



Driver & Team Meeting Notes JFC/F4/FR Barber Race Event October 17th – 19th, 2025

Race Director: Scott Goodyear
Clerk of Course: Stan Williams
Event Steward: James Rogerson
Tech Director: Aaron Coalwell

Chairman: Wes Cunningham
Event Steward: Pat di Natale
Event Steward: Wes Cunningham
Chief Scrutineer: Mike Atkins

All Drivers & Competitors,

On behalf of SpeedTour, welcome to Barber Motorsports Park. We're very excited to finish off a terrific season of racing at one of North America's favourite road courses. All of our races will be streamed live this weekend on SpeedTour.TV, while SPEED SPORT 1 will air a live block on Sunday from 9:30am until 3:30pm, to include Race 2 for both F4 U.S. and FR Americas. We'll then cap off our 2025 season with the Year-End Awards Celebration at the Barber Vintage Motorsport Museum on Sunday evening. Doors open at 5:30pm to allow you to take in George Barber's collection of race cars and motorcycles in his state-of-the-art museum with dinner at 6:45pm followed by awards at 7:15pm.

Regulations:

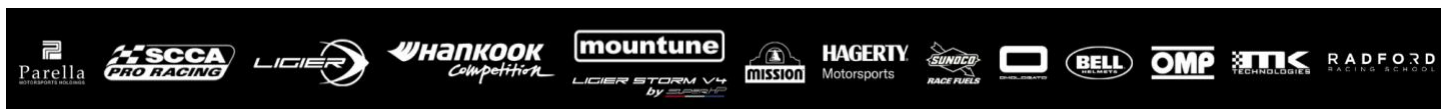
The Regulations outline what is required of the driver and crew to compete in the series. It's the responsibility of both the driver and crew to read and comply with the 2025 JFC/F4/FR Championship Sporting Regulations and Event Supplemental Regulations. The Sporting and Technical Regulations are an 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.

Driver & Crew Chief Meetings: Attendance is mandatory.

Please note the two different locations for the driver's meetings.

- 1) The driver's test-day briefing will be at 7:30am Friday morning in the Porsche Meeting room located on the third floor of the tower.
- 2) The JFC/F4 & FR driver and crew chief meeting will be Friday at 4:30pm in the media room located on the second floor of the tower.

All drivers and a crew chief from each team are required to attend. Attendance is taken at all meetings throughout the year. Please wear your credential to allow for electronic check in. Any driver who is late or misses a meeting will be assessed a \$250.00 fine. Any team that is not represented at the meeting will be referred to the Stewards. Any additional meetings details will be provided via WhatsApp. We appreciate your understanding regarding meetings.





Drivers Equipment:

Each Driver is responsible for ensuring that his/her equipment is compliant with Article 49, Appendix 1 of our Sporting Regulations. All equipment will be checked by the Technical Scrutineers. Please note different helmet requirements in each series. For drivers in need of a new helmet or drivers gear, discounts are available through our partnership with Bell Helmets and OMP Race Products. Racing Force USA owns both Bell Helmets & OMP Racing.

For Bell Helmet products & service, please contact Glen Wheeler at Racing Force. Email:

glenn.wheeler@racingforce.com

For OMP race suits and drivers gear, please contact Mike Magree at Racing Force. Email:

mike.magree@racingforce.com

Track Details

Track Length 2.38 Mile Road Course.

Front Straight: 1400 ft.

Back Straight: 1100 ft.

17 Turns, seven left, 10 right.

Elevation Change 80 Ft.

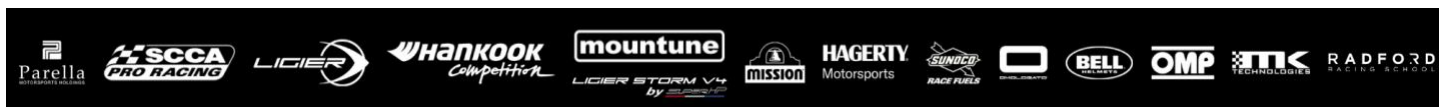
Track Width 45 ft.

