Driver & Team Meeting Notes
Canadian Tire Motorsport Park
August 29th – September 1st, 2024

Race Director: Scott Goodyear
Clerk of Course: Tim Richter
Event Steward: Wes Cunningham
Technical Director: Aaron Coalwell
Chairman of Stewards: Wes Cunningham
Event Steward: Kyle Colbey
Event Steward: Tim Richter
Chief Scrutineer: Lowell Huston

To: Drivers & Teams.

On behalf of everyone at Parella Motorsports and Speed Tour, welcome to Canadian Tire Motorsports Park - also known as Mosport Park. This is one of the original iconic circuits that F1 raced at and today is used by IMSA, NASCAR, Touring Car Canada, and the Radical Series. It's a favorite of drivers from around the Globe. CTMP is a challenging circuit that will quickly become one of your favorite tracks.

Drivers Meetings*:* Mandatory.
Meetings will be held in the Drivers Meeting room located in the Long Garage which is the building behind the pit lane. Enter through the backside of the building (south side) in the door that says "Medical" and you will see the door for the drivers meeting room.
1/ Test-day drivers & crew chief meeting Thursday at 9:00am.
2/ We will have a brief 15-minute update meeting Friday at 11:45am.
The driver & crew chief from each team are required to attend both meetings. Attendance is taken at all meetings throughout the year. Any driver who is late or misses a meeting will be assessed a $250.00 fine. Please wear your credential to all meetings to allow for electronic sign in. Any team that is not represented at the meeting will be referred to the Stewards. Any change of location or additional meetings will be provided via WhatsApp.

Track Walk:
There is a track walk scheduled for Wednesday and Thursday at 5:00 pm. No scooters, motorized vehicles or wheels of any type allowed. Remember to take along a track map so you can make a note of all the marshal flagging stations and the location of the orange cutouts that allow you to pull your car behind the barrier if needed. Also, once you've walked away from the corner, take a moment to turn around and look at the pavement you've just came from. Lots can be seen from this view that sometimes gives you knowledge of your cars handling.

Track Details

Track Length 2.459 Mile Road Course.
Terrific Elevation Changes.
Challenging Turns 2 & 4.
Long Uphill Winding Andretti Straight

Safety Car Lines:	See attached for safety car lines 1 & 2 and related information.
Race Timing Line:	Start/Finish Line on Front Straight.
Pole Position:	Drivers right.
Pit Speed Limit:	40 mph
Track Access:	Refer to Supplemental Regulations for Pre-Grid Location.
Race Control:	Second Floor of Main Event Center outside of Turn 10.
Stewards Office:	Pfaff Motorsport Trailer – located beside the Trans-Am trailer.
Timing & Scoring:	Second floor of Main Event Center outside of Turn 10.
Black Flag Locations:	Start/Finish on front straight and Turn 5a.

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.**

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. An example would be if the front straight was blocked because of an accident on track. In these cases, and provided the safety car lights remain illuminated, all cars must follow the Safety Car to pit lane without overtaking.

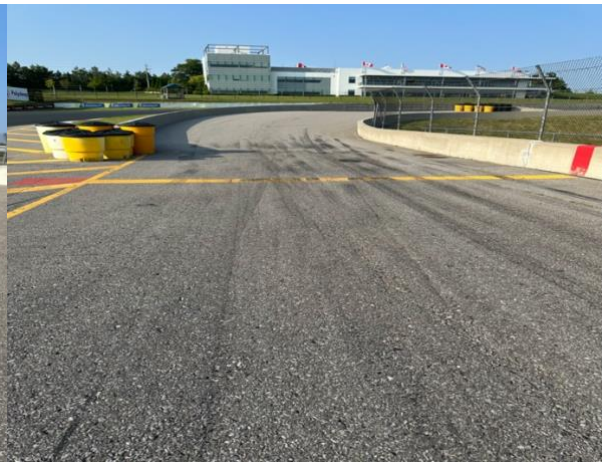
Blend Lines:
You may not cross the blend line at pit entry or pit exit with any part of the car when entering or leaving the pit lane. Leaving the pit lane and re-joining the track must be done without endangering or hindering other participants. Any driver crossing the blend line at pit entry or exit in 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 heading to turn 2. Teams, please communicate with your driver and alert them of any traffic coming along the front straight that may meet your driver as they exit pit lane. NOTE: You must keep in the pit exit lane when you depart the pits. *See fourth photo*. Do not cross over the pit exit line. At CTMP cars are coming with speed from turn 1 to turn 2. *If you cross over the pit exit line, corner marshals will call in the infraction to Race Control.*

