



Driver & Team Meeting Notes JFC/F4/FR Mid-Ohio Race Event June 11th – 14th, 2026

Race Director: Scott Goodyear
Clerk of Course: John Walsh
Event Steward: Wes Cunningham
Technical Director: Aaron Coalwell

Chairman: Wes Cunningham
Event Steward: James Rogerson
Event Steward: John Walsh
Chief Scrutineer: Mike Atkins

All Drivers & Teams.

On behalf of everyone at Racing America, welcome to the Mid-Ohio Sports Car Course. We look forward to a great weekend of racing at one of North America's best natural terrain road courses. For new drivers, I'm sure this will become one of your favorite tracks to drive.

Regulations:

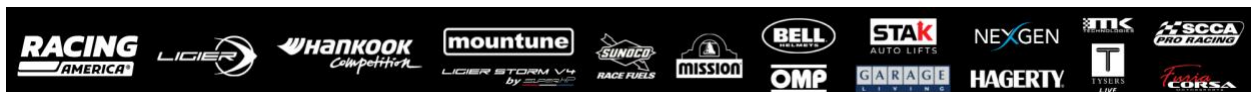
The Regulations outline what is required of the driver and crew to compete in the series. It's the responsibility of both the driver and crew to read and comply with the 2026 Championship Sporting Regulations and Event Supplemental Regulations. The Sporting and Technical Regulations are an overview for 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 before each event.

Drivers Meetings: Attendance is mandatory for all meetings and autograph sessions.

All meetings will be held on the 3rd floor of the Media Tower.

- 1/ The JFC/F4/FR Driver & Crew Chief Test Day meeting is Thursday at 1:45pm.
- 2/ The JFC/F4/FR Driver & Crew Chief Race meeting is Friday at 12:45pm. All drivers and a crew chief from each team are required to attend.
- 3/ JFC/F4/FR Driver Autograph session: Saturday, 12:00pm – 12:30pm in the upper paddock by the FR/F4/JFC Championship Trailer.

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 additional details will be provided via WhatsApp





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 Bill Deakins at Racing Force.

Email: billy.deakins@racingforce.com

Track Details

Track Length 2.24 Mile Pro Road Course.

13 Turns, five left, eight right.

136 ft Elevation change.

Front Straight: 1200ft. Back Straight: 3,000ft.

The Keyhole, China Beach, The Esses -T6 to T8,
Thunder Valley & The Carousel.

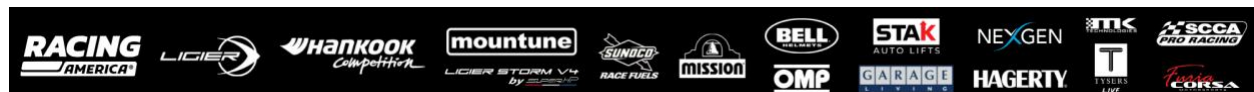
Safety Car Lines:	See attached map for safety car lines 1 & 2 and related information.
Timing Line:	Start/Finish Line on Front Straight.
Pole Position:	Drivers left.
Pit Speed Limit:	40 mph
Track Access:	Refer to Supplemental Regulations for Pre-Grid Location.
Race Control:	2 nd floor of main tower.
Timing/Scoring:	Chalet on inside of track across from S/F Line, 2 nd floor.
Stewards Office:	JFC/F4/FR Championship Trailer.
Black Flag:	Start Finish Line & Turn 11.
Registration:	Building at Gate 3 Entrance.

Track Walk:

1/ Wednesday 4:30 pm – 6:30pm.

1/ Thursday 6:15pm – 8:00pm.

No scooters, motorized vehicles or wheels 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 and trackside cutouts marked in orange. Also, once you've walked out of the corner, take a moment to turn around and look at the track behind you. Lots can be seen from this view that sometimes gives you knowledge of your car's handling.





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 (and as a result – driver penalties) because of the infraction. Also, during practice, we may put the circuit under a Red Flag situation to test 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 infractions.

