

Driver & Team Meeting Notes

Indianapolis FR Race Event

June 12th – 15th, 2025

From: Race Director: Scott Goodyear
Clerk of Course: Stan Williams
Event Steward: Kyle Colbey
Technical Director: Aaron Coalwell

Chairman of Stewards: Wes Cunningham
Event Steward: Wes Cunningham
Event Steward: James Rogerson
Chief Scrutineer: Mike Atkins

All Drivers & Teams,

On behalf of SpeedTour, welcome to the Indianapolis Motor Speedway. We look forward to racing the famed Indianapolis Motor Speedway Road Course. This is the same circuit used for the Indy Car Grand Prix each year. Previously the track was the site of the United States F1 Grand Prix. The track has a long front straight with a heavy braking area into turn 1, quick sweeping turns 2 through 4 with turn 4 being very important as it leads onto the second longest straight on the circuit with the run down to turn 7, another heavy braking zone. You will need a well-balanced car to carry speed through turns 8 to 11 as it takes you back onto a portion of the Indy 500 track. It's easy to overdrive turns 12 & 13, but patience will pay off as you need to carry speed there as it helps build momentum to turn 14 which takes you back onto the front straight and the run down to turn 1. This track rewards a balanced race car so be careful you don't take the tires off one end of the car which would make the last part of the race difficult, especially if we have a late race caution. Smoothness and momentum will bring you a quick lap time.

Series Regulations:

Regulations outline what is expected of the driver and crew to compete in the sanctioned series. It's the responsibility of both the driver and crew to read and comply with the 2025 Sporting Regulations and Event Supplemental Regulations. The Sporting and Technical Regulations are an overview for the season. The Event Supplemental Regulations come out before each event specific to the circuit we're competing at. Please be sure to read the Supplemental Regulations thoroughly before each event.



Drivers Meetings: Meetings and autograph sessions are mandatory.

All meetings will be held on the fourth floor of the media center. You will need your credential to access the media center and for checking in for the meeting

1/ Test-day & qualifying briefing for all drivers at 8:45am Thursday.

2/ Race day meeting, 10:15am Saturday morning. The driver and a crew chief from each team are required to attend. Attendance is taken at all meetings throughout the year. Any driver who is late or misses a drivers meeting, autograph session or fan walk, will be assessed a \$250.00 fine. Any team that is not represented at the meeting will be referred to the Stewards. Please wear your credential to all meetings for electronic check in. Any additional meeting details will be provided via WhatsApp.

Drivers Equipment: Each Driver is responsible for ensuring that his/her equipment follows the requirements of the Sporting Regulations. All equipment will be checked by the Technical Scrutineers. Helmet and driving gear requirements can be found in the Sporting Regs. For drivers in need of a new helmet or drivers gear, discounts are available through our partnership with Bell Helmets and OMP Racing products. Racing Force USA owns both Bell Helmets & OMP Racing. For Bell Helmet products & service, please contact Glenn Wheeler at Racing Force. Glenn's email: glenn.wheeler@racingforce.com

For OMP race suits and drivers gear, please contact Mike Magree at Racing Force. Mike's email: mike.magree@racingforce.com

Safety Car Lines:	See attached map for safety car lines 1 & 2 and related information.
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.
Track Details:	Track Length 2.439 Mile Road Course. 14 Turns.

Practice Session Information

First Session:

During the first practice session we will go out to a full course caution flag to identify the location of the flagging stations around the circuit and to view the pit blend lines. Although some drivers may be familiar with the track, it will be the first time many drivers have seen the circuit. Once the yellow flags are dropped and caution lights are off, the track will be under a green condition.





Practice Starts:

The official start lights will be available in pit lane for practice starts Thursday during Test session #2 & #3 along with the Friday morning practice. The start box and official lights will be down pit lane towards pit exit. Once you have stopped inside the four cones to set your position, the official will activate the lights. Please note, if cars are departing pit lane while you are in the start box, the official must wait for those cars to pass before he will activate the lights. Once you are set, the green lights will come on indicating the start procedure has begun. The five red lights will light up one at a time, once the red lights go out, this is the start of the race.

Practice starts will be observed and logged by an Official. Practice starts are to be completed in the designated pit lane start box only. Practice starts are not to be done while leaving your pit box on pit lane or anywhere on the circuit.

