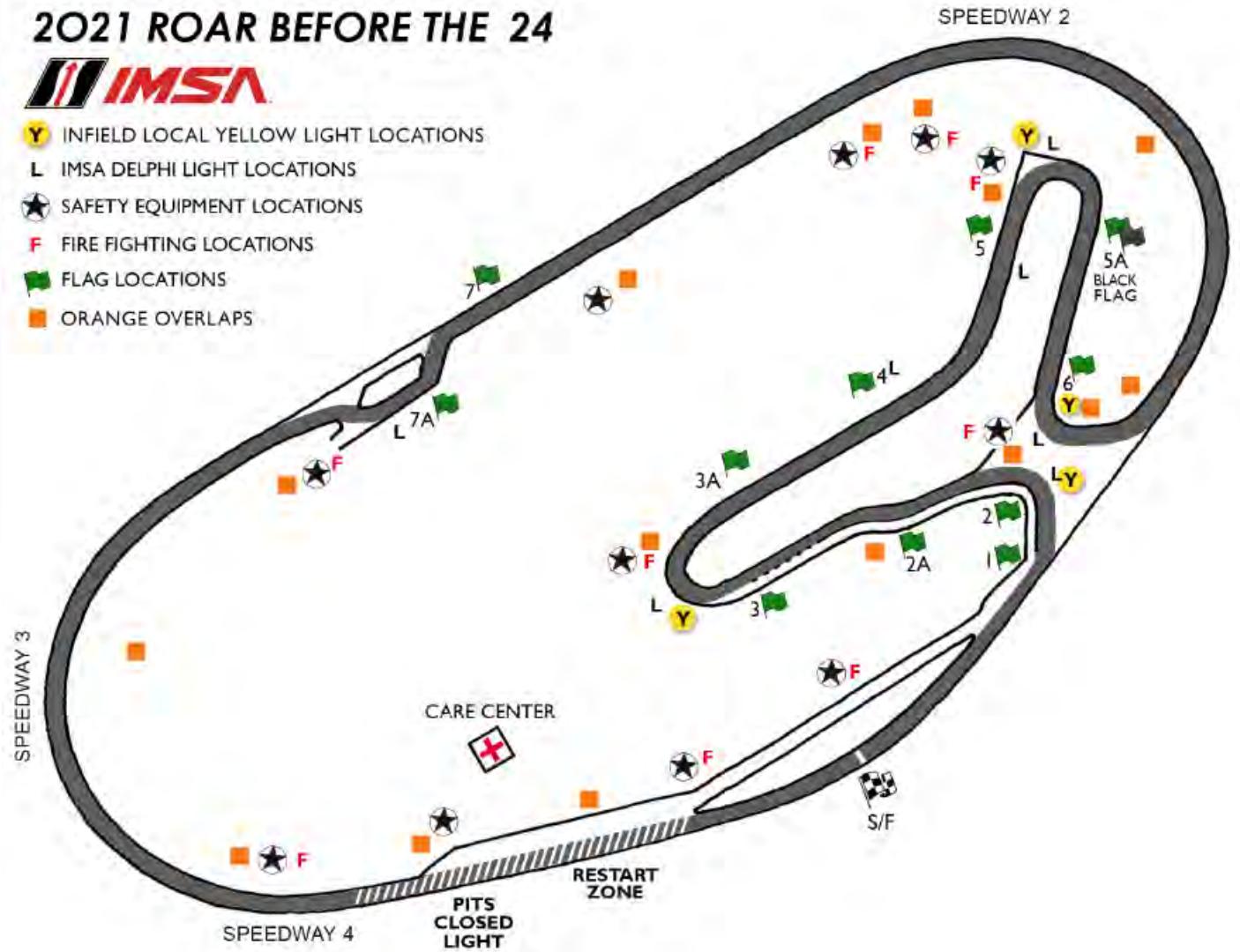
- **DURING EVENT USES**
 - Engine Change
 - Discontinue participation in Event before Race
- **AFTER QUALIFYING**
 - Request to change one (1) tire
 - Notification of four (4) tire change
 - Nominate Starting Driver within 30 minutes if you did not participate in qualifying
- **DURING RACE**
 - Retire from Race