Canadian Tire Motorsports Park Pit Exit.

Entering Pit Lane:
When preparing to enter pit lane, once you've exited turn 8, keep to the right towards turn 9 to signal to other drivers your intent to enter pit lane. This also leaves the racing line to those drivers who are staying on track. The pit entry lane comes up very quickly when you come out of turn 9. The skid marks on the attached photos as evidence. Be certain you know where the pit speed limit starts as marked by the green cones with the 40-mph sign attached.

Canadian Tire Motorsports Park Pit Entry.



Pit Lane Usage:
The pit lane at CTMP is one of the narrowest pit lanes we experience throughout the year. Please be aware of this as you make your way down pit lane. Be aware of cars exiting their pit box. Teams, please communicate with your driver as he/she enters and departs pit lane.

Standing Start Practice:
With the narrow pit lane, we do not have room to set up the pit lane standing start box. We will make available on-track standing start practice at the beginning of practice session #3 on Thursday if FR drivers would like to do an on-track standing start practice. We will discuss this in Thursday morning drivers meeting and decide whether to hold the on-track session.

Mirrors:
It's the drivers' responsibility to know where other cars are around them at all times, this is known as situational awareness. This is especially important going up the long Andretti backstraight at CTMP as the backstraight is anything but straight. Blocking and weaving is not permitted. Beginning drivers in Formula Ford 1600 learn this very quickly at CTMP. I expect our experienced drivers shouldn't have an issue with this.
Mirrors are not to be used as a tool for blocking another driver.

Car Delayed Leaving Pre-Grid:
If a driver doesn't leave pre-grid in the assigned position, the driver must enter pit lane at the end of the formation lap and continue down pit lane and stop at pit out and wait for instructions from the official. Once the race start has taken place, the official will release the car onto the circuit.

Car Off Track During Formation Lap:
If a car leaves the racetrack or loses control and falls out of position during the formation lap, the driver may not start the race on the track. The driver must enter pit lane at the end of the formation lap and continue down pit lane and stop at pit out and wait for instructions from the official. Once the race start has taken place, the official will release the car onto the circuit.

Car Off Track During Safety Car Period:
If a car leaves the racetrack or loses control and falls out of position during a full course yellow safety car period, that driver is required to go the rear of the field for the restart. Drivers not adhering to this rule will be referred to the Stewards.

Restart Pass Line:
The restart passing line at CTMP is the Start/Finish Line on the front straight. The restart passing line varies from track to track - so please take note. Restarts at CTMP can be tricky because of the speed going into turn 1 and the long downhill turn. Please make sure you are up beside the car in front of you if you are going to attempt a pass. Do not dive bomb another car down the inside as this generally results in wheel-to-wheel contact. Remember that a car in front of you will be turning into the apex. Just because there's open track in front of you doesn't mean you can fill it when you know the car in front of you is going to turn into the apex. Please be aware of this issue and look far enough ahead to understand what the car is doing in front of you.

FR - Aborted Start:

Rolling two-by-two start.