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 Left.
Pit Speed Limit:	40 mph.
Track Access:	Refer to Supplemental Regulations for Pre-Grid Location.
Race Control:	Third Floor Race Control Tower.
Stewards Office:	JFC/F4/FR Championship Trailer.
Timing/Scoring:	Third floor of Race Control Tower.
Black Flag:	Start/Finish and Turn 12.
Track Walk:	Friday at 5:45pm. No motorized vehicles of any kind allowed.

Practice Session Information

First Session:

During the first practice session, if conditions and scheduling permit, we may run the first one or two laps of practice under a full course caution format. This will allow all drivers the opportunity 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 current track, it may be the first time a new driver has seen the circuit. This procedure will allow all drivers to become more familiar with the track and also help them identify flagging stations. It's also an opportunity for drivers to bring both their car and themselves up to speed.





Practice:

During practice sessions leading up to qualifying, we may display either a local yellow flag at a marshal station or put the complete circuit under a full course caution to allow the drivers to experience a yellow flag at this circuit. The goal is to reduce the amount of passing that can occur under a yellow flag situation (and as a result - penalties) because of the infraction. Also, during practice, we may put the circuit under a Red Flag situation to test the drivers understanding of the Red Flag. The goal with both of these scenarios is to allow new drivers to experience these on-track conditions during a practice session environment versus possibly for the first time during a race event. Hopefully these on track programs lead to a reduction or elimination of on track issues and infractions.

Practice Starts:

The official start lights will be available in pit lane during practice on Friday only. Practice starts will not be available during qualifying. Location of the pit lane start lights will be announced during the drivers meeting. Drivers required to perform a practice starts will be notified by series officials. Practice starts will be observed and logged by an JFC/FR 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.

Note: Start lights and practice starts will not be available during qualifying.

General Track Notes

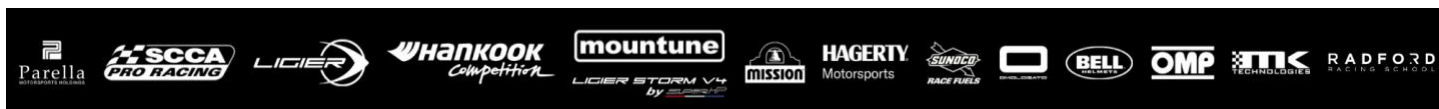
Track Cutouts:

Barber uses orange markings on the guardrail to denote where drivers can pull their car behind the barrier. These locations are as follows: (T1-DL, T6-DR, T9-DL, T12 DR, T1 DR, T5 DR, T7 DR, T8 DL, T10 DR, T17 DR) 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.





Circuit Characteristics:

Barber is a difficult circuit with many blind turns which require a high level of concentration, smoothness and precision to consistently hit your marks. The track has 80 feet of elevation change and is noted for not only the downhill run at turn 1, but also the elevation drop into the esses at turn 8 & 9. Barber has installed ski style pylon poles to help you locate the corners. Turns 8, 10 & 12 are high risk-reward ratio turns, meaning that if you have not completed your pass before the turn, there is a good chance that either you or your competitor, or both, may not make it through the turn.

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

Exiting Pit Lane:

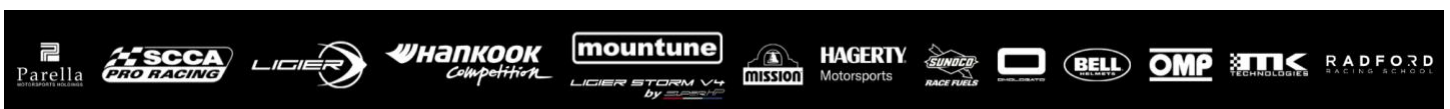
It's the drivers' responsibility to blend into traffic safely when exiting the pit lane and merging with other cars on the track coming out of turn 1. Keep to your left entering turn two, don't drive directly up into the racing line. Teams, please communicate with your driver and alert them of any traffic entering turn one that may meet your driver as they exit the pit lane heading to turn 2.

Entering Pit Lane:

When preparing to enter pit lane, once you've exited turn 15 keep your car to the left to signal to other competitors that you are entering pit lane. This also leaves the racing line to those drivers who are staying on the track.