OFFICIAL TRACK MAP

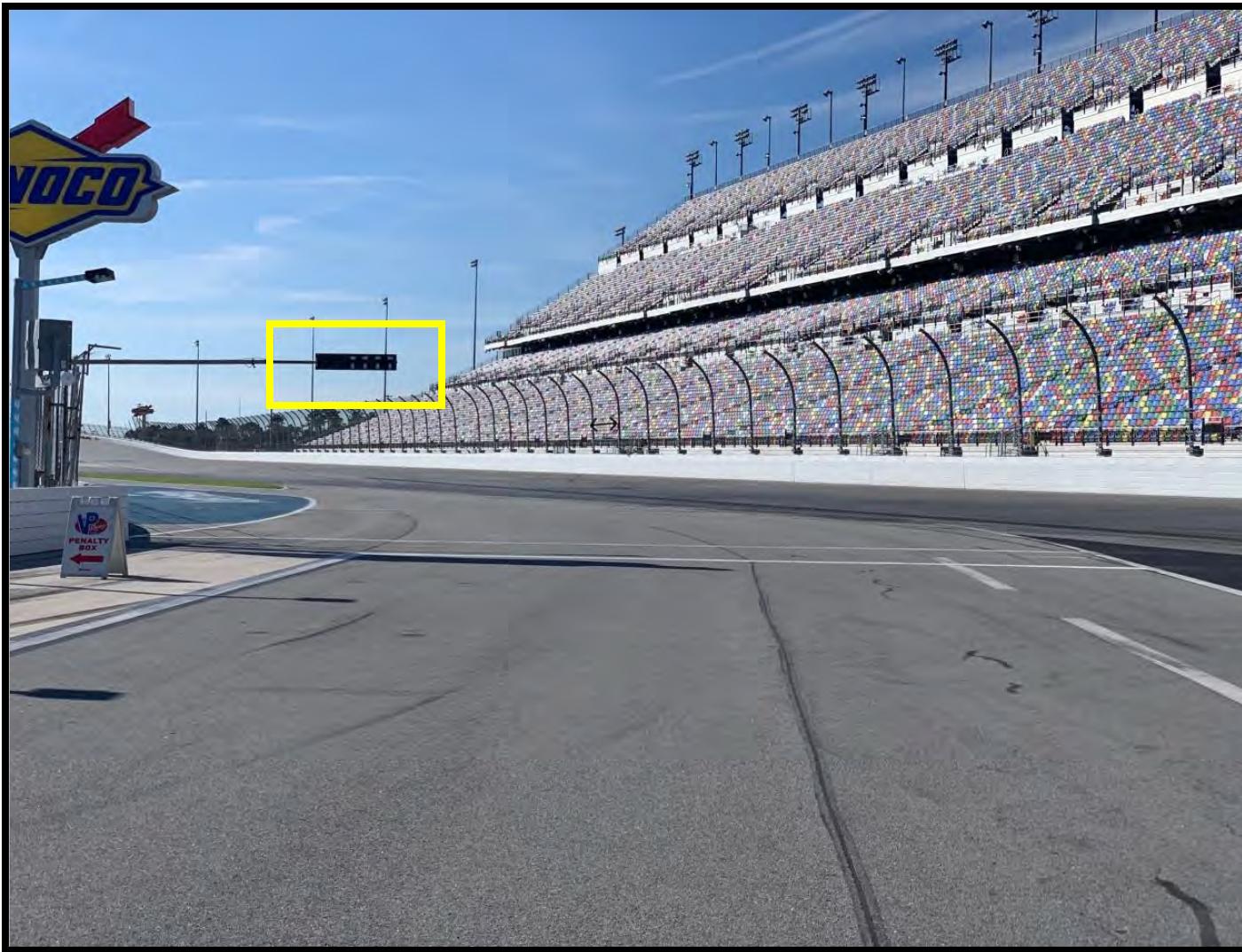
2021 ROAR BEFORE THE 24



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



PENALTY BOX & PIT EXIT CLOSED LIGHT

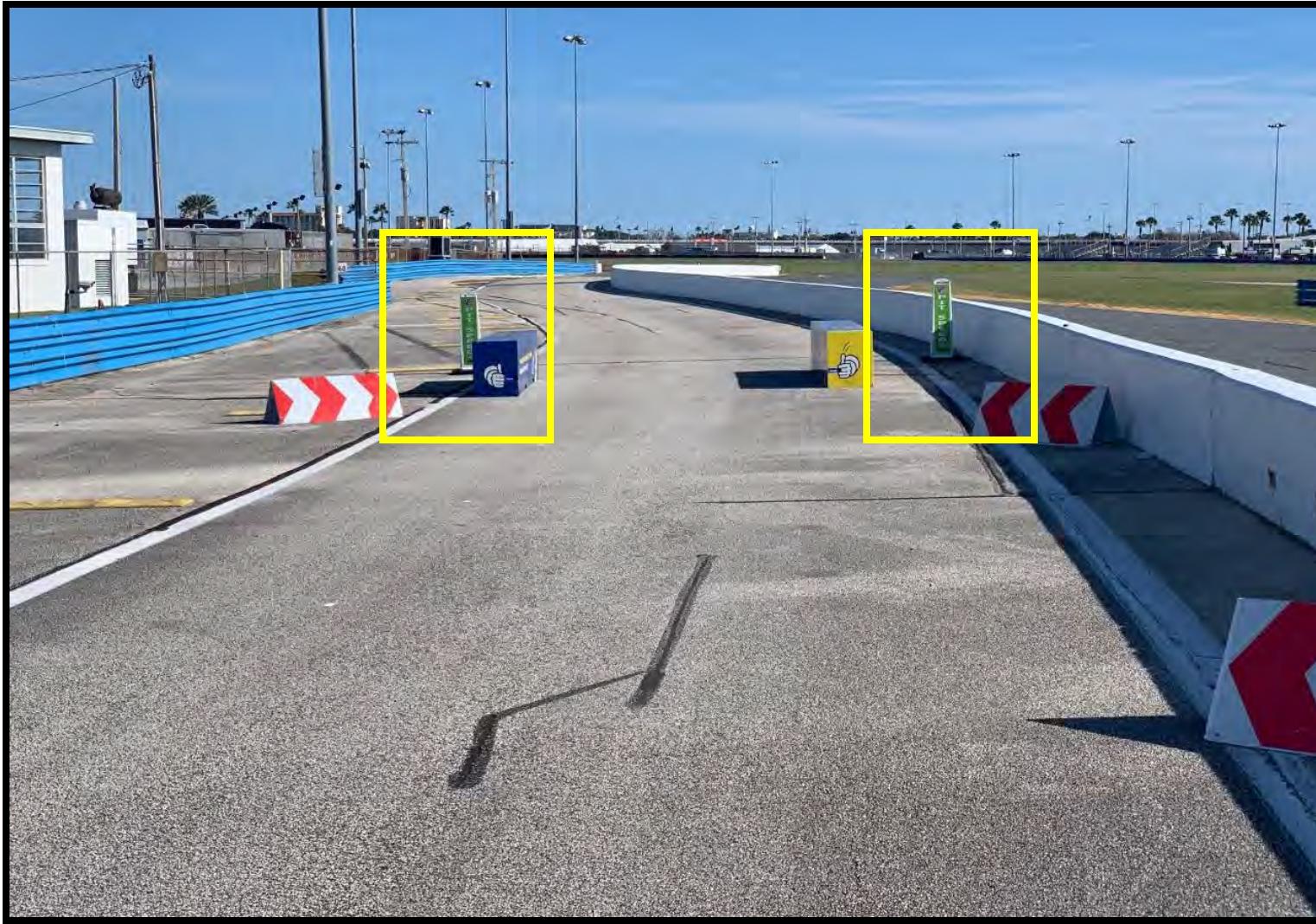


PIT EXIT

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