If the standing start is aborted indicated by the three yellow lights on the light panel, the start will now become a two-by-two rolling start. We will dispatch the Safety Car onto the circuit for another formation lap. Once the yellow lights go out and drivers see two green lights appear on the light panel, they should proceed off the grid slowly and follow behind the Safety Car for another formation lap. The Safety Car will lead the field around the circuit and turn off its lights going up the backstraight indicating the start of the race will take place that lap. The Safety Car will maintain Safety Car speed until entering pit lane. The pole car shall maintain Safety Car speed until entering the Start Zone on the front straight as indicated by the Start Zone signs. The pole car shall be the first to accelerate. Cars are not permitted to pass another car on the start until you are passed the Start/Finish Line.

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.

Qualifying – Red Flag:

Per the Regulations, a driver who causes a Red Flag during F4 or FR qualifying will have their fastest lap removed from scoring.

Standing Start Overview

Safety Car Procedure:

- All cars will line up on the pre-grid in their qualifying grid position.
- Cars will follow the safety car out of pit lane in qualifying order onto the track for the formation lap. Cars are permitted to warm up their tires during the formation lap up to turn 10.
- The first two cars will line up in their start boxes with guidance from a series official.
- All other drivers are to proceed to the start box with guidance from your team. Know your starting position and which side of the grid you're on.
- Pole position at CTMP is on drivers right.

Starting 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 their start box.
- No part of the car is allowed to be over the start box line.
- It's recommended that you place your car 12" behind the start box line to allow for error.
- If a car is unable to take their starting spot, that spot will remain open. Do not move up and fill the spot. You will be penalized.
- If the driver needs assistance once the light sequence has started, you must raise your arm to signal to the official that you have 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 Two-by-Two Rolling Start

Crew Chief Notes

Tire Scanning:
Only tires used for qualifying and race sessions will be scanned by the Championship Technical personnel. FR drivers may choose to run a new set of tires for official practice. Tires will be scanned at the team's trailer/paddock during inspection and pre-tech, hence, teams must pick up their tires before pre-tech so they can be scanned. Teams failing to do so will have to bring their tires to the series trailer to be scanned before qualifying when we don't have cars on track. Tires do not need to be mounted to be scanned. Scanning times will be listed on the official schedule.

Driver Car Radio:
All drivers must be able to hear the "Driver All Call Channel" from Race Control during all on track activity, including promoter test/practice days. Please confirm your driver's car radio is programmed correctly. As the Race Control Channel is used only if there is a full course yellow or red flag, the driver's car radio should be set up that the Race Control channel overrides the team channel. For frequency information and assistance, contact Speedcom Communications. Telephone: (386) 760-7110.

Team Radio:
All teams must monitor Race Control during all on track activities throughout the event, this includes during all test and practice sessions **(Promoter test days & Official sessions),** qualifying and race events. As above, please contact Speedcom for information and assistance.

Timing Transponder:
All cars must have an operating timing transponder mounted in the required location for all test and practice sessions, **including promoter test days.**

Pit Lane Attire:
All crew members must wear team gear with the appropriate logos anytime they're in the pits. Long pants will be required in pit lane for this event.

Crew Members over the wall:
For any pit stop during a race event, test session, practice or qualifying, there will be a maximum of three (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.