General Track Notes

Track Cutouts:

IMS uses orange on the end of the barriers to denote where drivers can pull their car behind the wall. Please take note of the locations during your track walk. Teams, if your team car becomes disabled during the event, 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 to 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.

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 through pit lane without overtaking.





Cockpit Yellow Caution Light:

The FR cars will utilize the driver cockpit yellow light system for this event. The yellow light serves two functions, first to alert the driver of a full course caution, and second, to assist the Stewards to confirm from your on-board camera when the circuit went to a full course caution allowing them to make an immediate decision on whether cars passed under an FCC. Yellow flags will still be displayed at corner stations and Race Control will still call FCC over the driver all call channel. The Flagtronics boards will also be used at marshal stations for this event. It's the driver's responsibility to respond to the first indicator he/she sees for a yellow.

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 pit exit in practice, qualifying or the race event, will be given a penalty under Article 15.3.

Exiting Pit Lane:

As pit exit at IMS extends all the way down to and around the inside of turn one, be certain not to cross over the white line at any point. It's the drivers' responsibility to blend into traffic safely when exiting pit lane at the exit of turn one. Be certain not cross over the solid white pit exit line and don't drive directly out onto the racing line if cars are present. Cars on track need to be aware of cars merging on track from pit lane. 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: If you go off course on the exit of Turn 12, DO NOT drive across the track and enter pit lane. You must re-enter the racetrack on the inside of turn 13 and continue around the race track. You may enter the pit lane at the end of that lap if you wish.

Pit Lane Usage:

The pit lane at Indy is very long. Please adhere to proper lane usage on entry and when leaving your pit box. Once you've departed your pit box transfer into the high-speed lane. Do not drive in the transfer lane unless you are entering or departing your pit box. The speed limit on pit road is 40mph.

Car Delayed Leaving Race Pre-Grid:

If a driver does not leave the pre-grid in the assigned position, the driver must enter the 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 pit out official. Once the race start has taken place, the official will release the car onto the circuit.





Car Off Track During Race Formation Lap:

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

Car Off Track During Race 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.

Race Restart Point and Passing Line:

During a race restart a driver may accelerate in turn 13. Drivers are not allowed to pass until they're on the front straight at the IMS scoring pylon. With the long front straight at this track cars will carry a lot of speed entering turn 1. During a restart it can be easy to drive too deep into the turn and initiate contact with other cars. Please be aware of this issue and look far enough ahead to understand what the traffic is doing in front of you. Drivers who make contact with other cars will be referred to the Stewards.

Track Limits:

Please be advised that we will be monitoring track limits throughout the weekend, per Article 19.3. Drivers should not straight line or exceed track limits in turns 5 & 6. Any driver exceeding track limits in qualifying will have that lap removed from timing & scoring.

Qualifying – Red Flag:

Per the Regulations, a driver who causes a **Red Flag** during qualifying will have their fastest lap removed from scoring and may be assessed further penalties.

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 14.
- All 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.
- If a car is missing from the grid, do not fill that spot. Start in you assigned position.
- Pole position at Indianapolis 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 Lights:

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 Start Is Now A Two-by-Two Rolling Start

Rolling two-by-two start:

If the standing start is aborted indicated by three yellow lights on the light panel, once drivers see the green lights, they should proceed off the grid and follow in behind the safety car for the formation lap. The safety car will lead the field around the circuit and turn off its lights going into turn 7. The safety car will enter the pit lane. The pole car should maintain safety car speed and lead the field onto the front straight. The leader is free to accelerate once he/she reaches the start zone indicated by the "Start Signs" on the front straight. All drivers are required to maintain pace with the pole car and accelerate only once that driver has accelerated.





Crew Chief Notes

Driver Car Radio:

All drivers must be able to hear the “Driver All Call Channel” from Race Control. 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 Jack at Speedcom Communications. Telephone: Office (386) 760-7110, or cell (678) 588-8188.

Team Radio:

All teams must monitor Race Control during all on track activities throughout the event, this includes during all practice sessions (Promoter test days & Official sessions), qualifying and race events. Race control will feed teams information about any on track issues, it’s the team’s responsibility to relay this information to their driver. As above, for radio assistance, please contact Speedcom for information and assistance.