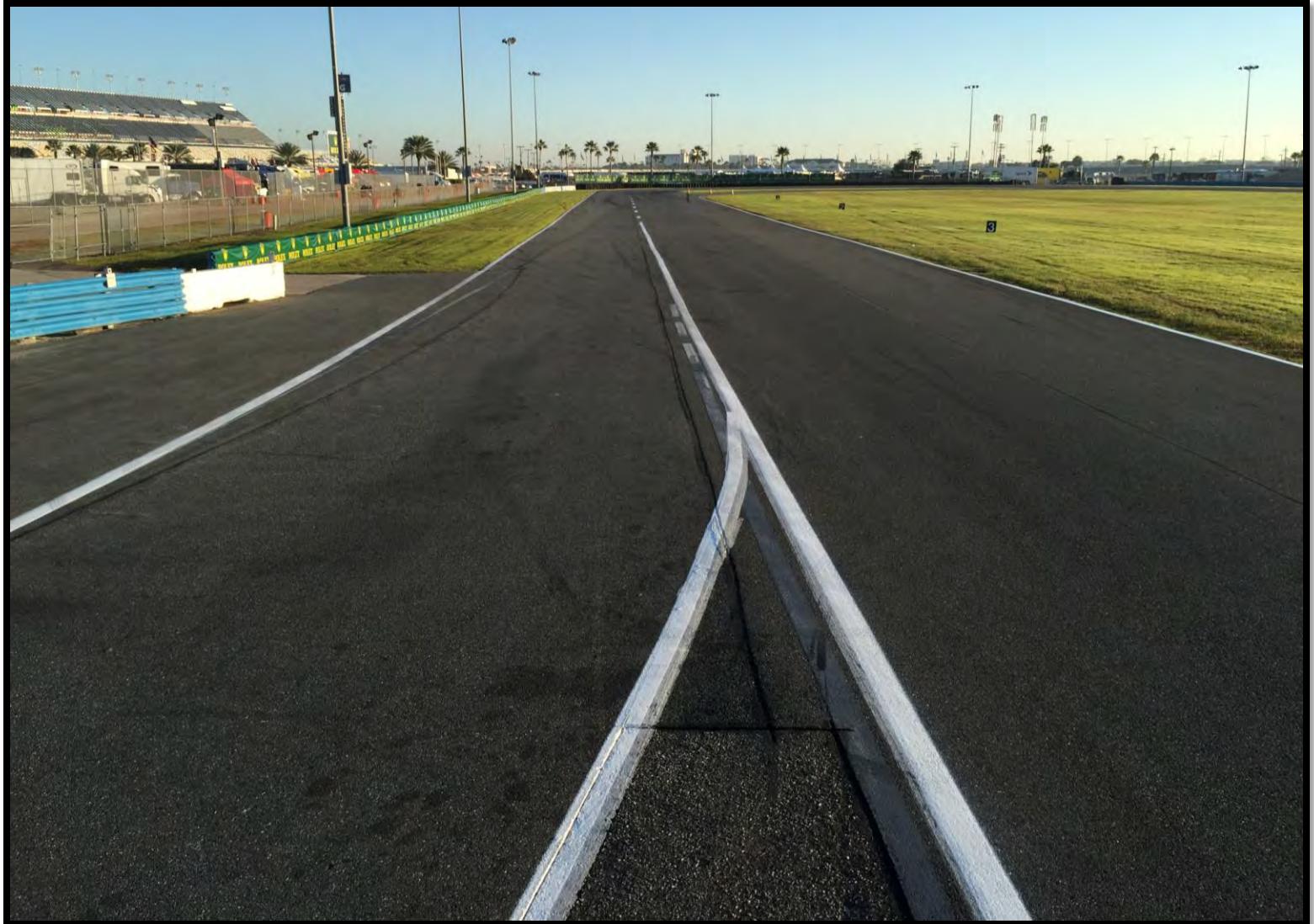


PIT SPEED/RFID READERS



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.

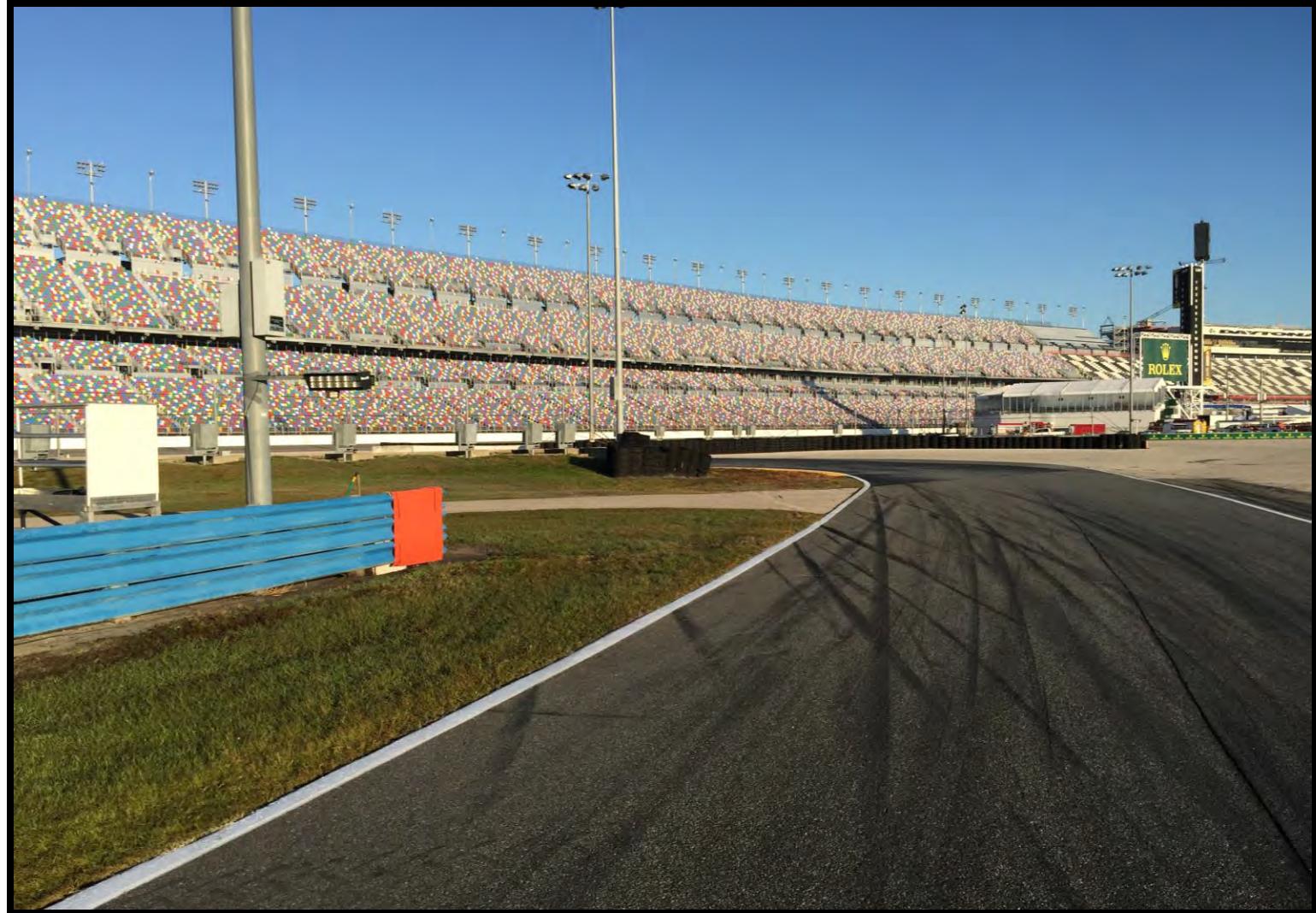


PIT EXIT MERGE



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.



