

Driver & Team Meeting Notes COTA Race Event October 23rd – 25th, 2020

From: Race Director: Scott Goodyear Chairman of Stewards: Brian Till
Clerk of Course: John Walsh Event Steward: Wes Cunningham
Technical Delegate: Buddy Fey Event Steward: John Walsh

To: All Drivers & Competitors.

Sebring & Homestead Events: On behalf the SCCA Pro Racing team, I would like to say thank you for providing some terrific racing at both venues. This was a result of drivers leaving room for each other so you could race side by side. Let's continue to put on a great show again at COTA. Historically, Homestead has not provided very good racing, specifically with collisions in turns 1 & 2. I believe using the full road course, not running NASCAR turns 3 & 4, helped. This time cars did not carry as much speed entering turn 1, thus providing a better result. Also, we appreciate your flexibility with the schedule as both venues dealt with rain and lightning. Both tracks said they haven't had that much water on the ground since the last hurricane. This resulted in standing water and weepers along with the river that formed at turn 6 at Homestead. The track crews worked hard to get us back up and running, but the only thing we couldn't conquer was lightning in the Homestead area. That's ultimately what caused the cancelation of FR qualifying session and shortened the first F4 race. I appreciate the Homestead track management working with us in race control as we monitored the lightning and tried to keep within the track and insurance mandate. We now look forward to competing on the COTA F1 circuit for our 2020 finale.

Regulations: Drivers and Competitors are reminded it's their responsibility to read and comply with the 2020 Championship Sporting Regulations and Event Supplemental Regulations.

Drivers Meetings: Attendance is mandatory. The F4 driver/crew chief meeting is Thursday at 4:30pm in Paddock Room 201. The FR driver/crew chief meeting will at 5:00pm also in Paddock Room 201. **Do Not be late.** Any driver who is late for either meeting will be assessed a \$250.00 fine. The drivers' photo shoot for all drivers will follow at 5:45pm located on the front straight. Please wear your drivers suit for the photo shoot.

Drivers Equipment: Each Driver is responsible for ensuring that his/her equipment is in compliance with Article 49, Appendix 1 of our Sporting Regulations. All equipment will be checked by the Technical Scrutineers.

Track Walk: Track Walk is Thursday at 6:00pm following the driver's photo shoot. No scooters or motorized vehicles of any type allowed. Remember to take along a track map with you so you can make a note of all the marshal flagging stations (which can be a bit off the racing surface) and trackside cut outs marked in orange. Also, once you've walked out of the corner, take a moment to turn around and look at the pavement that you just came from. Lots can be seen from this view that sometimes gives you knowledge of your cars handling.

Safety Car Lines: See attached map for safety car lines 1 & 2 and related information.
Timing Line: Start/Finish Line on Front Straight. (Note location of finish line just out of turn 20.)
Pit Speed Limit: 40 mph
Track Access: Refer to Supplemental Regulations and Event Memos for Pre-Grid Location & Traffic Flow Map



HONDA



Track Details:

- Track Length: 3.427 Mile Road Course
- 20 Turns: 11 left, nine right
- 133 ft Elevation Change
- Track Width: 39' to 52'.
- Longest Straight: 3,960 ft.

Practice: Many drivers who are returning to COTA and know the circuit will get up to speed quickly. Others will be seeing the circuit for the first time. It's recommended to drive to your and the cars ability to avoid an "off" during the session. If you have an "off" during a session and you need assistance, hence stopping the session, your car will be moved and parked on the side and returned to the paddock at the end of the session.

Qualifying: During qualifying its recommended to find an open spot on the racetrack and concentrate on putting together a run of your best laps. Last year many cars ran together during qualifying trying to pass each other during the session and did not realize their best time. Leaving a gap between cars should also eliminate cars making contact with each other. If you cause a stoppage during qualifying, you will lose your fastest lap. Teams, please work with your driver to find an open spot on the race circuit.

Practice Starts: Because of the time constraints at this event, there will not be any on-track standing start practice available at COTA. Pit Lane practice starts will be available only during the practice sessions on Friday. This will take place at pit out. Unless you are informed by the Race Director, standing starts are not mandatory for this event. Practice starts will be at the discretion of the driver and team. Note: Start lights will not be available during qualifying.

