

# WHELEN MAZDA MX-5 CUP

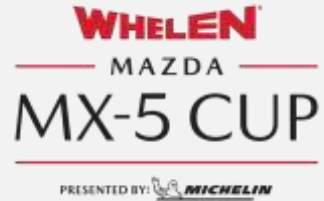
## TEAM MANAGER BRIEFING



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 |

# IMSA RESOURCES

IMSA COMPETITOR LANDING PAGE:

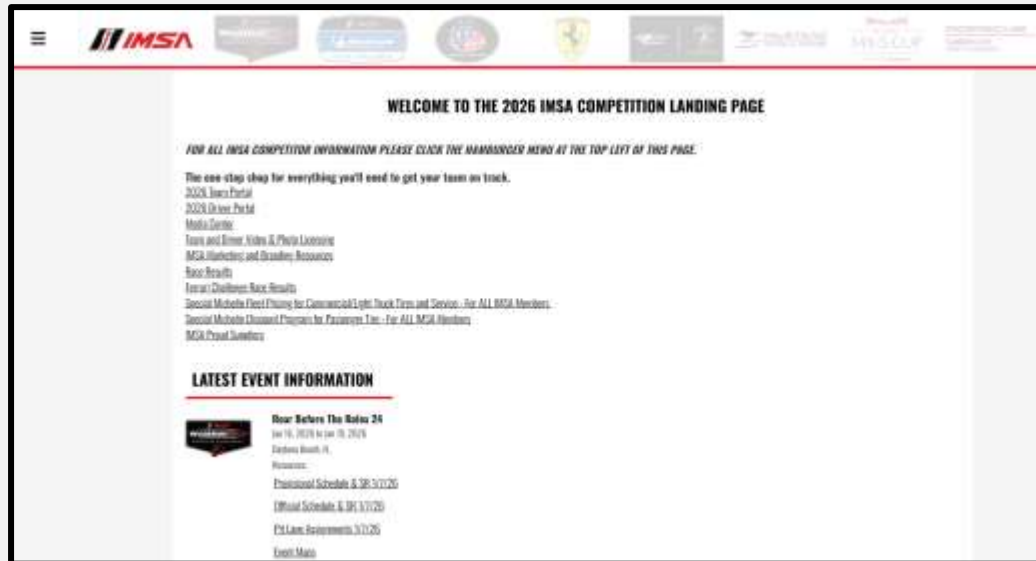
<https://www.imsa.com/competitors/>

- 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



# ACCESSING EMERGENCY SERVICES

## **For all emergency services (EMS, Law Enforcement or Fire)**

- Call 911. Give accurate location of incident to the dispatcher. Mid-Ohio Security has been given our paddock maps and is working with local 911 dispatch center to assist in responders coming to exact locations provided.
- As soon as possible after calling 911, please notify Paul Alterio (419) 566-8044. He will be able to send track assigned units to the incident to augment local 911 Response System.

## **For Non-Emergency Medical Needs:**

- If during In-Field Care Center Hours – transport patient to location for treatment
- If after In-Field Care Center Hours – follow above procedure to request an emergency response unit.



# 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 except 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.

# IMSA TRACK SERVICES

## IMSA CHASE VEHICLES

- Chase 1 | Porsche Cayenne GTS
- Chase 2 | Porsche Cayenne GTS
- Chase 3 | Ford F-150
- Chase 4 | Ford F-150