Practice Starts:

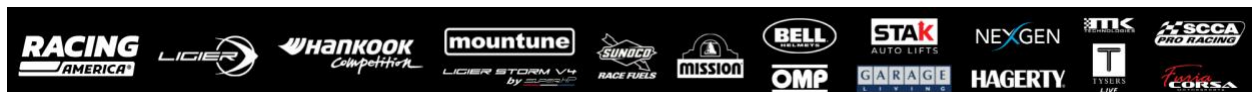
The official start lights will be available in pit lane Thursday and Friday morning during optional test sessions only. Practice starts are not available during qualifying. Location of the pit lane start lights will be announced during the drivers meeting. Drivers required to perform a practice start will be notified by series officials. 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.

Note: Start lights and practice starts will not be available during Friday afternoon practice sessions or qualifying.

General Track Notes

Track Cutouts:

Mid-Ohio uses orange markings to denote where drivers can pull their car behind the barrier. 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:

Mid-Ohio, one of my favorite circuits, is a very demanding circuit both mentally and physically. The track has rolling terrain and many blind turns which require a high level of concentration, smoothness and precision to consistently hit your marks. Because of the blind turns you need to pay extra attention to the corner stations as the corner workers can keep you informed if there's an issue over the hill that you may encounter. At turn 9, the blind right-hand turn where the track falls away after the apex, we've installed the Flagtronics light panel at the flag station, drivers right, to help you know when there's a yellow flag situation in that turn. Below you can see how it's impossible to see around the corner because of the drop off. The light panel will help alert drivers to an incident over the hill.

Turn 9 Apex.

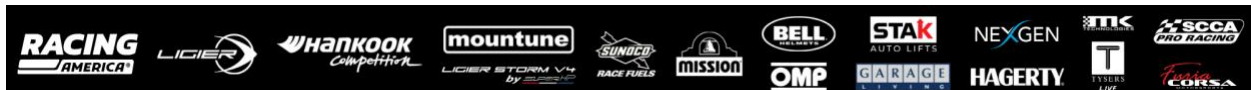


Exit of turn 9.



Cockpit Yellow Caution Light:

We will continue to utilize the driver yellow cockpit light system in the JFC & FR cars. 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, Flagtronics boards will be displayed and Race Control will still call FCC over the driver all call channel. It's the driver's responsibility to respond to the first indicator he/she sees for a yellow.





Practice Runs – Drivers new to Mid-Ohio:

Mid-Ohio is a very challenging circuit, and we recommend that you drive at your own pace and build your speed throughout the sessions as you learn the track. **Keeping the car balanced with the throttle over the hills** is especially important. Any sudden lifting of the throttle mid turn going over the hill will cause the back of the car to become light and generally cause a spin. 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.

On Track Congestion:

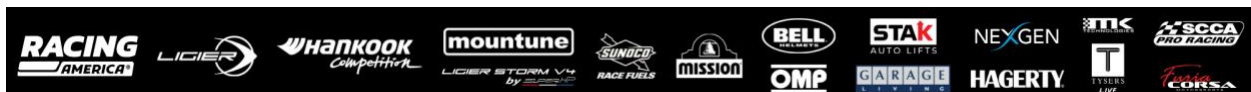
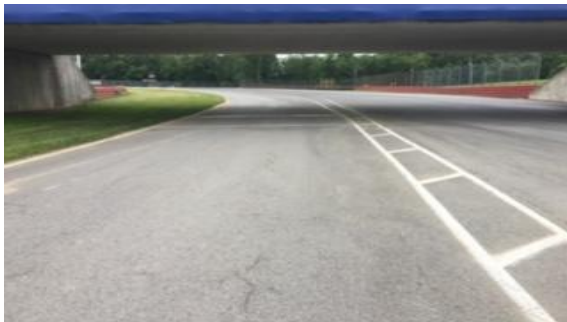
Often in practice and qualifying we'll have many cars running together on the track. As many drivers are new not only to car racing, and also to this track, its highly recommended that you find your own space on the track so you can learn the circuit without being concerned with other cars around you. Discuss with your team and plan a practice and qualifying strategy that works best for you. Work on building your speed at your experience level and don't be so concerned about lap times until you are comfortable with the track.