Track Cutouts: COTA uses orange markings on the guardrail to denote where drivers can pull their car behind the barrier. Please mark the location of these openings on your track map during the track walk. Teams, if your team car becomes disabled during any session or the race, please assist your driver over the radio and remind them to look for these openings to park their car in hope that we don't have to go down for a full course yellow.

Disabled on Track: If you become disabled somewhere around the circuit either from a mechanical issue or an on-track incident, unless the car is on fire, stay in your car with your belts on and wait for instruction from a marshal. If you're having a mechanical issue where you're putting fluid on the track, please drive off the racing line at your earliest opportunity and park off the track surface in a safe spot away from the racing line. Fire extinguishers are located at each corner station. **DO NOT STOP ON THE TRACK SURFACE, PULL OFF THE CIRCUIT IF YOU HAVE AN ISSUE.**

Circuit Characteristics: COTA has many high-speed turns which require smoothness and precision to consistently hit your marks. Because of the speed of the turns you need to pay attention to the balance of your car. Last year a few drivers lost control of their car by not balancing the car with the throttle causing the car to come around on them. Also, with the length and width of the straights, please be mindful that when you make a move to pass a car there may be cars already starting to pass you. Please check your mirrors so you don't cause contact with another car. As this track is very wide many drivers see open track and try to dive on the inside of 2 or 3 cars entering the turn. Please don't overdrive the turn. If you make contact with other cars you will be penalized.

Safety Car: The safety car, if deployed during the race event, will be dispatched from pit out. It will enter the track with its lights illuminated and pick up the leader of the race or as directed by the Clerk of the Course. All competing cars must reduce speed and form up in line behind the safety car running approximately three car lengths apart. The leader shall stay within 10 cars lengths of the Safety Car. Under certain circumstances the Clerk of the Course may instruct the safety car to use the pit lane. In these cases, and provided the safety car lights remain illuminated, all cars must follow the Safety Car onto the pit lane without overtaking.



HONDA



Blend Lines: It is strictly forbidden to cross the lines at pit entry or pit exit with any part of the car when entering or leaving the pit lane. Leaving the pit lane and re-joining the track must be done without endangering or hindering other participants. Any driver crossing the white line at the pit entry or pit exit during practice, qualifying or the race event, will be given a penalty under Article 15.3.

Exiting Pit Lane: It's the drivers' responsibility to blend into traffic safely when exiting the pit lane and merging with other cars on the track heading to turn 1. Keep to your left when exiting pit lane and don't drive directly out onto the racing line. Be certain not to cross over the pit exit line. Teams, please communicate with your driver and alert them of any traffic coming along the front straight that may meet your driver as they head towards turn 1.

Entering Pit Lane: When preparing to enter pit lane, once you've exited turn 19, keep your car to the left to alert other competitors that you are entering pit lane. This also leaves the racing line to those drivers who are staying on the track.

Drivers new to COTA & Rookies: To all drivers new to COTA and returning drivers who are looking to become more comfortable with either their car or the track, because of its layout and high speed, COTA is a difficult circuit and we recommend that you build your speed throughout the session as you learn the track. During practice and qualifying do not get caught up in packs of cars, this usually leads to contact with another car. If you slide off the circuit and are unable to continue, not only have you lost valuable track time at an event that has limited track time, and you may have used up some of your racing budget repairing your car.

On-Track Congestion: Teams and drivers, during practice and qualifying, if you're caught up in a large group of cars on the track and wish to separate yourself from the group, you may enter pit lane and continue through at 40mph in the fast lane (right lane) and re-enter the racetrack at pit out, **or**, as COTA is a long circuit, you may move off line and slow your pace to allow cars to pass you and wait for an opening.

Mirrors: It's the drivers' responsibility to know where other cars are around them at all times, this is known as situational awareness. Drivers, please use your mirrors so you don't cause contact with another competitor. Proper use of mirrors includes when leaving the pit lane, prior to initiating a pass (note - you may have cars on both sides of you), when exiting a corner, entering the pit lane and generally checking your mirrors often to know where other cars are around you. Good drivers get into a rhythm of checking their mirrors so they're informed of the cars behind them. Mirrors are not to be used as a tool for blocking a competitor.

On Track Driver Etiquette: All drivers are expected to respect their fellow drivers both on and off the track. Each driver is responsible for his/her action on the circuit at all times during the event. Earn the respect and trust of your fellow drivers. Be predictable! Drivers who change direction without the awareness of where cars are around them generally cause other cars to make contact with each other often resulting in a yellow flag situation.