ORANGE OVERLAPS



ORANGE OVERLAPS



ORANGE OVERLAPS



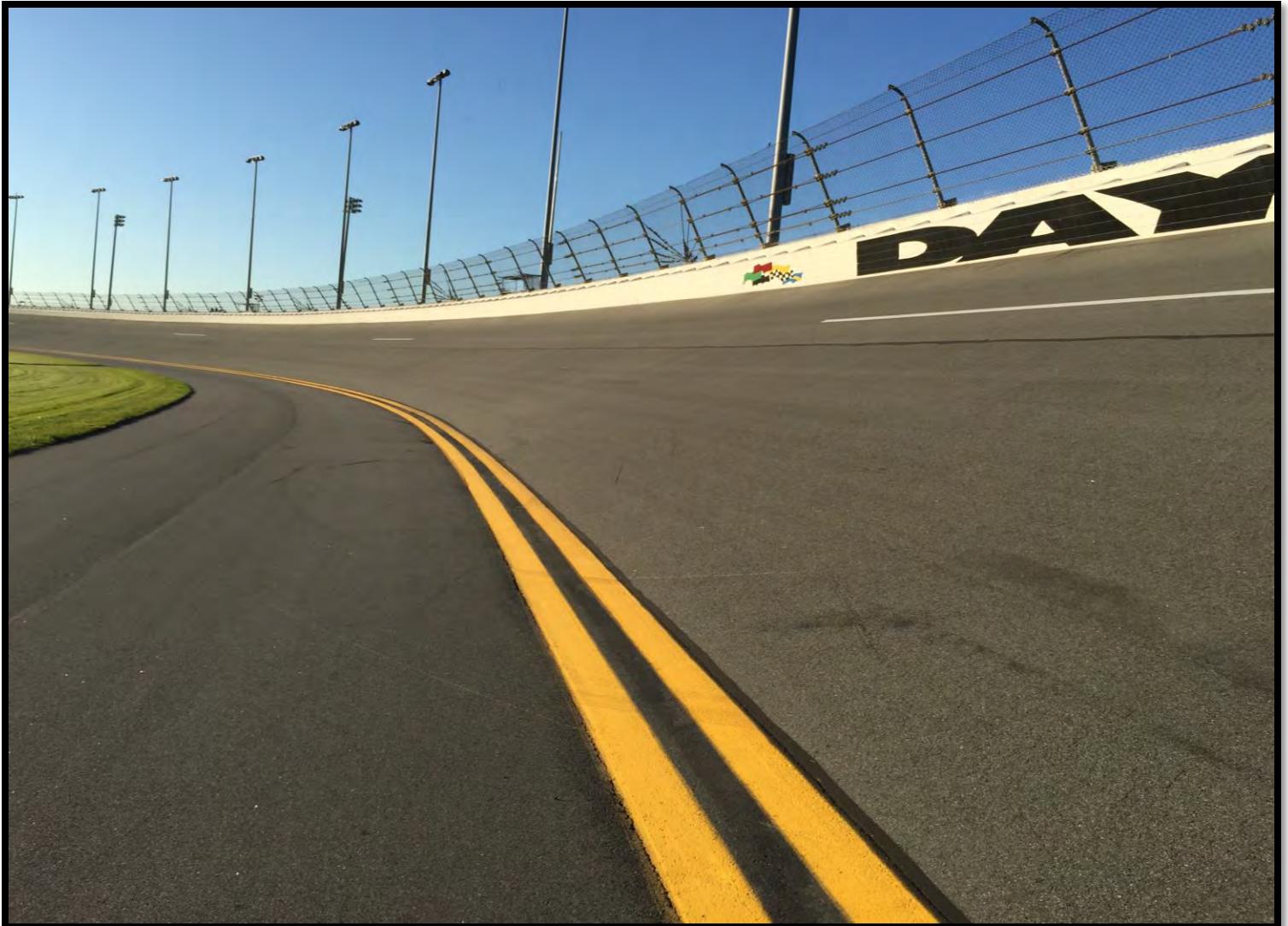
SPEEDWAY TRAFFIC

BOTTOM LANE

- Slower cars stay left

TOP LANE

- Quicker cars (passing) stay right



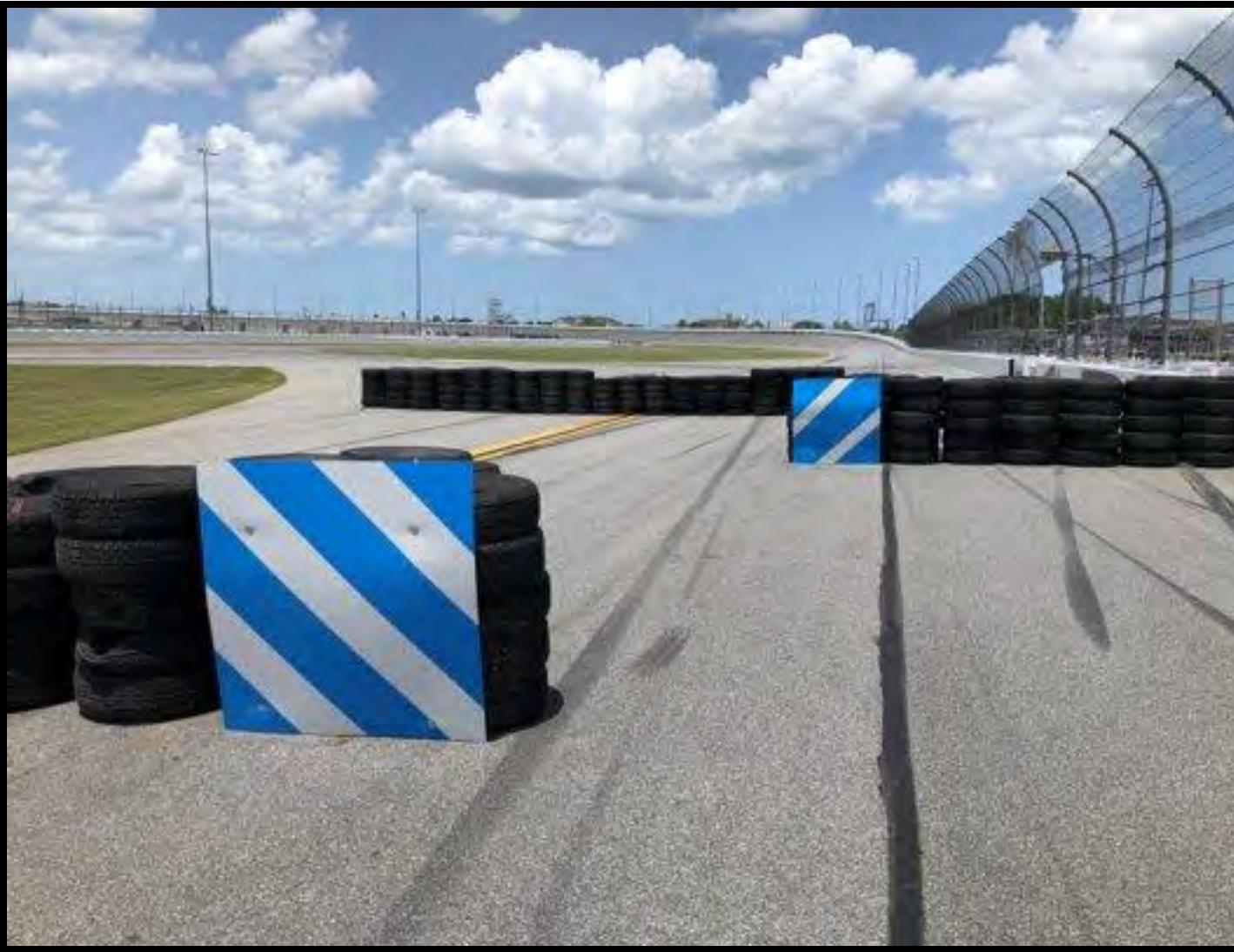