Tire Scanning:

Only tires used for qualifying and race sessions will be scanned by the Championship Technical personnel. Practice tires will not be scanned. Tires will be scanned at the team’s trailer/paddock during pre-tech. Those times will be listed on the official schedule. Tires do not need to be mounted to be scanned.

Pit Lane Attire:

All crew members must wear team gear with the appropriate logos anytime they’re in the pits. **IMS mandates long pants for any crew member over the wall.** Shorts are permitted for crew members on the cold side of the pit wall.

Crew Members over the wall:

For any pit stop during a race event, 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. Per the regulations, a race event covers all testing, practice, qualifying and race(s) throughout the event.

Driver’s Meetings:

Driver & crew chief meetings are listed on the schedule and covered in this document on page two. Please make sure that both the driver and a crew chief attend required 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.



**On Board Camera:**

The car on board camera must be positioned so the camera can see the yellow caution light on top the steering wheel. Please check your camera with the driver in the car to ensure visibility.

Livery:

A gentle reminder that all team cars, crew uniforms and driver suits must comply with the Sporting Regulations and display all Championship and Sponsor specific logos as specified. Please check to make sure your car, crew uniforms and the drivers race suit is up to date. No competing series logos or identification are permitted.

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 taking a stronger stance on teams who do not have a working camera or content and escalating fines to teams not in compliance.

Engine Seals:

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

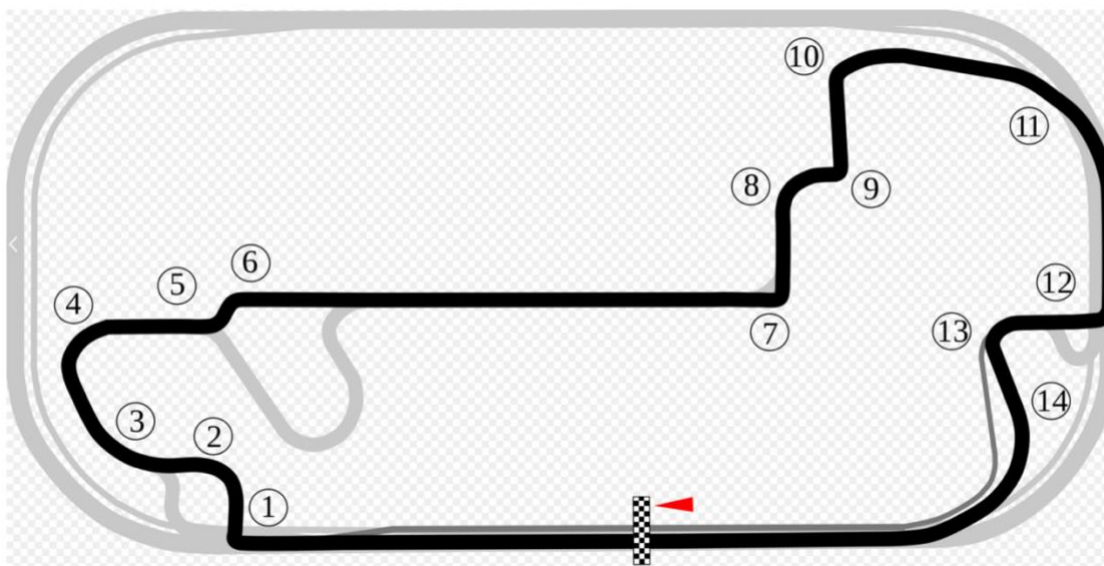
Timing Transponder:

All cars must have an operating transponder mounted in the required location for all sessions. This includes all test and practice sessions including promoter test days along with qualifying sessions and race events.

Indianapolis Motor Speedway Track Layout

TRACK DISTANCE 2.439 MILES, 14 TURNS.