Weekend Goals: Complete every session without incident by not making contact with other cars or driving off course. Drive within the limits of your car and yourself. Focus on being consistent, hit your marks and work on smoothness. Be aware of changing track conditions throughout the session and also how your car changes during your run.

Track Limits: Please be advised that we will be monitoring track limits throughout the weekend, Article 19.3. Drivers should make every effort to stay on the track and not exceed the track limits. If you do drive off track it's the driver's responsibility to rejoin the racing surface in a safe manner.



Flags: All drivers are required to obey all flags shown at flag stations by corner workers. Corner workers are instructed to report to race control any car that does not obey flags and/or passes under a yellow or red flag.

Local Yellow Flag: During a local yellow flag(s) being displayed at a corner station, drivers must slow down and are not allowed to pass another car. Once past the incident, a driver may resume race pace but may not pass another car until he arrives at the next flag station displaying a green flag, otherwise you'll be penalized for passing under a yellow flag.

Full Course Caution: When a full course caution is in effect either by displaying a double-waved yellow flags or by the FCY Boards displayed around the circuit, slow down immediately, stop all racing and run in single file. **Scoring of the cars is frozen.** The Safety Car will be dispatched from pit exit to pick up the leader of the race or as instructed by race control. All drivers are required to run in their position behind the Safety Car until the race is resumed by the starter displaying the green flag.

Standing Start Procedure:

- All drivers should be familiar with the Starting Procedure in Article 36.
- It's the driver's responsibility to know which side of the grid he/she will start from.
- It's the team's responsibility to guide their driver to his start box.
- No part of the car is allowed to be over the start box line.
- Its recommended you place your car 6" behind the start box line to allow for error.
- If a car is unable to take his starting spot, that spot remains open. Do not move up into the open spot.
- If the driver needs assistance once the light sequence has started, he must raise his arm to signal to the official he has an issue. If possible, the start light sequence will stop and the yellow abort lights will flash indicating an aborted start.
- The race will now be started with a rolling start noted by the green lights indicating cars to begin the formation of a pace lap behind the safety car.

Start Light Sequence

- **Green** Lights – Grid is Full
- (5) **Red** Lights Illuminate in (1) Second Intervals
- **Red** Lights Out – Start of Race
- **Yellow** Abort Lights – Do Not Move

Abort Lights

- Abort Lights – 3 **Yellow** Lights
- If Abort Lights Come On – Do Not Move
- Race Clock Starts
- Safety Car Moves on Track
- **Green** Lights – Follow Pace Car
- Race Will Now Be A Rolling Start

Crew Chief Notes

COVID: Masks are required **at all times** when at COTA. This means garages, pit lane, pre-grid, victory circle, everywhere.

Tire Scanning: Tires declared by teams must be scanned by SCCA Pro Racing technical personnel prior to use. Scanning will only take place at the SCCA trailer. There will not be any tire scanning at Hankook or team trailers in 2020.

Driver Radio All-Call: All drivers must be able to hear the “All Call Channel” from Race Control. Please confirm your driver’s car radio is programmed correctly. For frequency information and assistance contact Evan Olson at Speedcom Communications. Telephone: (386) 760-7110. Email: evan@speedcomracing.com

Team Radio: All teams must monitor Race Control during all on track activities throughout the weekend, this includes all practice sessions, qualifying and race events.

Garages: Teams utilizing garages at COTA, please note that you must have your car proceed to pre-grid from the backside of the garage. For safety reasons cars are not permitted to access pit lane from the trackside of the garages. If your car isn’t ready at the start of the session, your car still needs to access the track from pre-grid.

Crew Members “over the wall”: The American wall will not be in place for this event. “Over the Wall” will be defined as crossing the painted area and standing in the slow lane of pit lane. For any pit stop during a race event, there will be a maximum of 3 crew members permitted over the wall at any given time. All of them may work on the car, and one of them shall be responsible for the car’s safe entry and release. Per the FIA regulations, a race event covers all practice, qualifying and race(s) throughout the event.

Pit Lane Attire: Long pants must be worn by anyone on pit lane at all times at COTA. No shorts allowed for this event. Crew members must wear long pants and a team crew shirt at all times.

Driver Meetings: Driver and crew chief meetings are listed on the master schedule and covered on page one of this document. Please make sure both driver and crew chiefs are on time for all meetings. Drivers who are late for a meeting will be assessed a \$250.00 fine. Crew Chiefs missing or late for meeting will be referred to the Stewards.