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. Keep to your left when leaving pit lane. Do not drive directly out onto the racing 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 exit the pit lane. **NOTE:** Keep in the pit exit lane when you depart the pits. Do not cross over the chevrons to enter the track. Stay off the curb that separates the pit lane and the track when leaving pit lane.





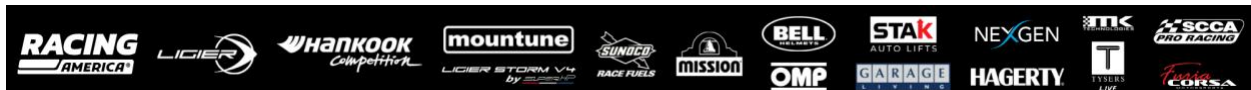
Entering Pit Lane:

When preparing to enter pit lane, once you've exited turn 11, keep to the left entering turn 12 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 from the track is very short and curves leading to the pit lane itself. It also rolls downhill which can cause an issue especially in the rain. Please drive accordingly. The pit lane speed limit comes into play very quickly. Please note where the 40-mph speed limit starts by using our green pit speed limit signs.



Pit Lane Usage:

Each pit lane is divided up into three lanes. Here at Mid-Ohio 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 at Mid-Ohio would be; once you've arrived at pit in, be certain you are not exceeding 40mph, keep to the right side of pit lane which is the high speed lane (40mph), continue along the high speed lane until your about 2 pit boxes away from your team pit box, then smoothly move over to the middle lane (transfer lane) and drive through this 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.





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 especially as you pass the kink on the backstraight and head towards turn 4) 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 at each track of checking their mirrors so they're informed of cars behind them. Mirrors are not to be used as a tool for blocking another driver.

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 both on and off 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 usually resulting in a yellow flag situation.

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:

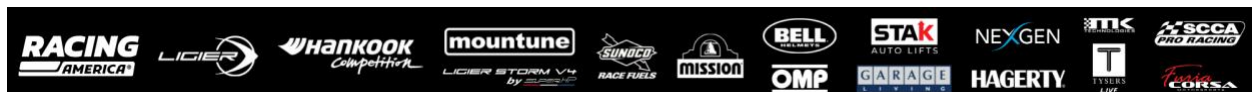
If a car leaves the racetrack or loses control and falls out of position during the formation lap, the driver may not start the race on the track. The driver must enter pit lane at the end of the formation lap and continue down pit lane and stop at pit out and wait for instructions from the official. 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.

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.





Tire Scrubbing:

Tire scrubbing is only permitted during the first lap of any session. Drivers must not weave to warm up their tires after the first lap of testing, practice or qualifying.

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.

Restart Pass Line:

The restart passing line at Mid-Ohio is the Start/Finish Line. The restart passing line varies from track to track - so please take note. Restarts at Mid-Ohio can be an issue because of the tight corners leading onto the front straight. Often cars accelerate too early only to find they must apply the brakes to avoid the car in front - which causes an accordion effect. Please be aware of this issue and look far enough ahead to understand what the traffic is doing in front of you.

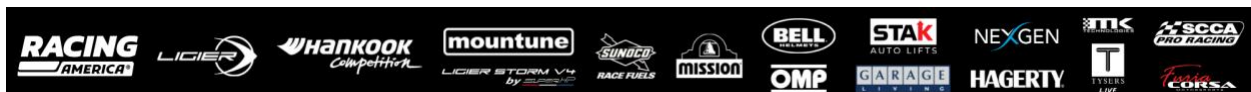
Qualifying – Red Flag:

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 11.
- All drivers are to proceed to their start box position with guidance from their team.
- Know your starting position and which side of the grid you're on.
- Pole position at Mid Ohio is on drivers left.
- If a car cannot start in the assigned position, do not fill that spot. That spot stays open.
- Because of the short front straight at this track, the starting grid will be moved towards turn 1.