## 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

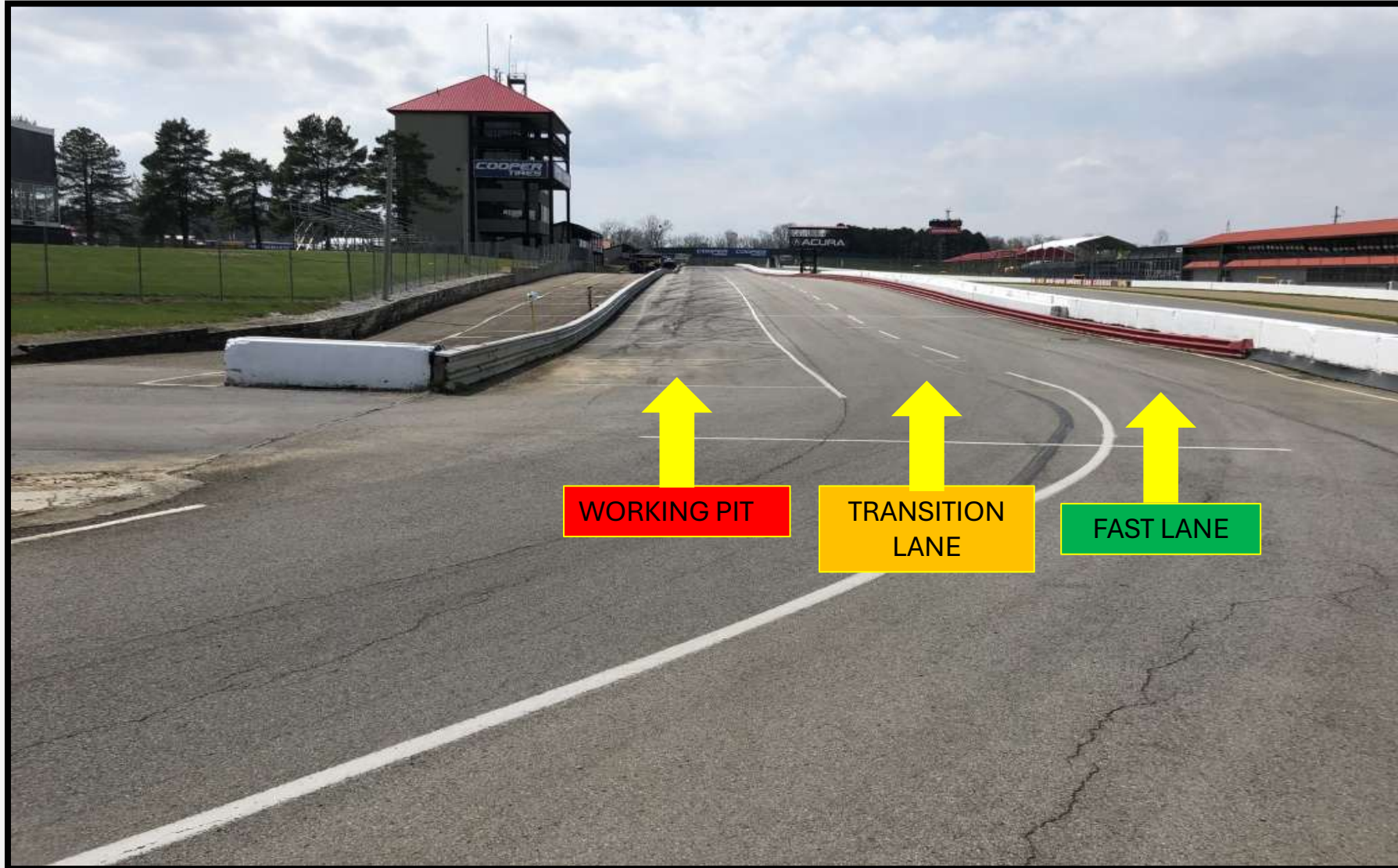


IMSA AMR Ford Raptor Recovery Trucks FORD F-150 RAPTOR