Accident Data Recorder: Reminder to return your ADR back to the SCCA Trailer after the race on Sunday. We ask that you also bring any ADRs in cars not participating this weekend as well. Note, Parc Ferme on Sunday will not be lifted until **everyone** has returned their ADRs back to the SCCA Pro Racing trailer. Thank you.



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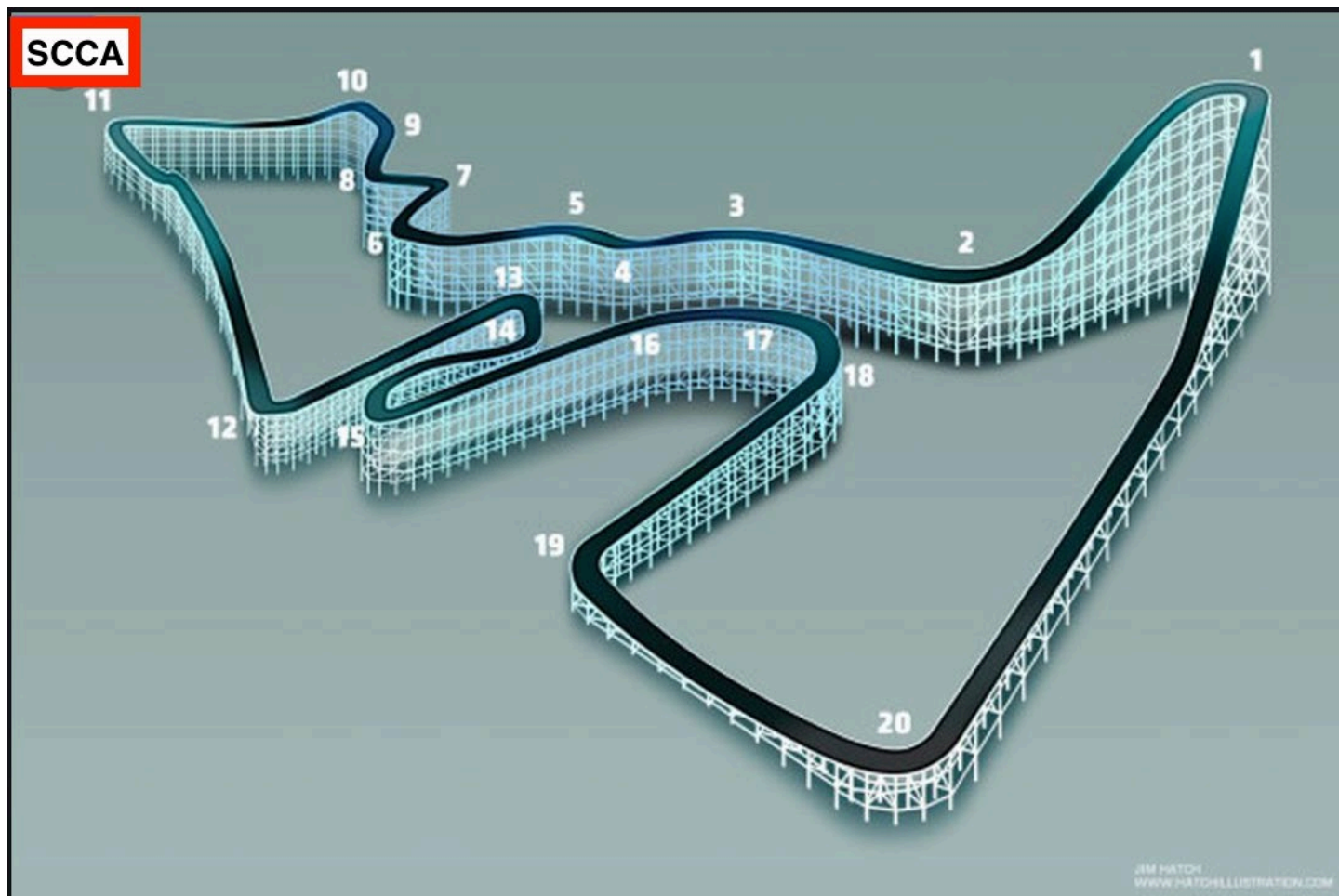