Track Map

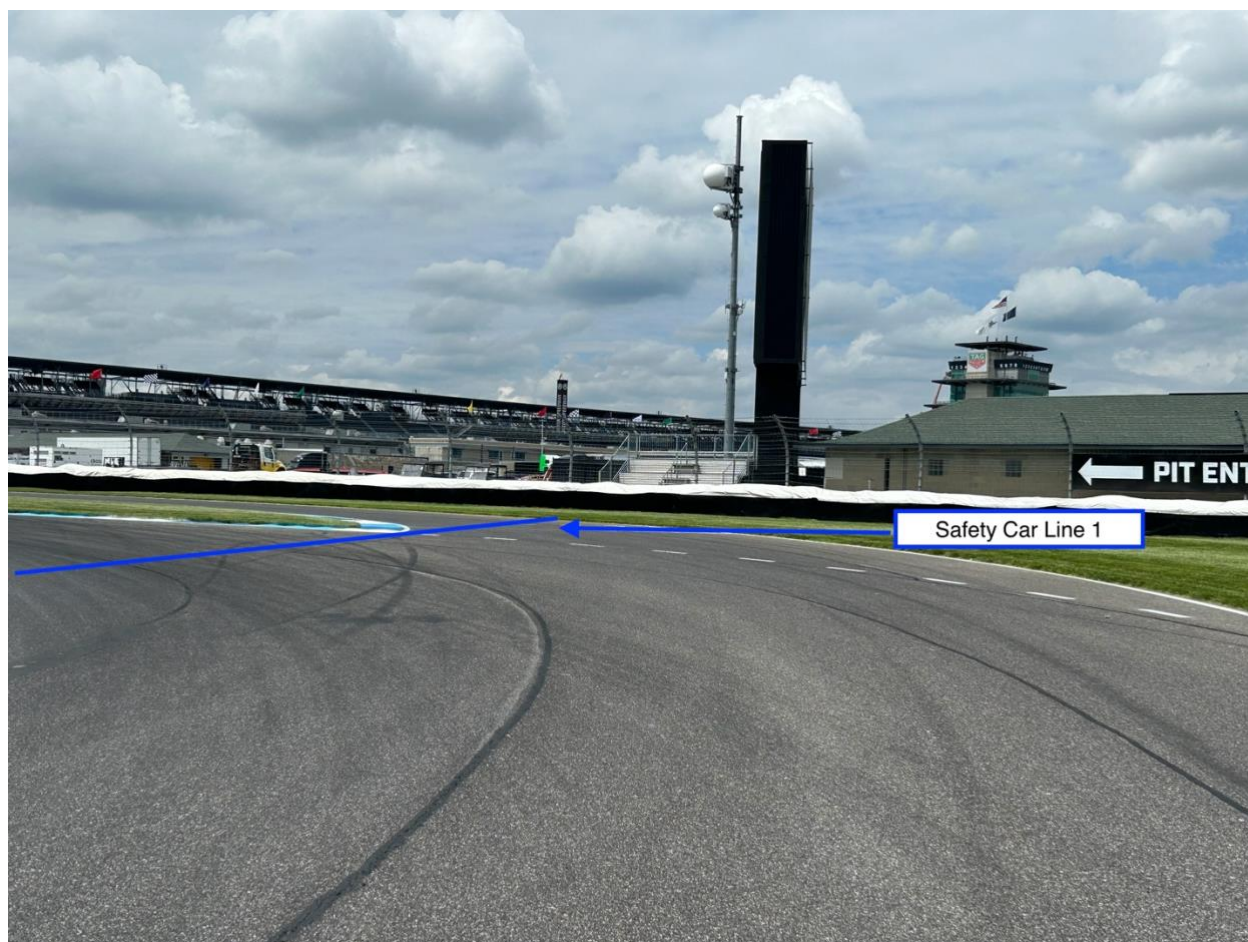


Safety Car Line 1 & Pit In Blend Line

Safety Car Line 1 located at pit in. Please note location at the beginning of the Chevron.

When coming to pit lane, keep to your right when you exit turn 12 to signal to other competitors that you're coming into the pits. 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.