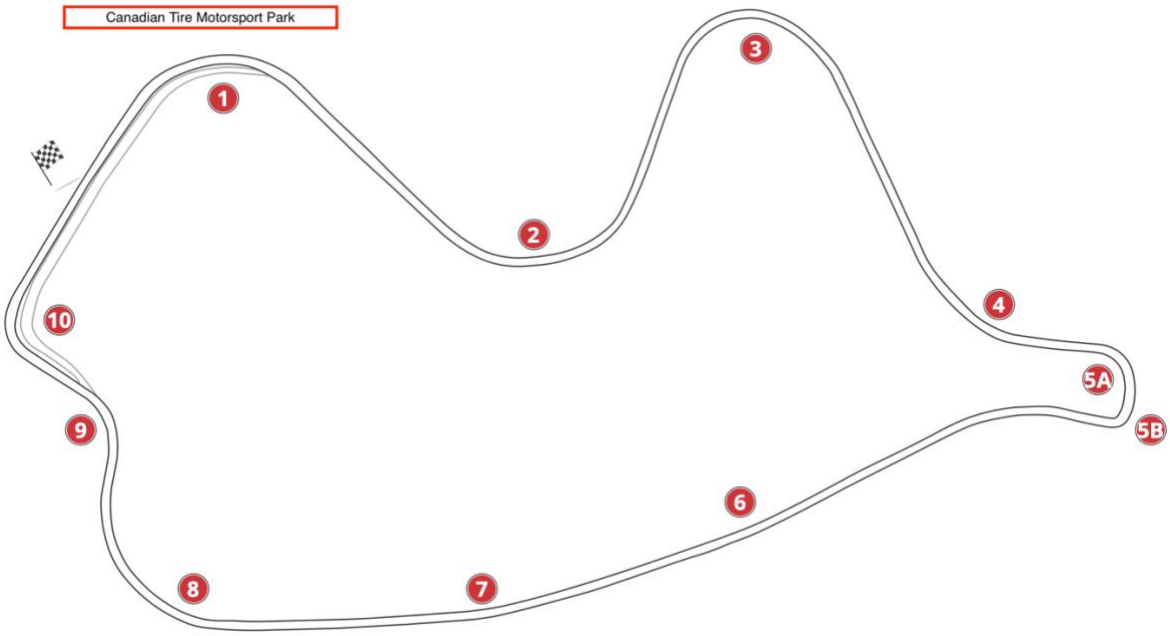
Driver's Meetings:
Driver and crew chief meetings are listed on the schedule and covered in this document on page one. Please make sure that your driver attends all meetings. Also, a crew chief from each team must attend both driver & crew chief meetings. Any driver who is late or misses a meeting will be assessed a $250.00 fine. Any team who is late or misses a meeting will be referred to the Stewards office. Please wear your credential to all meetings to assist with electronic check in upon arrival.

On Board Camera & Video Cards:
The car on-board camera (FR) must be positioned so the camera can see the yellow caution light on top the steering wheel. Please check your camera location with the driver in the car to ensure visibility by the on-board camera.