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COTA Track Layout

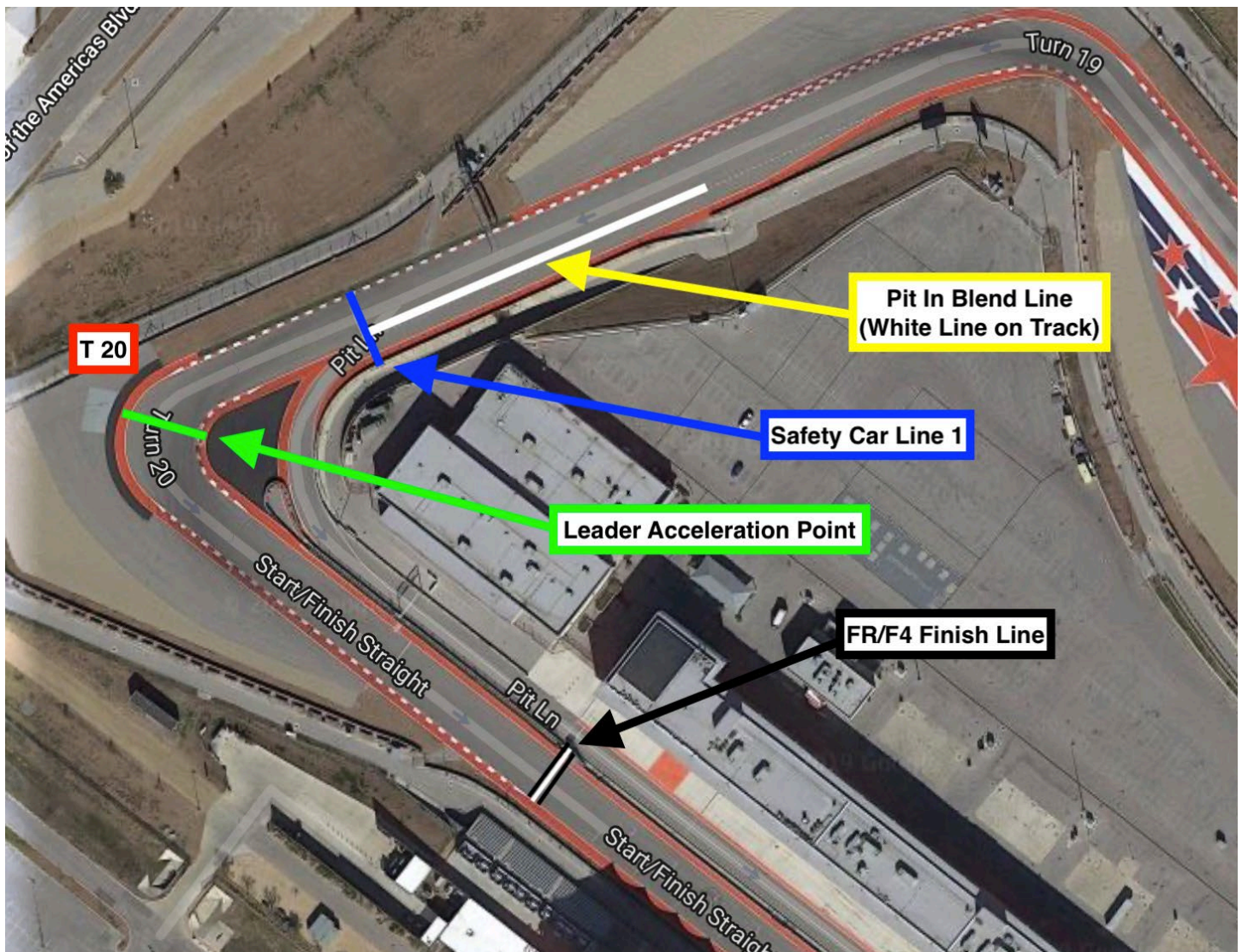


Safety Car Line 1 & Pit In Blend Line

Safety Car Line 1 is located at pit in. Please note location.

Pit In Blend Line: Do not cross any part of the pit in blend line while entering the pit lane. When you exit turn 19, keep left to signal to other competitors that your entering pit lane and allowing the racing line to those cars that are staying on track. All four wheels should be within the pit entry lane to avoid a penalty.