BUS STOP



BUS STOP



BUS STOP



BUS STOP



BUS STOP



BUS STOP



BUS STOP



TURN ONE RUNOFF



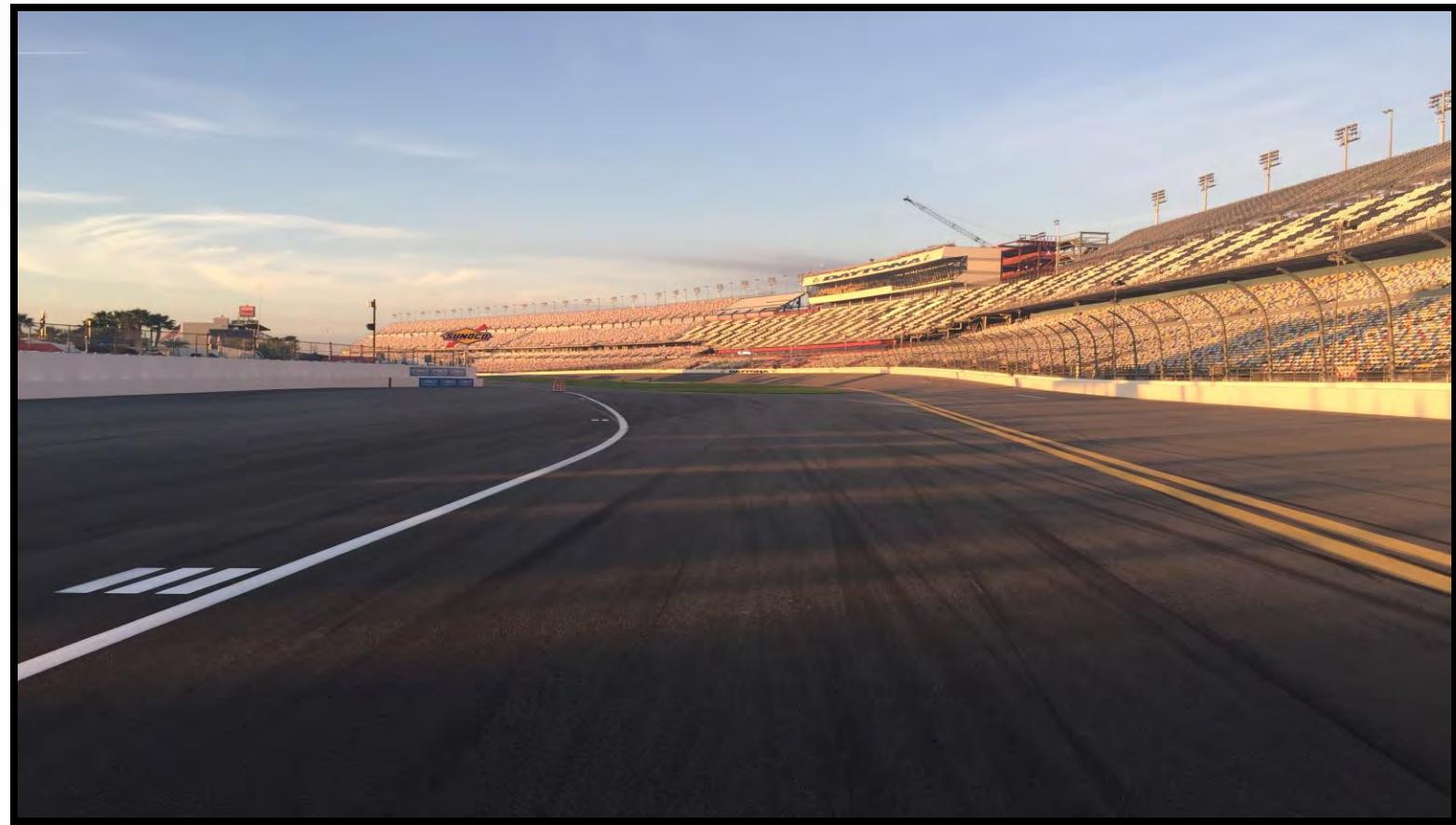
PIT ENTRY

- 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.