Pit Lane Usage:

Each pit lane is divided up into three lanes. Here at Barber your pit box (on left) where you will stop to have your team attend to your car. The transfer lane (center) which is the middle lane, and the high-speed lane (right) which is the lane closest to the racetrack. Although called the high-speed lane (from the day when there wasn't a pit speed limit) the speed limit in the pit lane is 40mph. An example of entering pit lane to stop in your pit box would be to keep right once you arrive at pit in, be certain you are not exceeding 40mph, keep in the high speed lane until you're about 2 pit boxes away from your team pit box, then smoothly move over to the middle lane (transfer lane) and pull into your pit box. When you leave your pit box, once in the middle lane check your mirror to make sure you can safely move into the high-speed lane, then use high speed lane (40 mph) until pit exit.





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 into the pit lane without overtaking.

Practice Runs – Drivers new to Barber:

To all drivers new to Barber, rookies and returning drivers who are looking to become more comfortable with either their car or the track, Barber is a challenging circuit and we recommend that you build your speed throughout the sessions as you learn the track. If you slide off the circuit and are unable to continue, not only have you've lost valuable track time but possibly used up some of your racing budget repairing your car. Also, the gravel traps at Barber are unforgiving, meaning if you drive into one of them, you're probably stuck.

On Track Congestion:

Teams and drivers, during practice and qualifying, if your 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 and re-enter the racetrack at pit out to find clear opening on the track.

Mirrors:

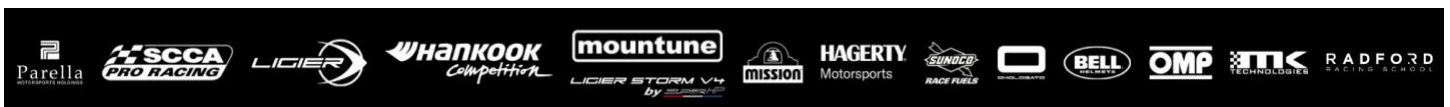
It's the drivers' responsibility to know where other cars are around them at all times, this is known as situational awareness. Drivers, please use your mirrors so you don't cause contact with another competitor. Proper use of mirrors includes when leaving the pit lane, prior to initiating a pass (note - 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 drive off track, it's the driver's responsibility to rejoin the racing surface in a safe manner.

Gravel Traps:

Barber utilizes gravel traps around the circuit. They are well designed and serve a purpose. If you drive off course and end up in a gravel trap, unfortunately you probably won't get out.

Car Delayed Leaving Pre-Grid: If a driver doesn't leave pre-grid in the assigned position, the driver may not start the race on 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.

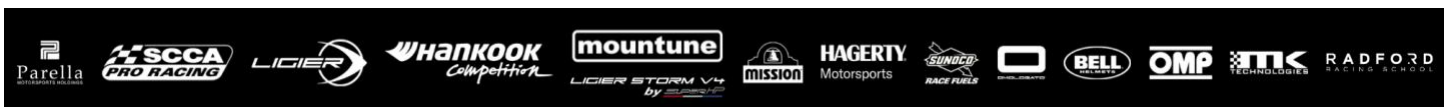
Car Off Track During Formation Lap: If a car leaves the racetrack or loses control and falls out of position during the formation lap, the driver may not start the race on track. The driver must enter pit lane at the end of the formation lap and continue down pit lane and stop at pit out and wait for 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 varies from track to track – so please take note. During a restart at Barber, you are not permitted to pass another car until you've passed the Green Start Zone sign used for the aborted start. You will carry a fair amount of speed entering the downhill into turn one and it's 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 traffic is doing in front of you. Drivers who make contact with other cars will be referred to the Stewards.

Qualifying – Red Flag:

Per the Regulations, a driver who causes a **Red Flag** during qualifying will have their fastest lap removed from scoring and the Stewards may assess 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.
- The first two cars will line up in their start boxes with guidance from their crew chief.
- All other drivers are to proceed to the start box with guidance from your team.
- If a car is missing from the grid, do not fill that spot. Start in you assigned position.
- Pole position at Barber is on drivers left.