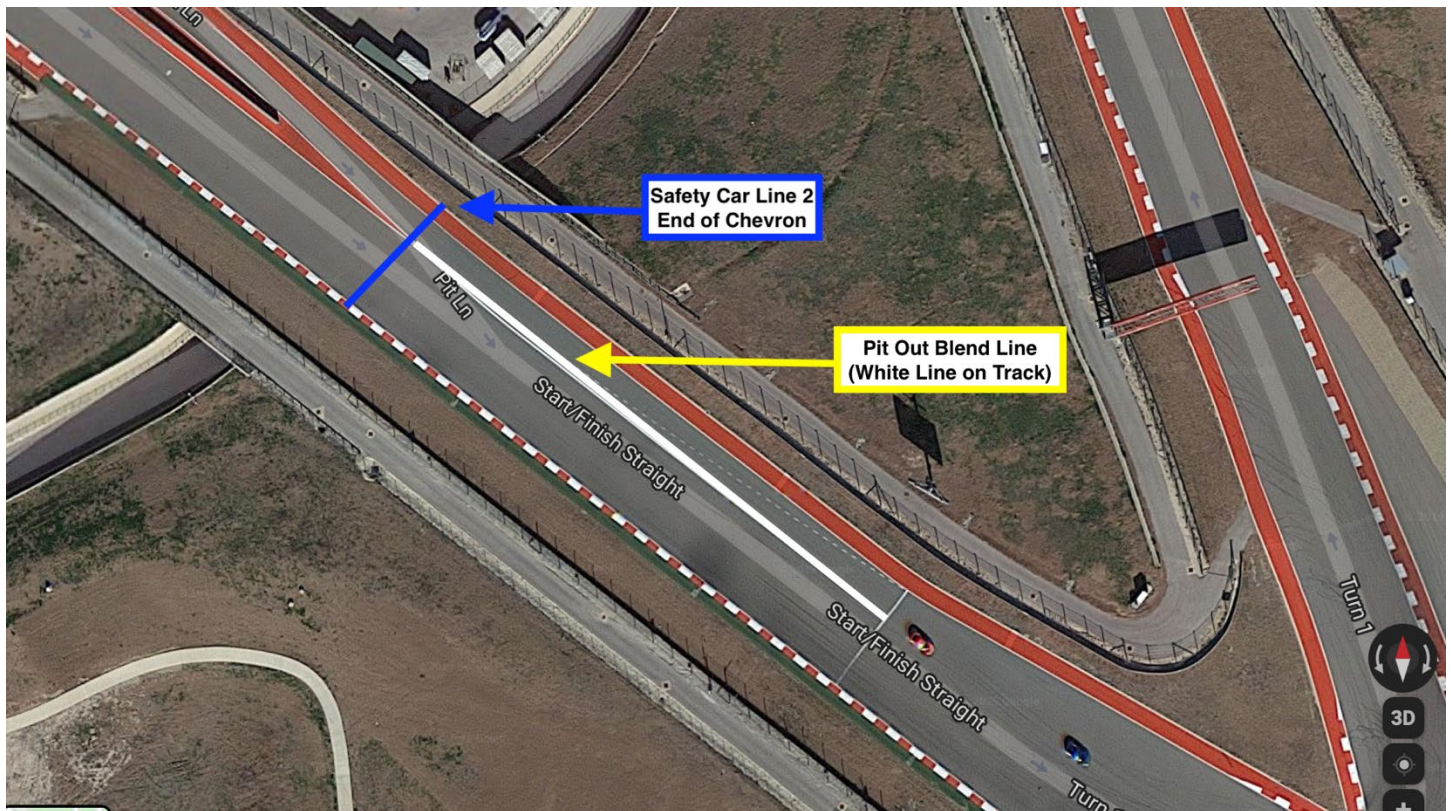
Pit lane speed limit is 40 mph.