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 1' 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

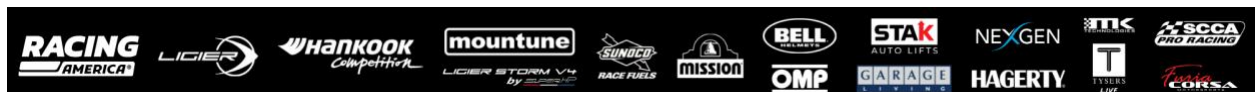
- **Green** Lights – Grid is Full
- (5) **Red** Lights Illuminate in (1) Second Intervals
- **Red** Lights Out – Start of Race
- **Yellow** Abort Lights – Do Not Move

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 Will Now Be 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 appear, they should proceed off the grid slowly and follow in behind the Safety Car for another formation lap. The Safety Car will lead the field around the circuit and turn off its lights coming out of turn 7 indicating the start of the race that lap. The Safety Car will enter pit lane that lap. The pole car should maintain Safety Car speed and lead the field towards the front straight. The leader is free to accelerate once he/she reaches the start zone indicated by the green "Start Sign" 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 crossed the Start/Finish line on the front straight.**





F4 U.S. Championship two-by-two rolling start:

The Safety Car will lead the field around the circuit and turn off its lights coming out of turn 7 indicating the start of the race that lap. The Safety Car will enter pit lane. The pole car should maintain Safety Car speed and lead the field towards the front straight. The leader is free to accelerate once he/she reaches the start zone indicated by the green “Start Sign” 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 crossed the Start/Finish line on the front straight.**

Crew Chief Notes

Tire Scanning:

Only tires used for qualifying and race sessions will be scanned by the Championship Technical personnel. Used tires must still be used during official F4 & JFC practice sessions. 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 used condition will be verified and noted on the grid. 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:

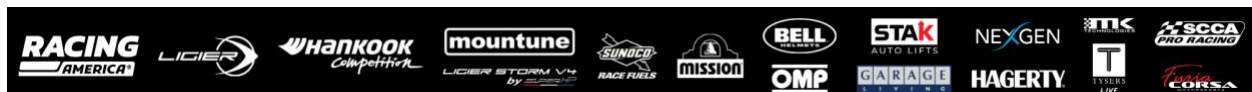
All drivers must be able to hear the “Driver All Call Channel” from Race Control during all on track activity, including promoter test/practice days. Please confirm your driver’s car radio is programmed correctly. As the Race Control Channel is used only if there is a full course yellow or red flag, 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. Jack Ivestor, Telephone: (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 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. Shorts will be allowed on pit lane for this event.

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:

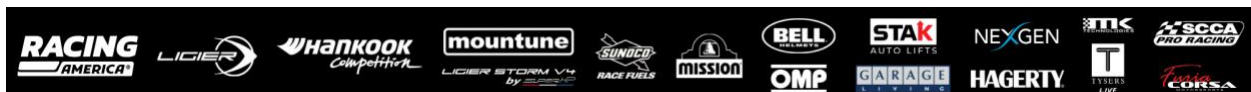
Driver and crew chief meetings are listed on the schedule and covered in this document on page one. Please make sure that both the driver and a crew chief attend all meetings. Any driver who is late or misses a meeting will be assessed a \$250.00 fine. Any team who is late or misses a meeting will be 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 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.