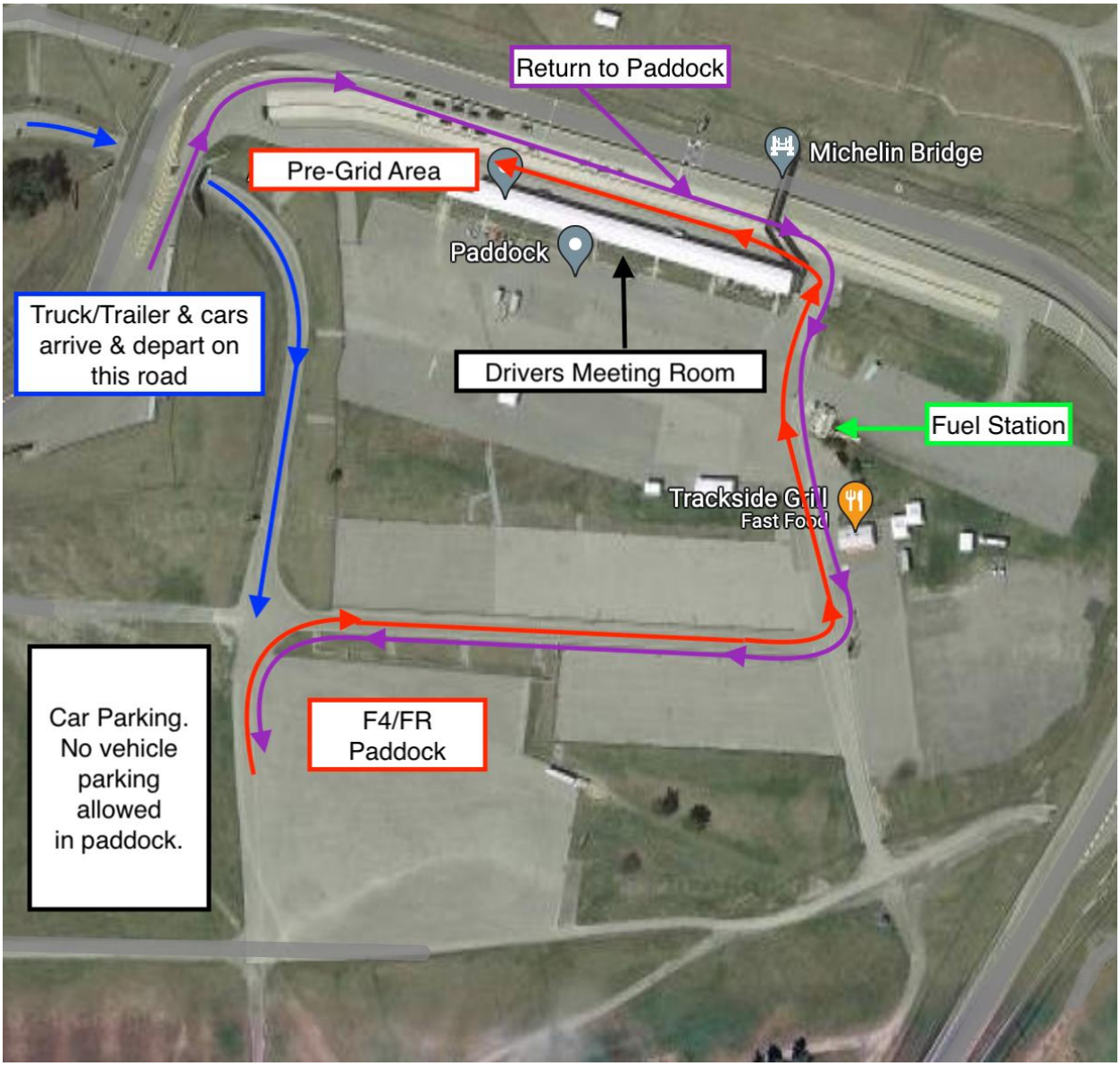
Video Cards:
We're taking a stronger stance on teams who do not have a working camera or content on video cards. This past season we found many video cards without any content which created a problem for the Stewards to do their work in a timely fashion. Without content on a video card, it effects the Stewards ability to collect the information needed to officiate the event. Due to these previous issues, Stewards will be serving escalating fines for teams not in compliance. Thank you for your cooperation and understanding.

Engine Seals:
Engine seal declaration forms must be submitted before qualifying. Cars that have not submitted a form before qualifying will not be released from Qualifying Parc Ferme until the form is submitted.

Canadian Tire Motorsports Park
Track Layout



Paddock Map & Directions.