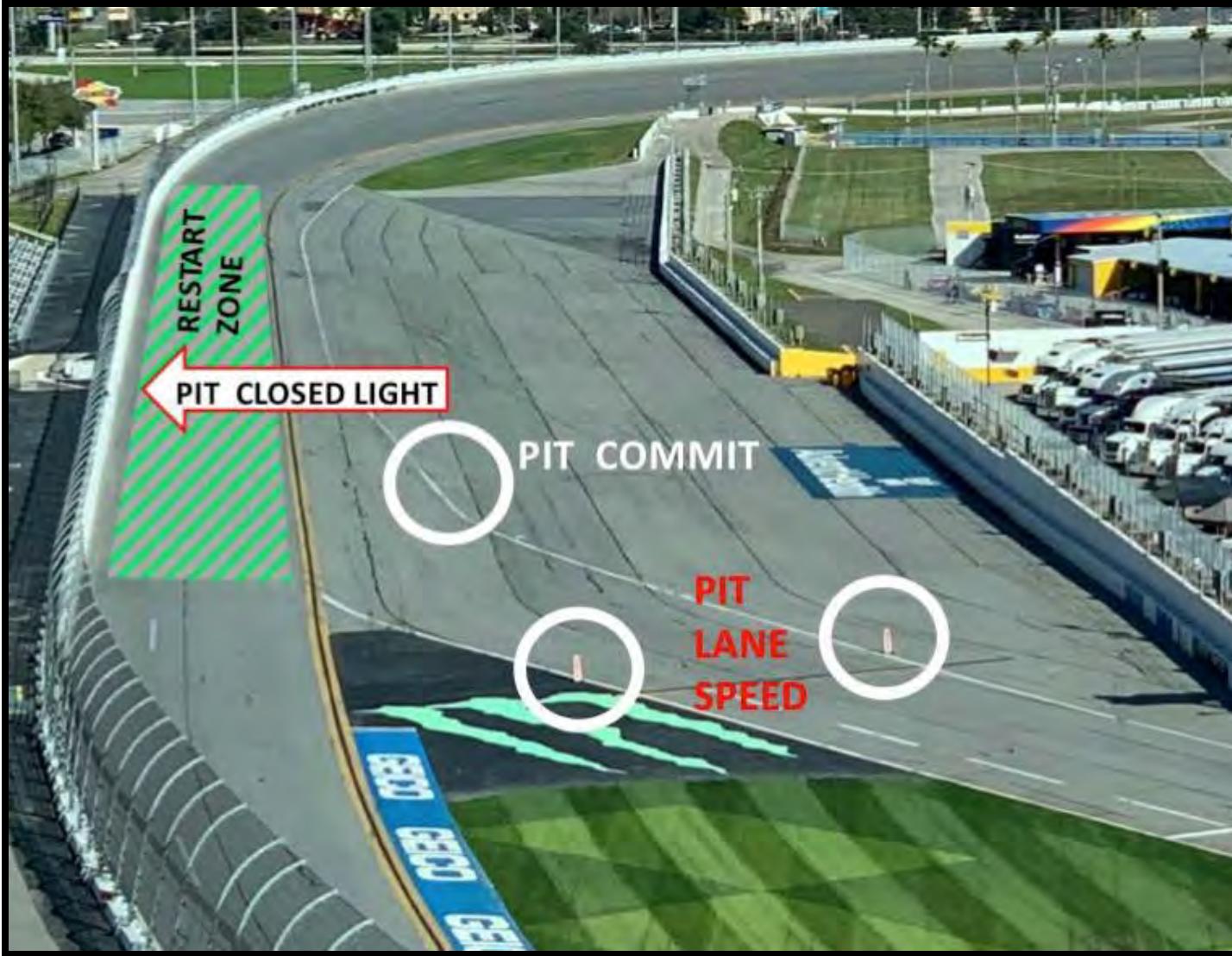


PIT COMMIT

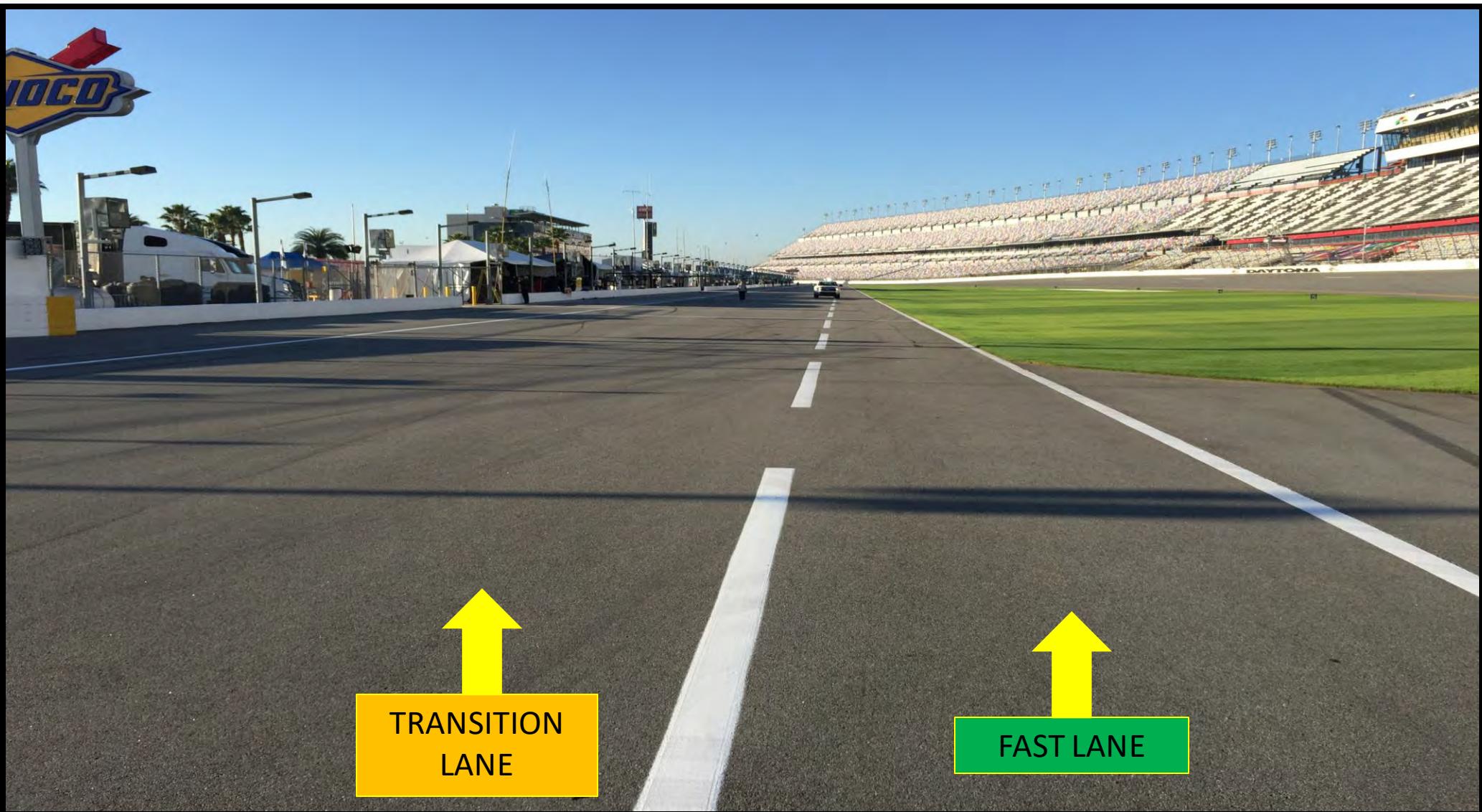
- Cars that are 4 wheels left of the solid double yellow lines AND are up to the 3 hash marks on the left are considered to be committed to the pits as it pertains to Full Course Yellows.