Starting Procedure:

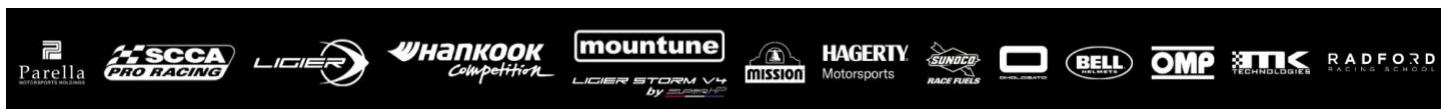
- All drivers should be familiar with the Staring Procedure in Article 36.
- **It's the driver's responsibility to know which side of the grid he/she will start from.**
- It's the team's responsibility to guide their driver to their start box.
- No part of the car is allowed to be over the start box 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 on the light panel. Once drivers see the green lights they are to follow the safety car to begin the second formation lap and prepare for a two by two rolling start.

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





Aborted Standing 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 12. The safety car will enter the pit lane. The pole car should maintain safety car speed and lead the field down the front straight towards aborted start signs. The leader is free to accelerate once he/she reaches the aborted 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. There is no passing until you have passed the start/finish line.

F4 U.S. Rolling two-by-two start:

The F4 U.S. Championship utilize a two-by-two rolling start for each race. The safety car will depart the pre-grid and lead the field around the circuit and turn off its lights going into turn 12. The safety car will enter the pit lane. The pole car should maintain safety car speed and lead the field down the front straight towards the start zone. 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. There is no passing until you have passed the start/finish line.

Crew Chief Notes

Driver’s 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. 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 Ivester at Speedcom Communications. Office: (386) 760-7110, Cell: (678) 588-8188.

Team Radio:

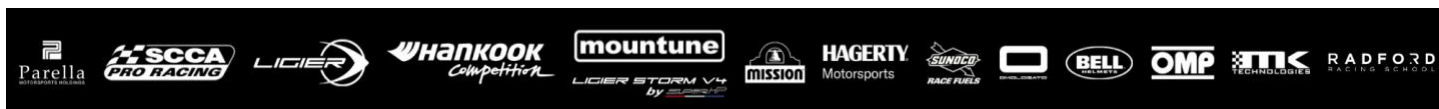
All teams must monitor Race Control during all on track activities throughout the event, this includes during all practice sessions (Promoter test days & Official sessions), qualifying and race events. Race control will feed teams information about any on track issues to allow the team to relay this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

Timing Transponder:

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

Pit Lane Attire:

All crew members must wear team gear with the appropriate logos anytime they’re in the pit lane.





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 regulations, this covers all testing, practice, qualifying and race(s) throughout the event.

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 of the yellow light by the on-board camera.

Video Cards:

We are taking a stronger stance on teams who do not have a working camera or content on video cards. Video cards without content creates 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 continuing issues, Stewards will be serving escalating fines for teams not in compliance. Thank you for your cooperation and understanding.

Tire Scanning:

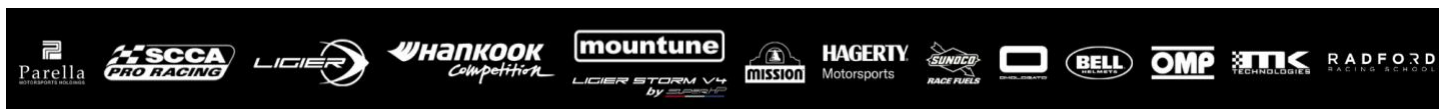
Only tires used for qualifying and race sessions will be scanned by the Championship Technical personnel. For this event at Barber Motorsports Park, JFC & F4 drivers may use one (1) set of new dry weather tires in either one of the two official practice sessions on Friday, October 17th, 2025. FR drivers may choose to run a new set of tires for official practice. For both Championships, practice tires will not be scanned, but their condition will be verified and noted on the grid. Tires will be scanned at the team's trailer/paddock. 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.

Drivers Meetings:

Driver and crew chief meetings are listed on the schedule and covered in this document on page one. Please make sure that both driver and a crew chief attend required meetings. Drivers who are late or miss a meeting will be assessed a \$250.00 fine. Teams who are late or miss a meeting will be referred to the Stewards office. Please wear your credential to the meeting as we are now using the bar code on your credential for sign in.