# PIT LANE PROTOCOL



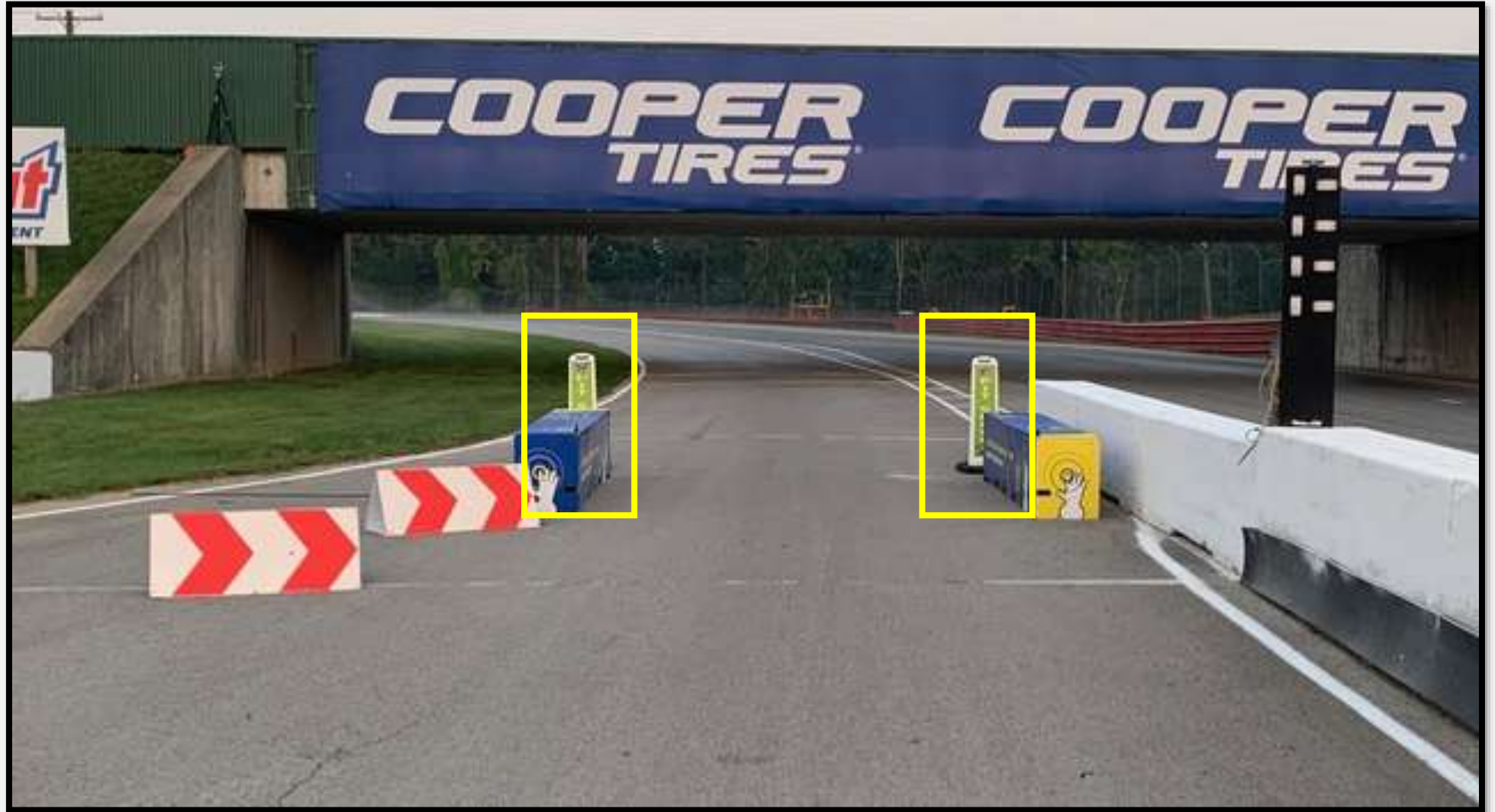
# PIT EXIT / PENALTY BOX

- Penalty Box located Driver's left at Pit Exit.



# PIT LANE SPEED ENDS

- Pit Lane Speed Limit ends at Green pylons.