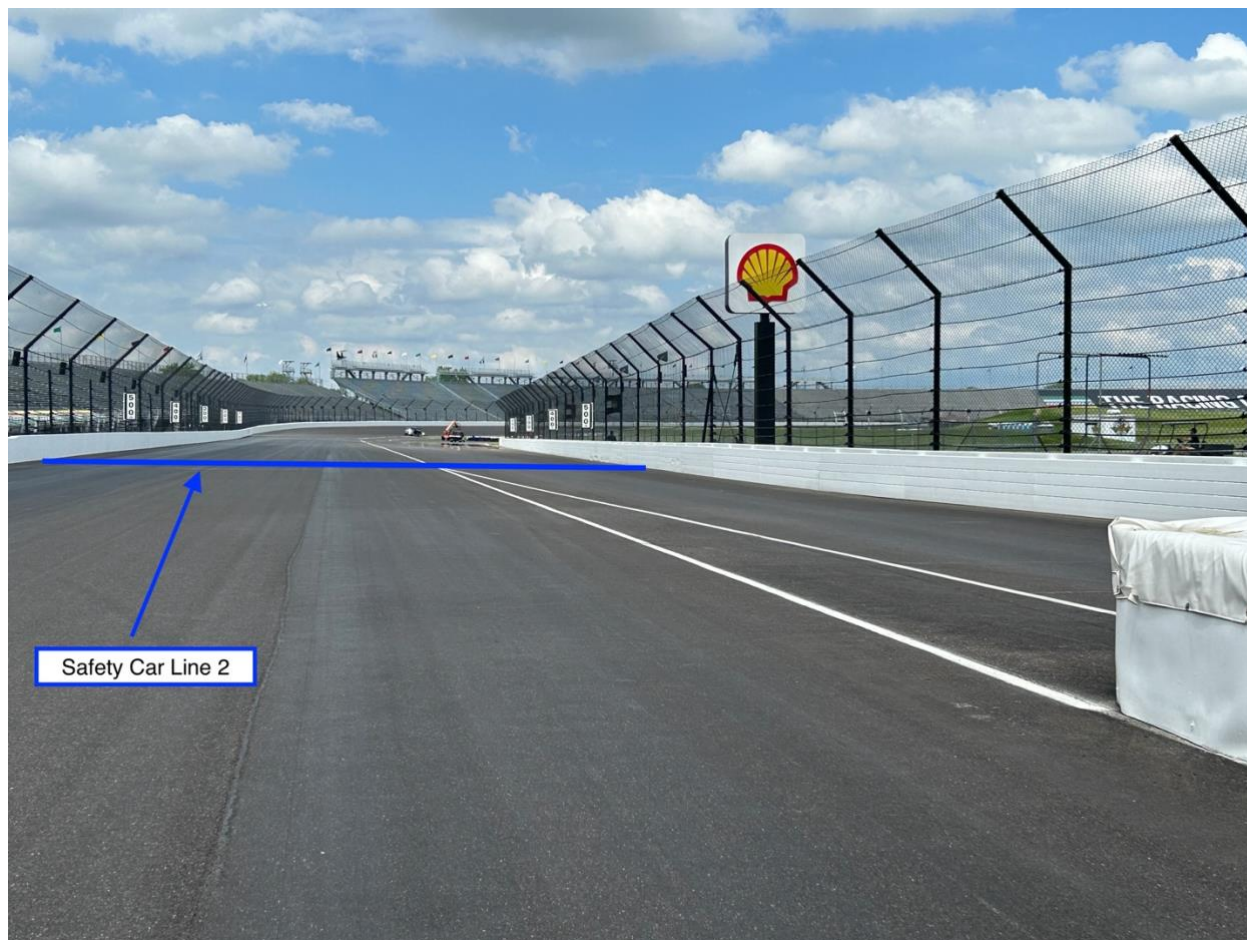
Please observe the 40 mph pit speed limit throughout the entire length of the pit lane as indicated by our speed limit cones. Also, ensure you enter the pit lane in the correct lane utilizing the high speed and transfer lanes when appropriate.