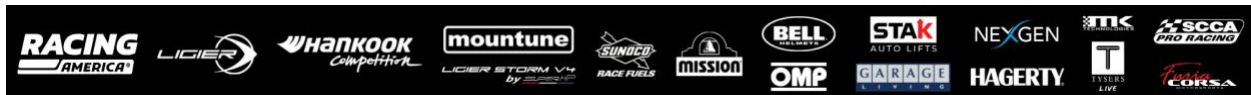
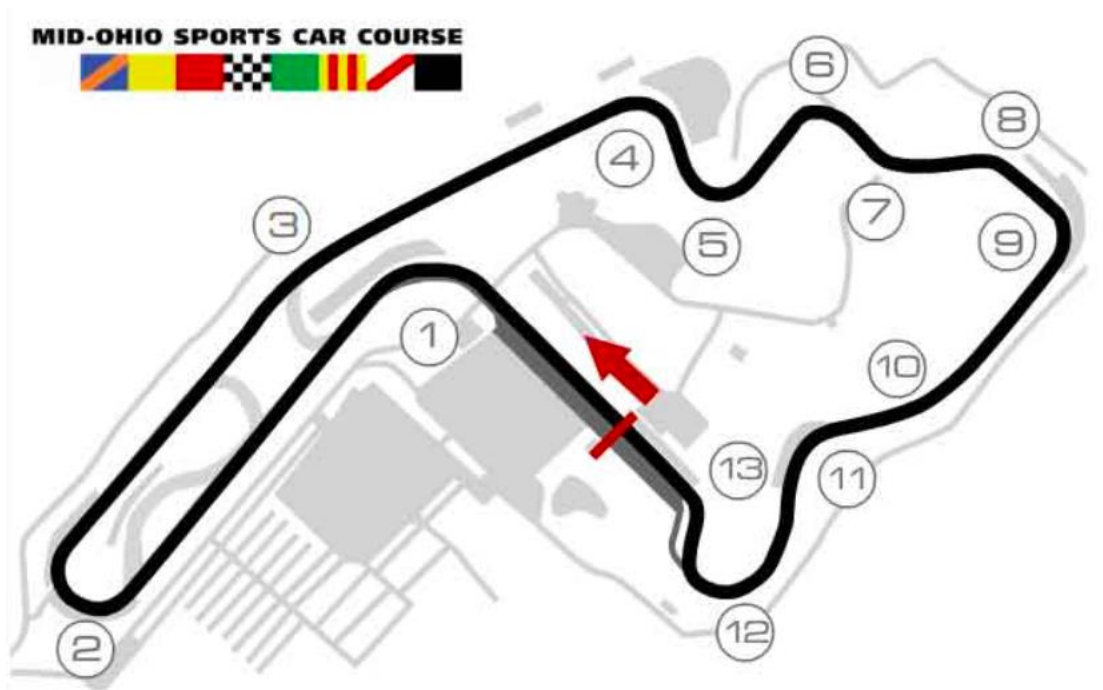
Video Cards:

This season the Stewards will take 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.





Mid-Ohio Layout

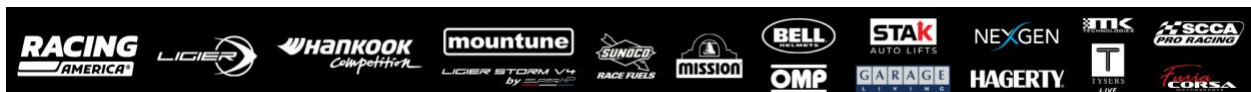
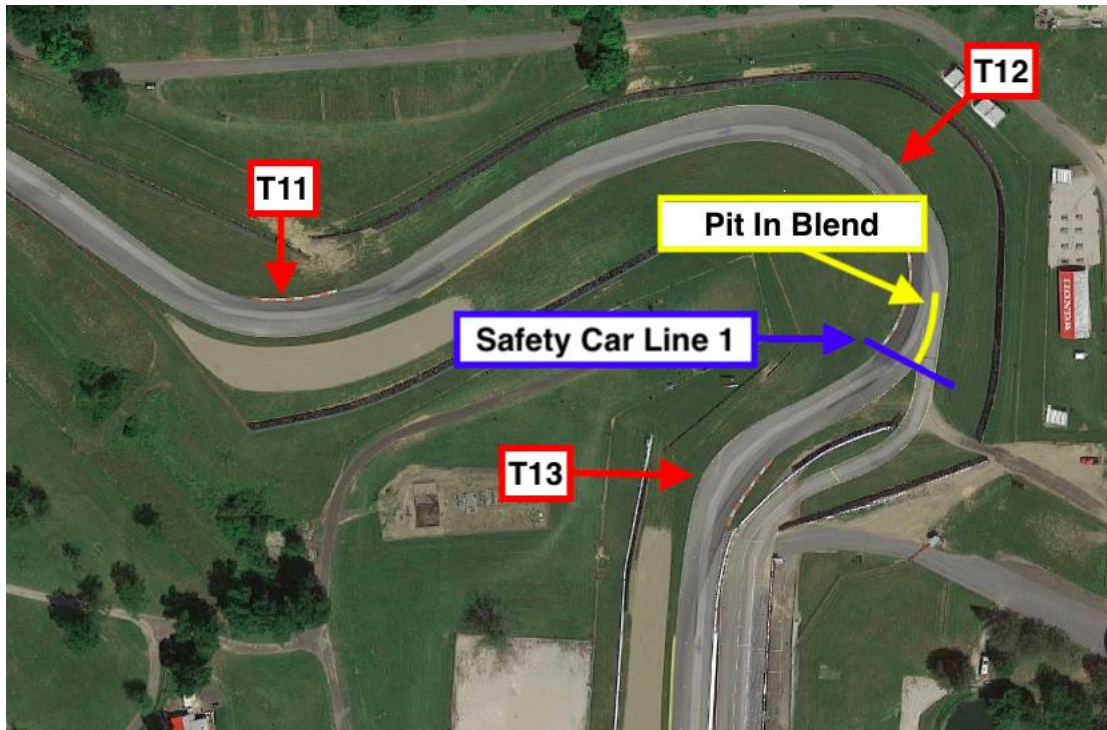