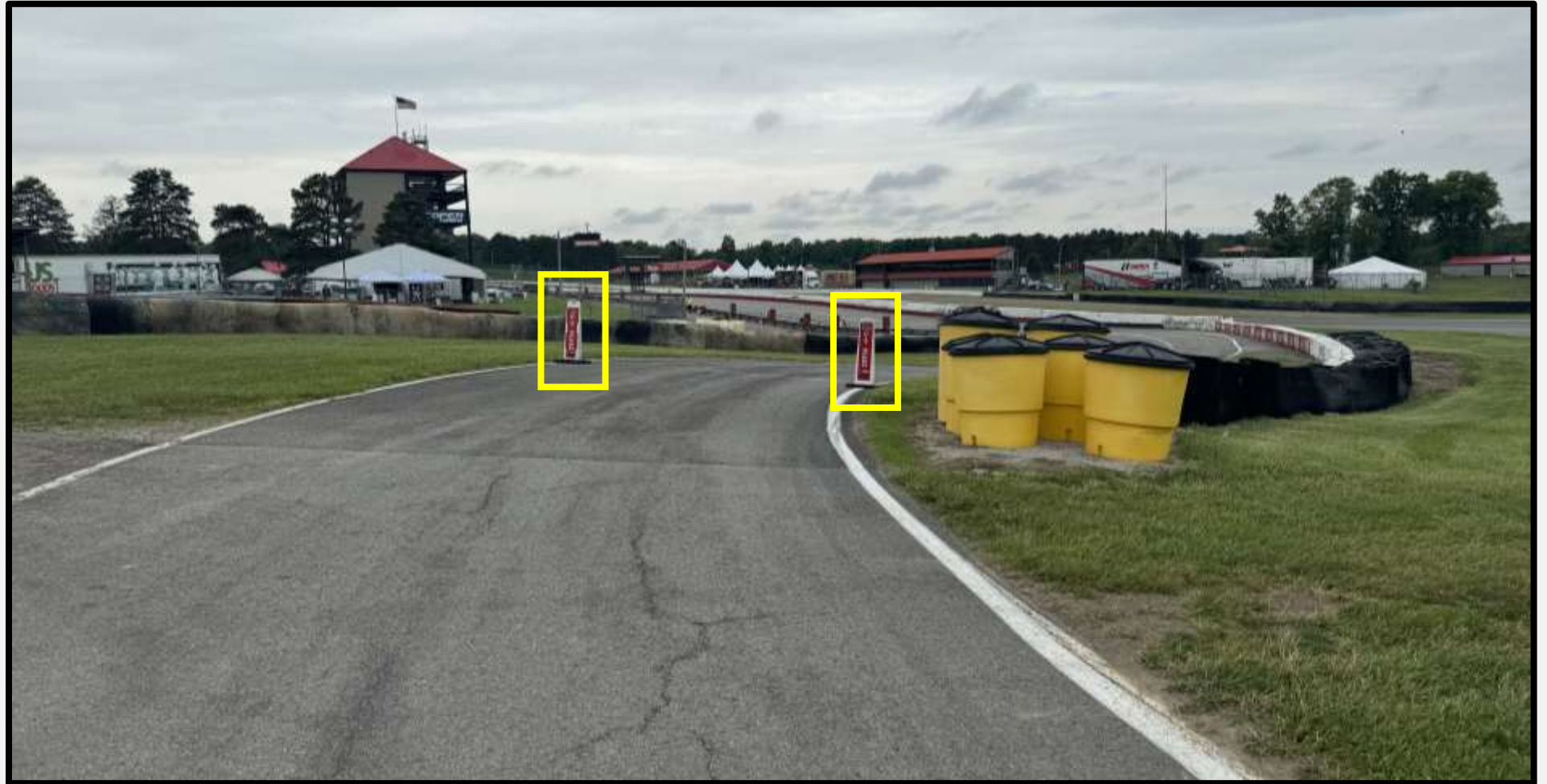
# PIT EXIT

- Cars exiting the Pit Lane must remain FOUR wheels to the left of the merge line and Turn 1 apex curb.
- Cars on track must respect the speed difference of those in the Pit Exit merge lane.
- Track limits enforced



# PIT LANE SPEED LIMIT

- Pit Lane Speed Limit begins at Red pylons.



# 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.



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# 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!
- Be respectful of others if not at 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 Mid-Ohio maximum lap time is 1' 42"

# 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 Mid-Ohio maximum lap time for out- and in-laps is 2' 08"

### 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

# AUTOGRAPH SESSION

## Autograph Session for Mid-Ohio

- Sat June 6th
- 12:30pm - 1:00pm
- Located at Series Transporter

# THANK YOU

**WHELEN**  
MAZDA  
**MX-5 CUP**

PRESENTED BY:  **MICHELIN**



# WHELEN MAZDA MX-5 CUP

## DRIVER & TEAM MANAGER BRIEFING



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# 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.

# PRE-RACE / POST-RACE

Refer to official schedule and MXM for final times and instructions

# RACE

One “plus” (1+) FORMATION Lap

Stay with Safety Car until Safety Car enters pits.  
Pole Sitter maintains Safety Car Speed.

Pack up after Start/Finish / Pair up after exiting T1.

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 start line

Official Race Clock starts **FIRST** time by Finish.

Initial start is on back straight, after completion of 1<sup>st</sup> Formation Lap.