Safety Car Line 2 & Pit Out Blend Line

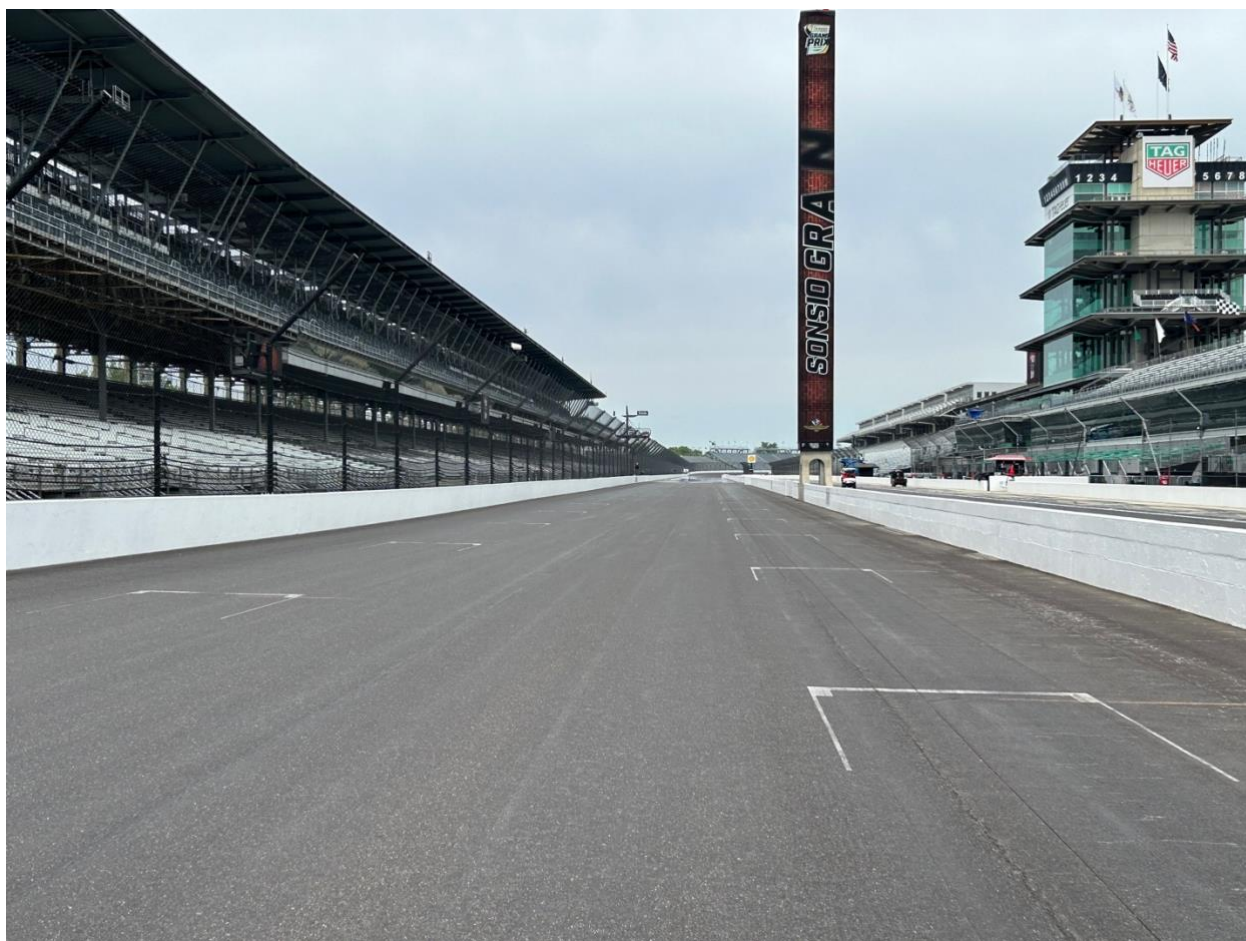
Safety Car Line 2 located at Pit Out. Please note location where the two white lines meet. A good reference point is the Shell sign.

When leaving pit lane stay inside the white line all the way down to turn one and follow the pit exit lane which runs on the inside of turn 1. The merge point for pit exit is past turn one. Do not drive over the solid white line at pit exit. It's the drivers' responsibility to blend into traffic safely when exiting the pit lane and merging with other cars on the track coming out of turn 1. 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.



Safety Car Lights Out & Acceleration Point

FCC Restart Procedure: The Safety Car will turn off its lights at turn 7. The Safety Car will then accelerate at turn 10 and come into the pit lane. The leader is to maintain original Safety Car speed and all drivers are required to maintain pace with the leader and accelerate only once the leader has accelerated. The leader is to accelerate for the restart at turn 13. During a restart you are not allowed to pass another car until after you have passed the IMS scoring pylon.



On behalf of everyone at SpeedTour, we wish you a safe and successful weekend.

Scott Goodyear