Safety Car Line 1 & Pit In Blend Line

Safety Car Line 1 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 11 keep to the left entering turn 12 to signal to other competitors that you're entering the 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.

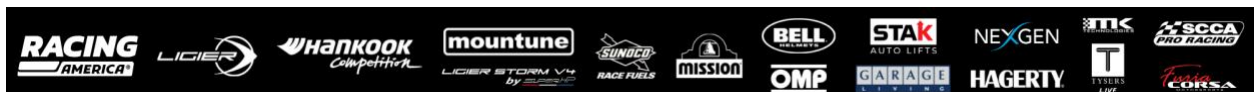
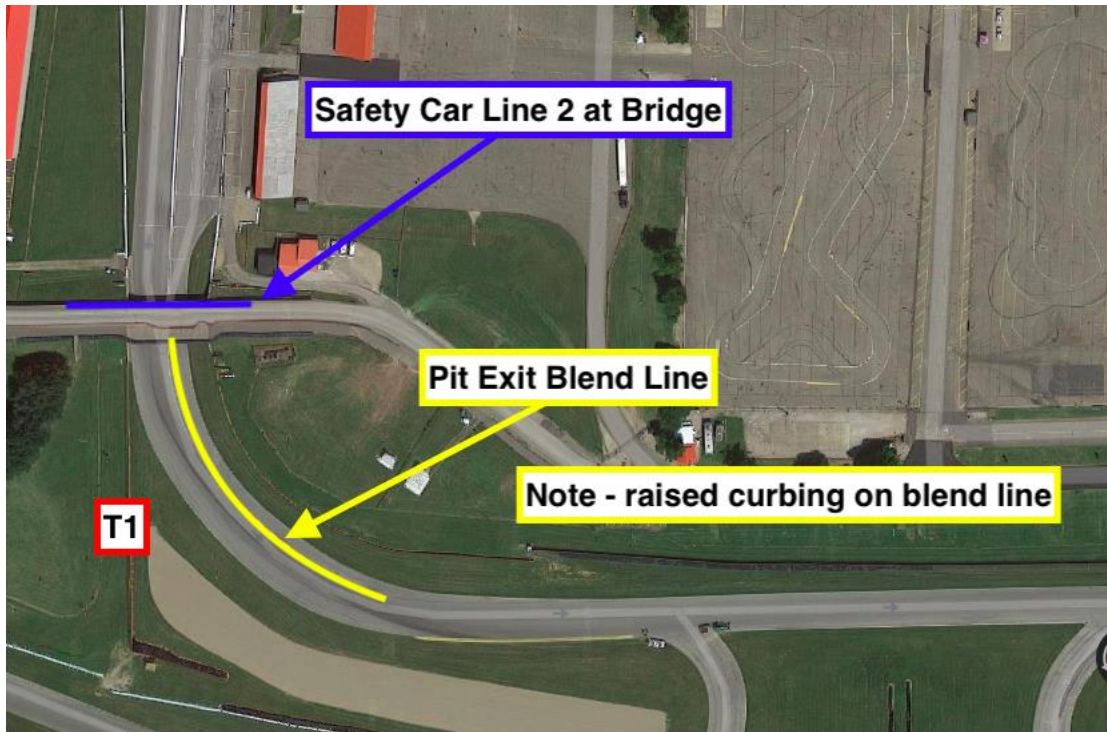