# 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

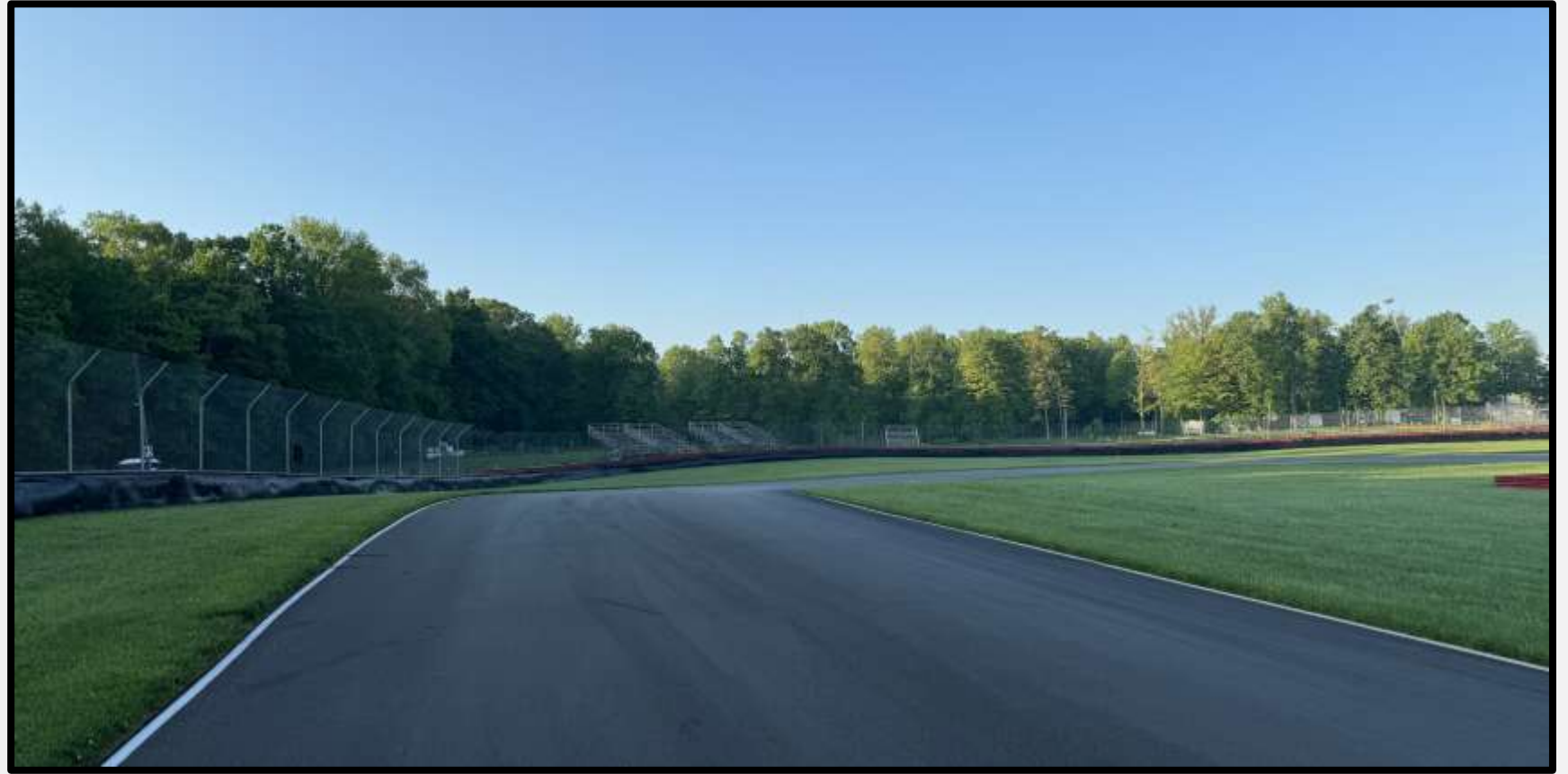
- Maintain SC speed, let SC get away, *no more tire scrubbing after T9*

RESTART ACCELERATION ZONE – Turn 12

- Passing on display of green flag

# RESTART ACCELERATION ZONE

- Restart acceleration zone is the entry of Turn 12.
- Passing is permitted when the Green Flag is displayed.



# 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

## St. Pete Review

- Late race decision making – 10 incidents reviewed post-race after race #1, 4 after race #2

## Mid-Ohio Specifics

- Close quarters contact – Turns 2, 4/5, 12
- Size of field

# CANADA BORDER CROSSING INFORMATION

[2026 Canada Border Crossing Information](#) has been published.

- IMSA Canada Border Crossing Overview
- CTMP Invitation Letter
- CBSA Letter
- Canada Event Radio License
- Customs Invoice



## 2026 CANADA BORDER CROSSING INFO

- Canada Border Crossing Summary
- Livingston International Race Team Packet
- Invitation Letter from Canadian Tire Motorsport Park
- Canada Border Services Agency (CBSA) Event Recognition Letter
- CBP Form 4455
- Customs Bond
- Customs Invoice
- ACE Manifest
- Event Radio Information
- Example: Form 4455
- Example: Race Equipment Manifest
- Example: Race Equipment Invoice
- Example: Inventory

# THANK YOU

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