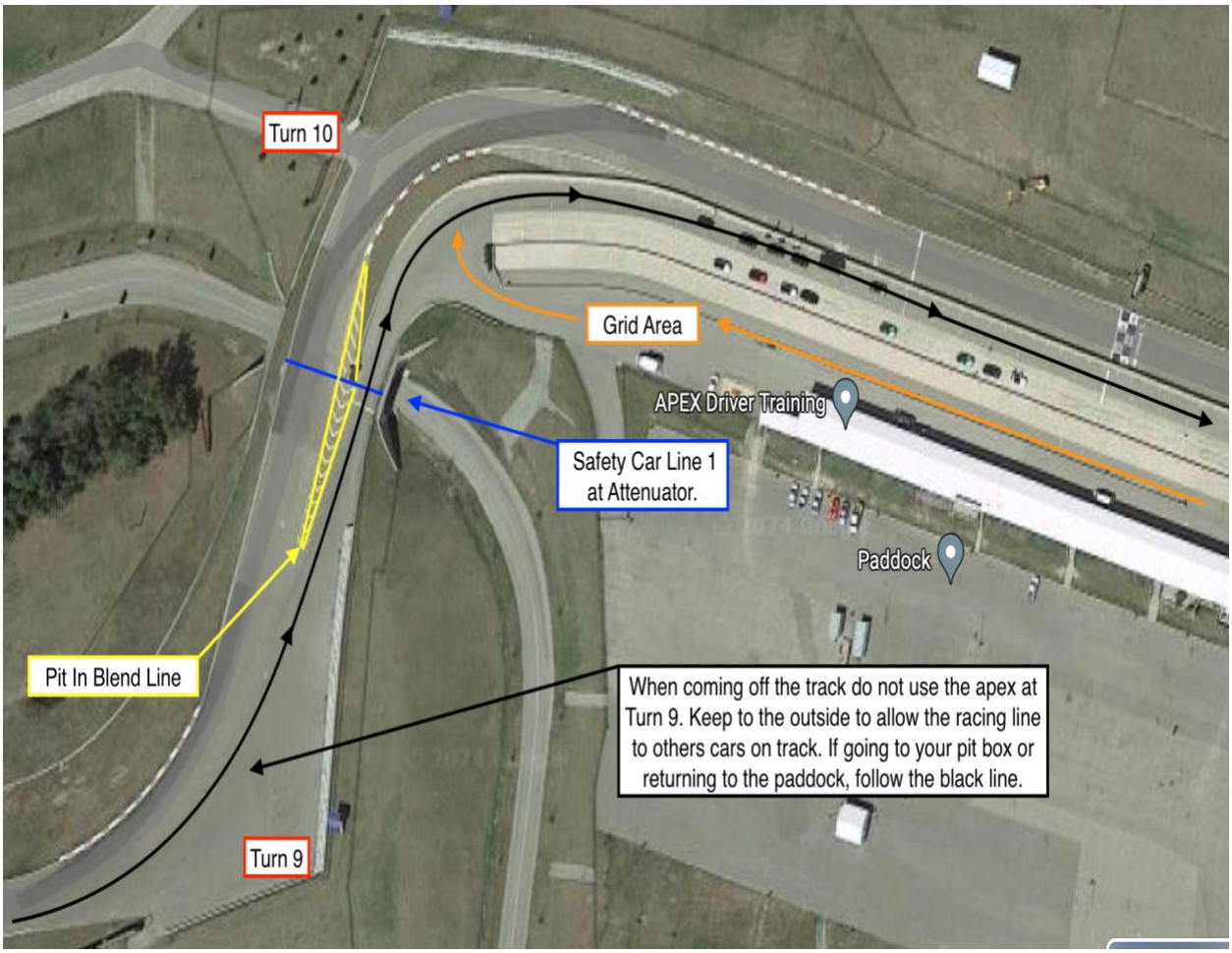


Safety Car Line 1 & Pit In Blend Line

Safety Car Line 1 is located at the attenuator. Please note location.

<u>Pit In Blend Line:</u> Do not cross any part of the pit in blend line while entering the pit lane. When you exit turn 8 keep to the right towards turn 9 to signal to other competitors that you're entering pit lane. This also allows the racing line to the cars staying on the track**.**

All four wheels should be within the pit entry lane to avoid a penalty.