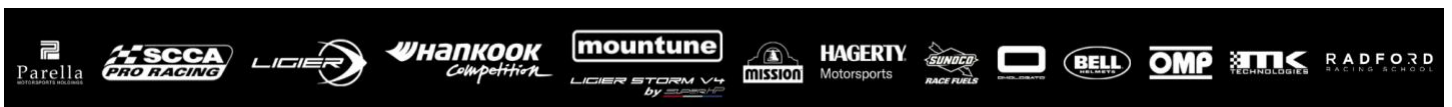
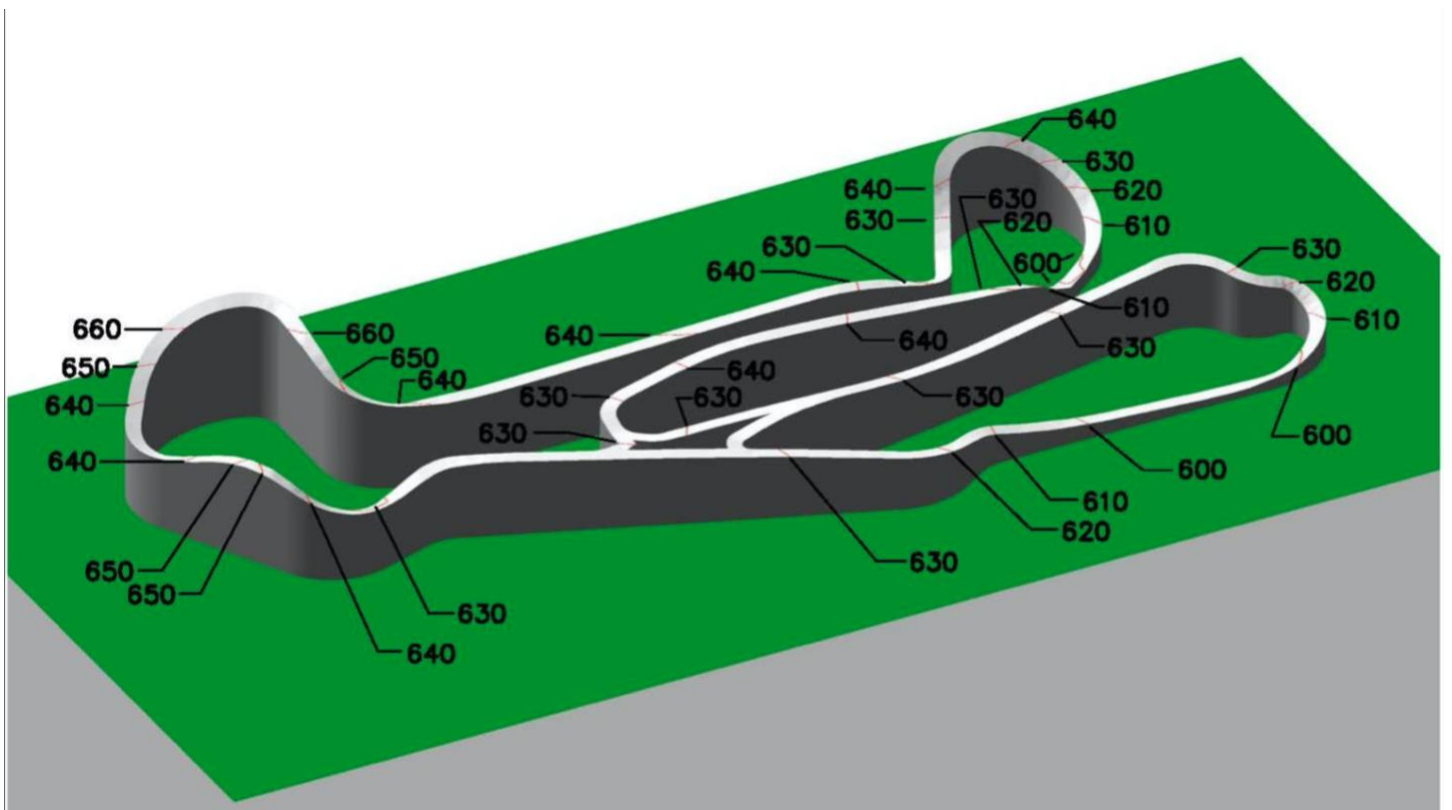