PIT COMMIT



PIT LANE PROTOCOL

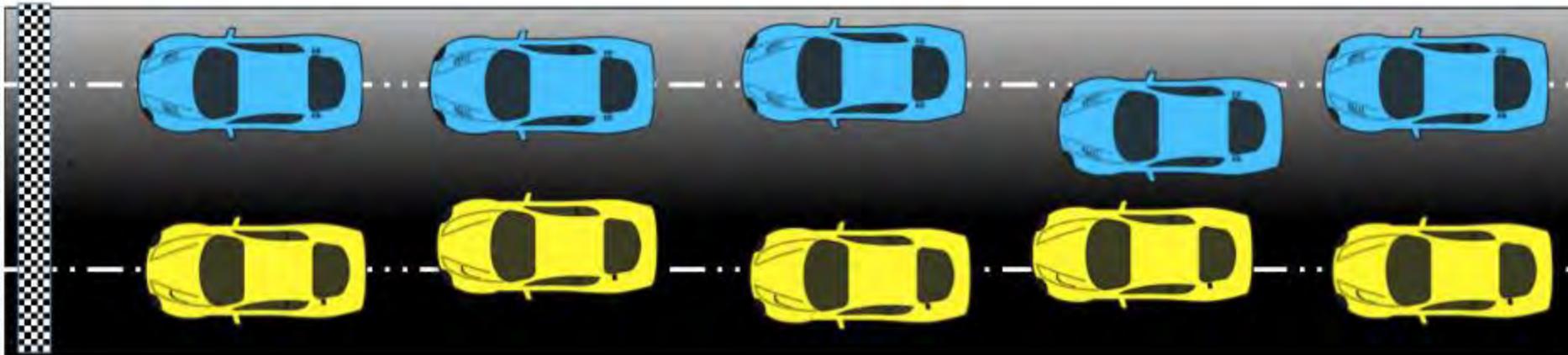


RACE

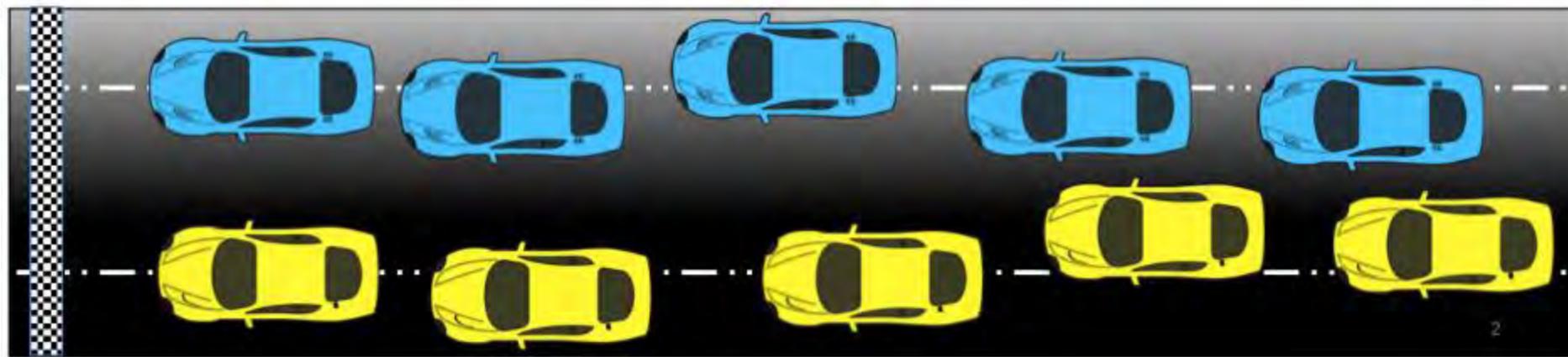
- SR CORRECTION: THERE IS NO MAXIMUM DRIVE-TIME
- TWO (2) FORMATION LAPS
- PACK UP FIRST TIME BY/PAIR UP OUT OF T7 BUS STOP
- STAY WITH SAFETY CAR
- SAFETY CAR ENTERS PITS
- NO ACCELERATION POINT
 - POLESITTER TO MAINTAIN CONSTANT SPEED UNTIL DISPLAY OF GREEN FLAG
- JUMP/FALSE START REVIEWS
 - Gaps
 - Timed/Early Acceleration
 - Out of Line
 - Column Passing
- OFFICIAL RACE START IS SECOND TIME BY

PROPER START

Good Overlaps:

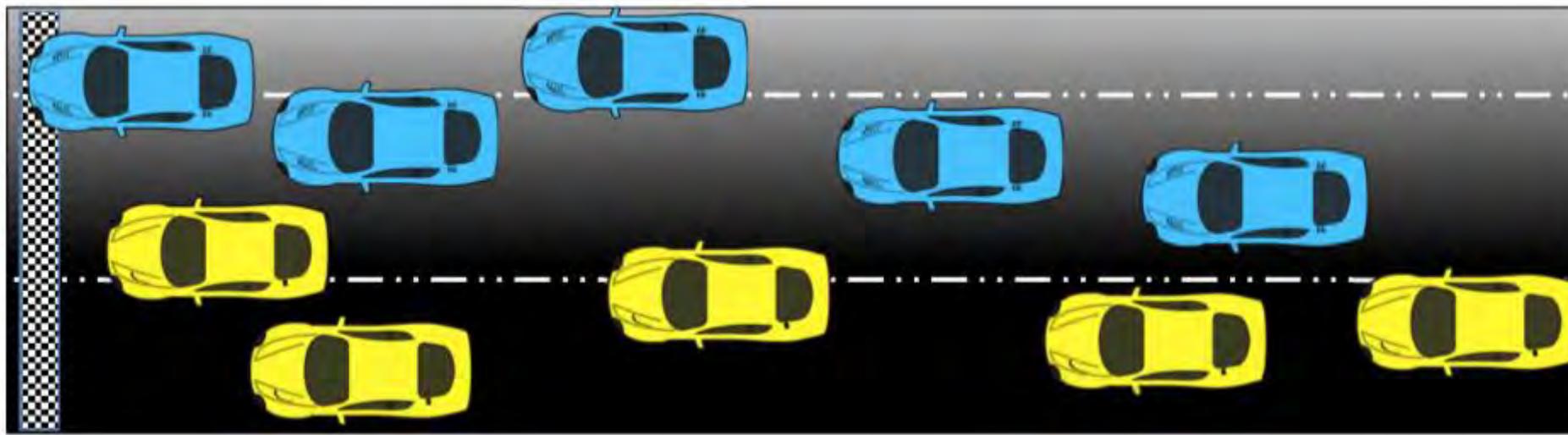
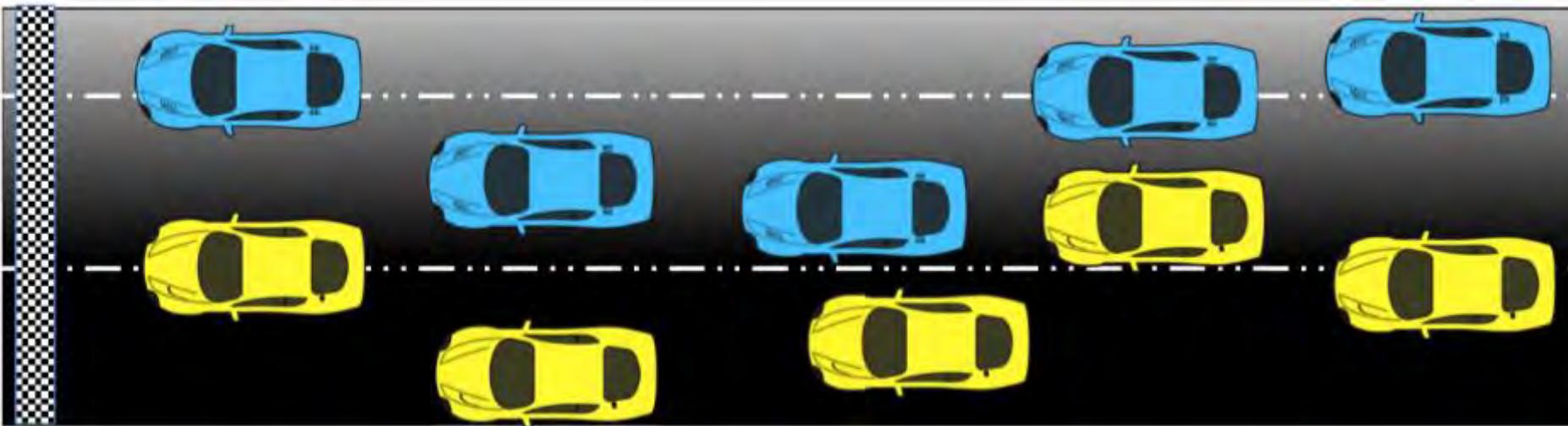


Sloppy:



2

IMPROPER START



STD FULL COURSE YELLOW

- PITS CLOSED
- FULL COURSE YELLOW
- LEADER – SAFETY CAR SPEED
- SAFETY CAR DISPATCHED TO LEADER
- PASS AROUND (NO TIRE SCRUBBING)
- PITS OPEN (ALL CARS)
- EMERGENCY SERVICE CARS MUST DT (NO GUARANTEE OF YELLOW)
 - Failure to take additional pit stop: Stop plus 10 seconds
 - Non-emergency service taken: Stop plus 60 seconds
- FINAL WAVE-BY (NO TIRE SCRUBBING)
 - Cars with class leader behind - pull out, pass line and safety car
- P3-1 CLASS SPLIT
- RESTART
- NOT IN EFFECT DURING FINAL 30 MINUTES OF A RACE

SHORT FULL COURSE YELLOW

SHORT (FIRST FCY WITHIN 15 MINUTES OF START OR RESTART FROM A STANDARD YELLOW OR DURING FINAL 30 MINUTES OF A RACE)

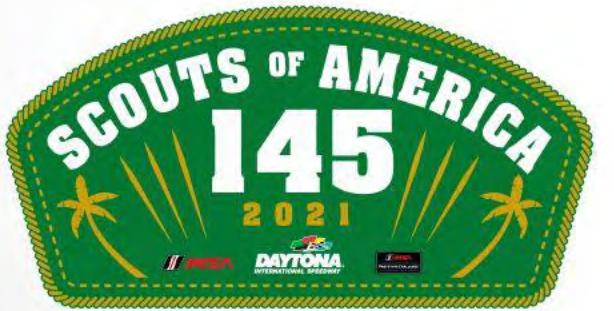
- PITS CLOSED
- FULL COURSE YELLOW
- LEADER – SAFETY CAR SPEED
- SAFETY CAR DISPATCHED FROM TURN 3 TO LEADER
- PASS AROUND BEGINS (NO TIRE SCRUBBING)
- PITS REMAIN CLOSED
- NO FINAL WAVE-BY
- P3-1 CLASS SPLIT
- RESTART
- PITS OPEN AFTER ALL CARS PASS PIT-IN TO TAKE THE RESTART
- EMERGENCY SERVICE CARS MUST DT
 - FAILURE TO TAKE ADDITIONAL PIT STOP: STOP PLUS 10 SECONDS
 - NON EMERGENCY SERVICE TAKEN: STOP PLUS 60 SECONDS

ON TRACK

- RESTARTS
- LOCAL YELLOWS
- FLASHING LIGHTS
- BLOCKING/ DEFENDING INCREASE RESPONSIBILITY
 - Proactive vs. Reactive
- CONTACT
 - Responsibility
 - Class racing
 - Multi-class incidents
- MULTI-CLASS COEXISTENCE
 - Awareness
 - Coexist

RACE CONTROL

- COMMUNICATION
 - Normal Radio Communications
 - Instant Messenger
 - Spotters
 - Roof Access Only, No Indoor Access
 - Special pass necessary, from Administrator at Series Transporter
- REVIEW PROCESS
 - Data
 - Video



**STREAMING LIVE ON
TRACKPASS**

SAT | JAN 23 | 12:45PM ET





THANK YOU