Safety Car Line 2 & Pit Out Blend Line

Safety Car Line 2 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 drivers' responsibility to blend into traffic safely when exiting the pit lane and merging with other cars on the track heading to turn 2. 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. Note: Drivers, stay off the curb that separates the pit lane from the track.



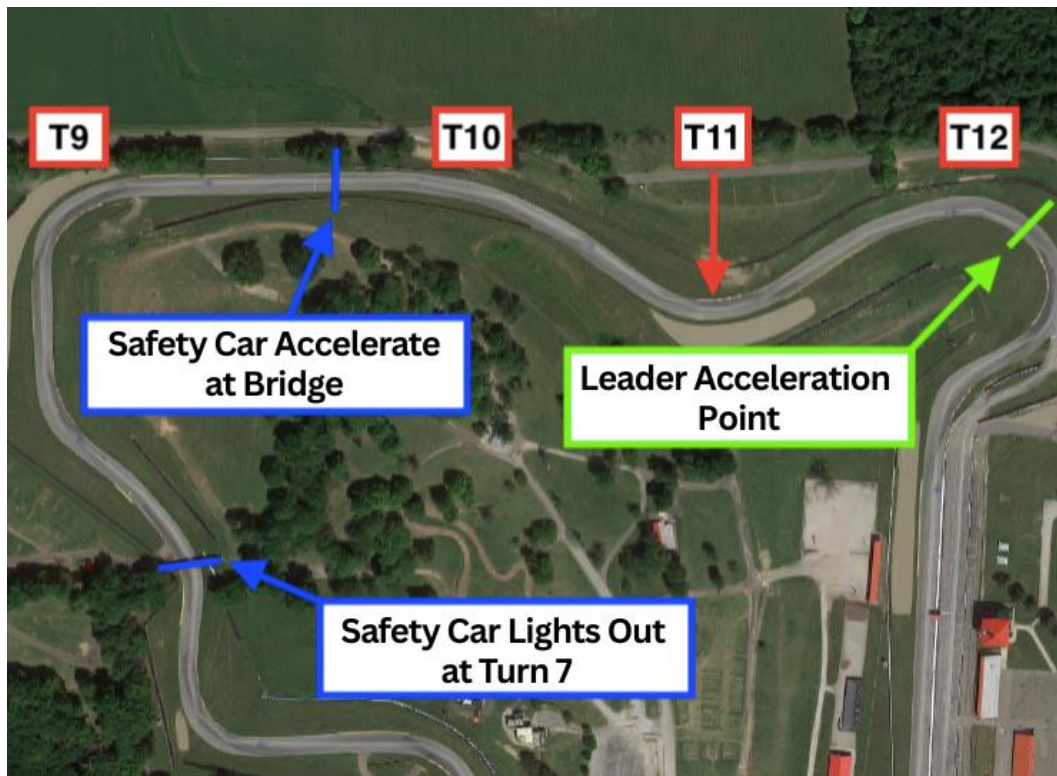


Safety Car Lights Out & Acceleration Point

Restart Acceleration Point: Leader may accelerate once he/she reaches turn 12. All competitors are required to maintain pace with the leader and accelerate only once the leader has accelerated. There is no passing until you cross the start/finish line. All 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. Drivers 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. Learn to read the traffic situation in front of you so you can finish the event and take the checkered flag

NOTE:

On a restart, drivers are allowed to warm up their tires until the bridge before turn 10. Any tire warming after that point could result in a penalty.



On behalf of everyone at Racing America, we wish you a successful weekend.

Scott Goodyear.