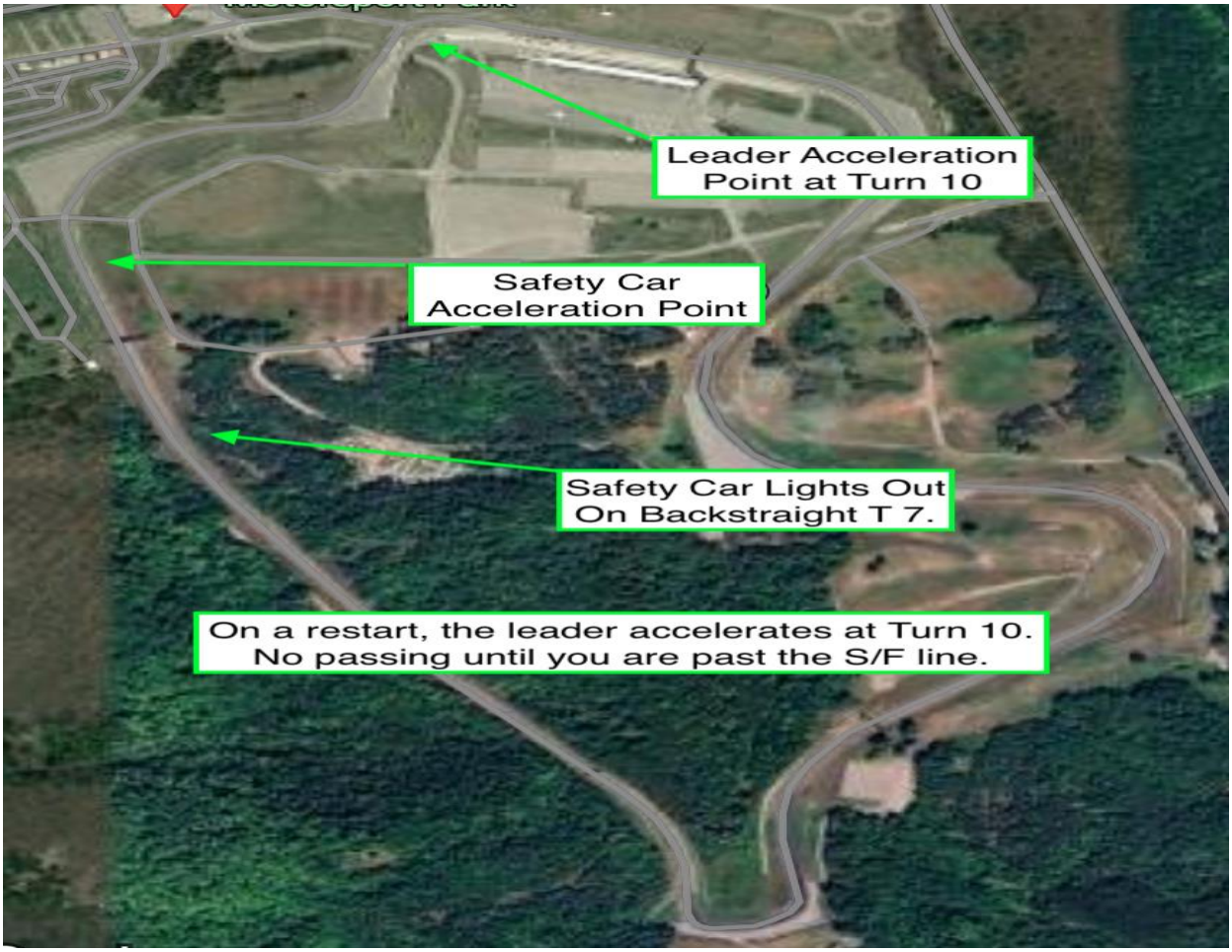
Safety Car Line 2 & Pit Out Blend Line

Safety Car Line 2. Please note location.

<u>Pit Exit Blend Line:</u> When leaving pit lane do not drive up into the racing line when re-entering the track. See note below in yellow. Teams, please communicate with your driver and alert them of any traffic coming along the front straight and entering turn one that may meet your driver as they exit pit lane heading towards turn 2.

Safety Car Lights Out & Restart Acceleration Point

<u>Leader Restart Acceleration Point:</u> Leader may accelerate once he/she reaches Turn 10. All competitors are required to maintain pace with the leader and accelerate only once the leader has accelerated. You are not allowed to pass another car on a restart until you are past the Start/Finish line.



CTMP Event:
Enjoy running at one of the most iconic race circuits in the world. This track has a long tradition of challenging both driver and team. Once you've competed here, every other track will seem ordinary.

Have a great event.
Scott Goodyear.