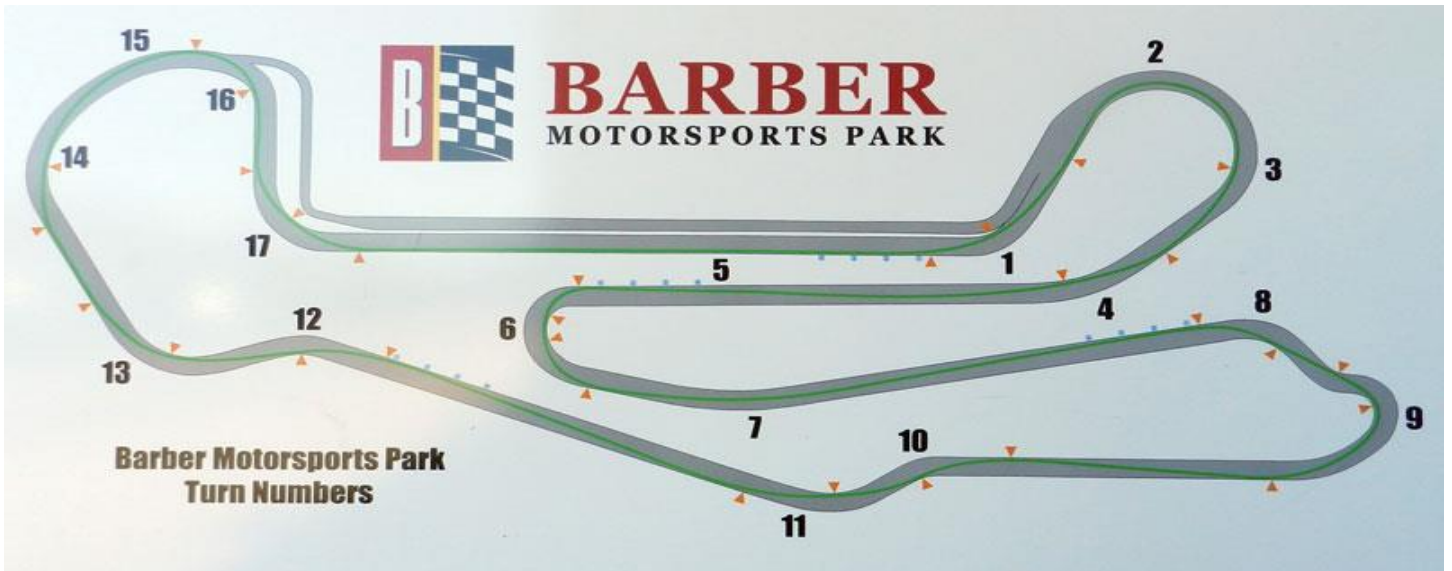
Livery:

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





Barber Course Track Layout



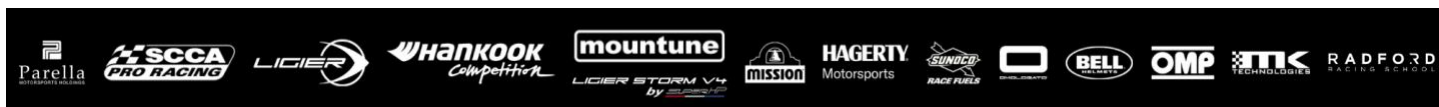


Safety Car Line 1 & Pit In Blend Line

Safety Car Line 1 (blue) is located at pit in. Blend Line, do not cross any part of the pit in blend line (yellow) while entering pit lane. When you exit turn 15, keep to the 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. We will have our bright green cones with the 40mph sign on pit lane marking the pit speed zone. A gentle reminder to continue proper use of the high speed and transfer lanes throughout the weekend. Teams, please be aware of the cars that are stationed around your pit box and make sure you do not release your car in front of incoming traffic.

Leader Restart Zone

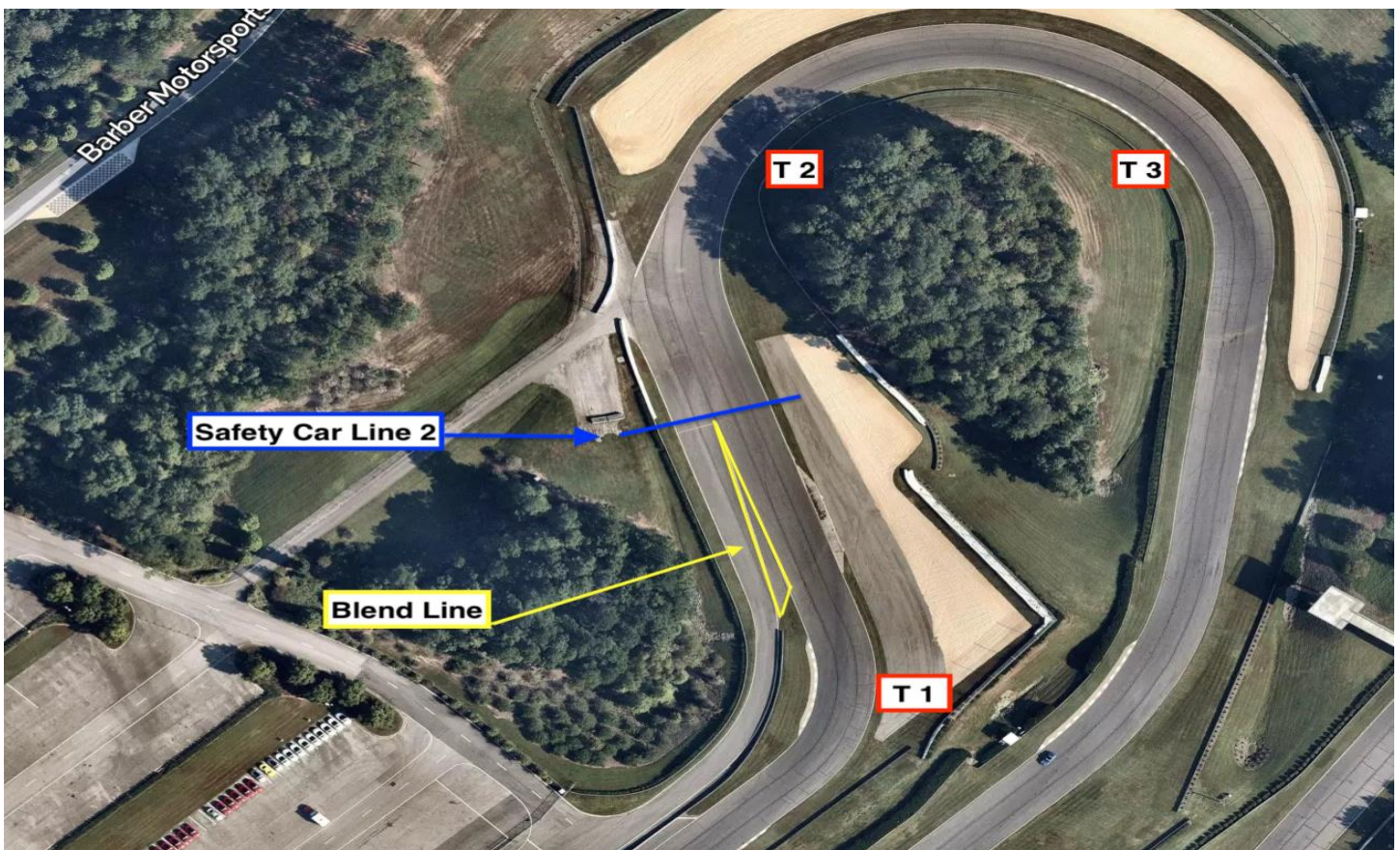
Safety Car lights will go out on back straight heading towards turn 12. This is the time to pack up and line up in a single file. The leader must maintain Safety Car speed up to the restart zone. We will check car data if we feel the leader has reduced his speed. The leader may accelerate at any point within the restart zone. All drivers are required to maintain pace with the leader and accelerate only once the leader has accelerated. **On a restart, passing is not permitted until you pass the green start sign used for the aborted start.**





Safety Car Line 2 & Pit Out Blend Line

Safety Car Line 2 (blue) is located at pit out. Please note location. Pit exit bend line (yellow) do not cross the pit exit blend line when re-entering the racetrack. It's the drivers' responsibility to blend safely into traffic when exiting pit lane and merging with other cars on the track. Pit exit at Barber can be difficult as you are trying to blend into traffic that is coming out of turn 1 and needing to take up the same lane on the racetrack as you in turn 2. Drivers leaving pit lane need to be aware that there may be cars running side by side passing each other going into turn 2. When you exit pit lane, keep to your left and merge into the racing line. Drivers on track need to be considerate to cars exiting 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.



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

Scott Goodyear