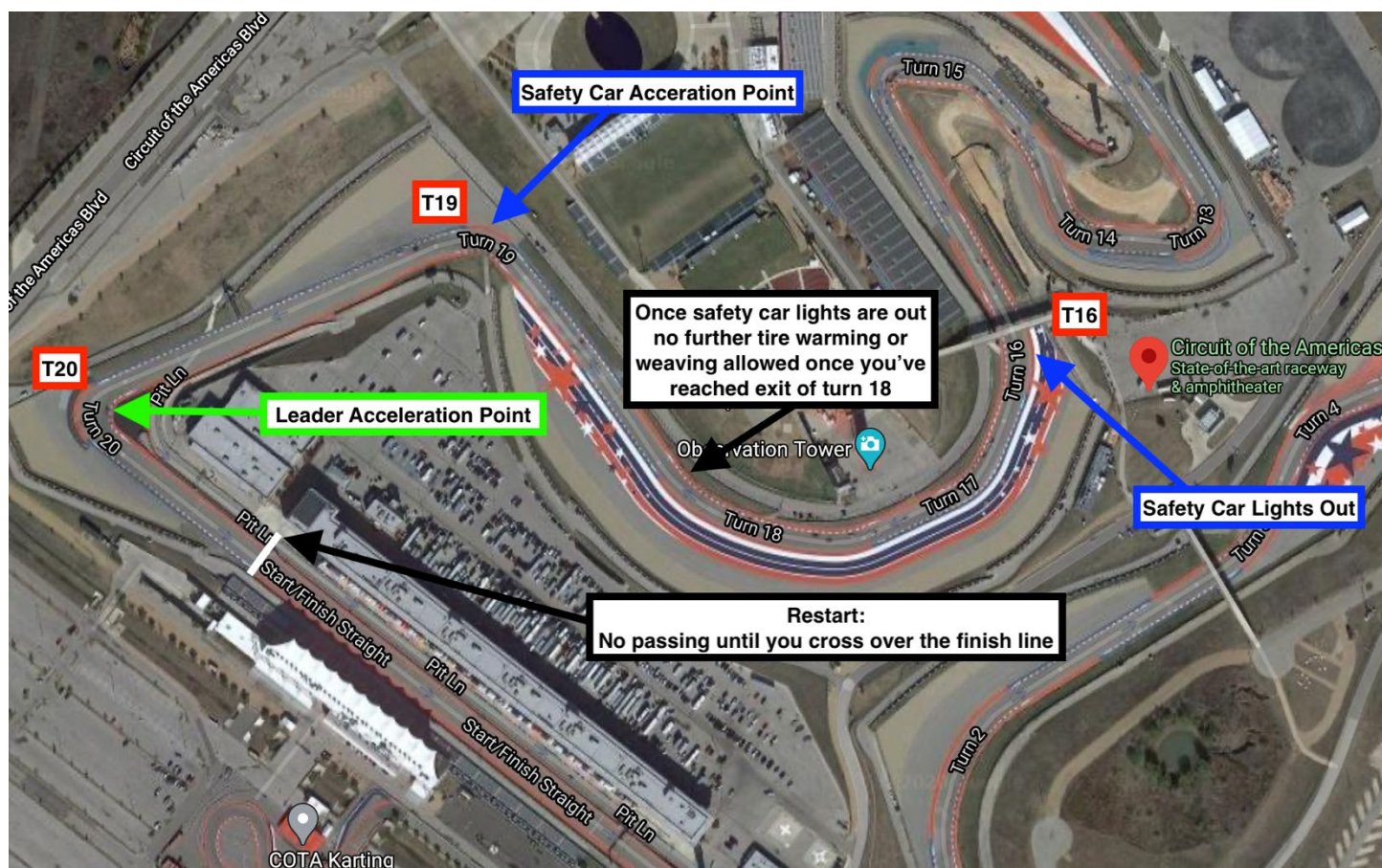
Safety Car Line 2 & Pit Out Blend Line

Safety Car Line 2 is located at pit out. Please note location.

Pit Exit Blend Line: Do not cross the pit exit blend line when re-entering the race track. It's the driver's responsibility to blend into traffic safely when exiting the pit lane and merging with other cars on the track at Turn 1. Drivers on track please be aware of cars leaving pit lane and heading to Turn 1. Teams, please alert your driver of cars coming along the front straight heading to turn 1.

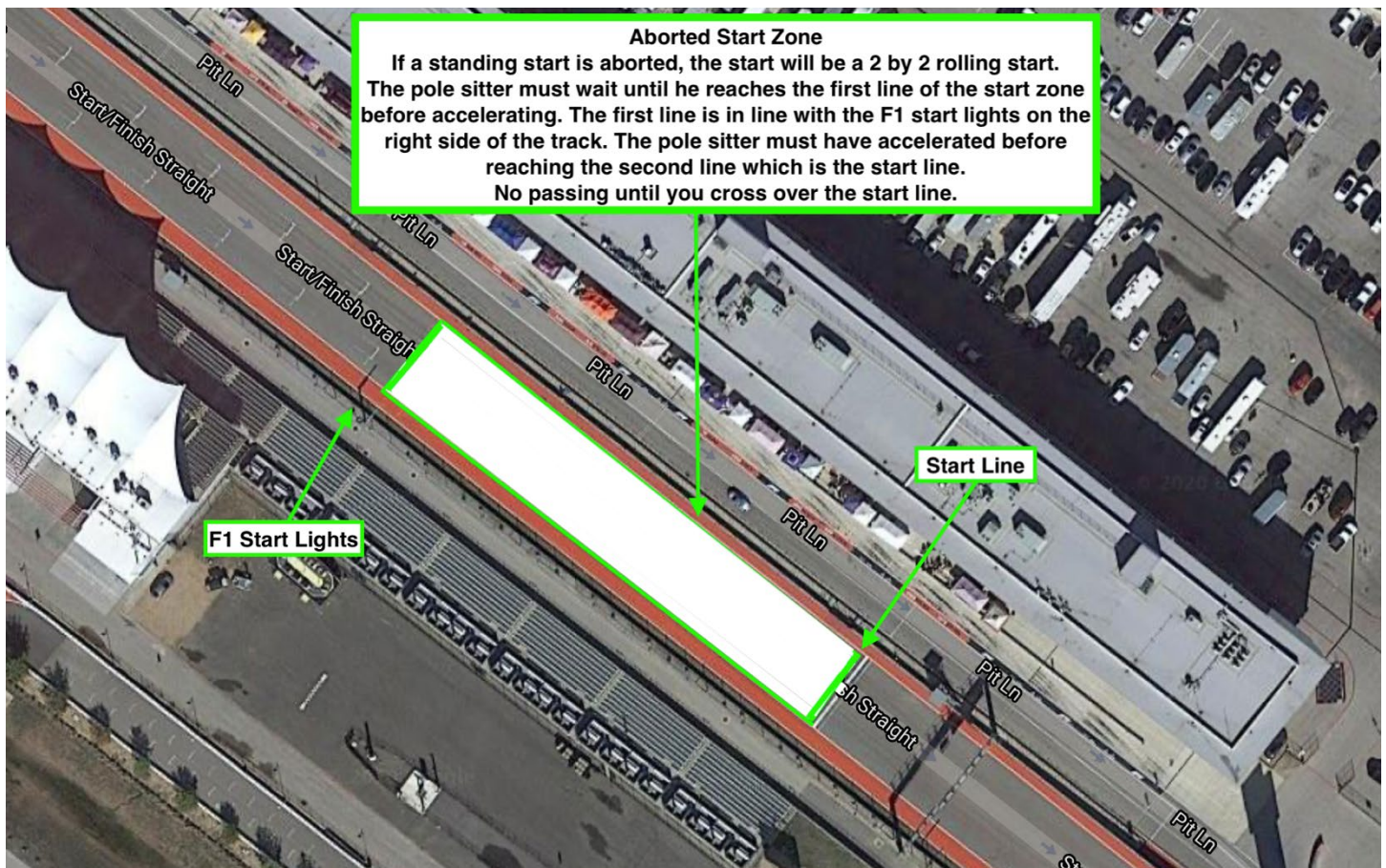


Leader Acceleration Point: During a restart, the leader may accelerate once he reaches turn 20. All competitors are required to maintain pace with the leader and accelerate only once the leader has accelerated. There is no passing allowed on the restart until you reach the finish line. Drivers, please be aware of your surroundings during restarts and don't make any abrupt moves that will cause contact with another competitors. Sometimes a restart can cause further contact between cars. Take into consideration that you may need to leave space to ensure you make it through the turn and your able to complete another lap.



Aborted Start Acceleration Zone – Two by Two Formation.

If the standing start is aborted the yellow abort lights will come on. Once the yellow lights go out and green lights are displayed, proceed towards turn 1 to pick up the safety car which will be dispatched from pit out. The safety car will lead you around the circuit and will follow the same format as a standing start and will turn off his lights at turn 16. The safety car will accelerate at turn 19 and come into pit lane. The field is then turned over to the pole sitter who's responsibility is to lead the field towards the start zone for the rolling start. All driver's are required to maintain pace with the pole sitter and only accelerate once the pole sitter had accelerated. Passing is only permitted once you've crossed over the start line.



On behalf of everyone at SCCA Pro Racing, we wish you a safe and successful weekend.



Scott Goodyear