



TRG-ASTON MARTIN RACING RACE WEEKEND GUEST GUIDE

Rolex 24 Hours at Daytona
January 29 -31, 2016



Letter from Kevin Buckler

To Our Daytona Team for 2016,

Wow, January again! It's crazy to think we're already headed into another Rolex 24 Hours at Daytona (our 21st) and the start of the IMSA WeatherTech season. I am very pleased with our direction as one of the leading motorsports organizations both on and off the track.

As you know, we are in a sort of "Magic Moment" in time right now with where we are in the racing world. Sportscar racing has been steadily on the rise for the last several years with strong manufacturer involvement and fields full of beautiful racecars. The series is strong as is the schedule and the management team and we are gaining ground on all of the other forms of motorsports in the US. TRG has continued to be a pioneer and leader in the field and all of this has contributed to some amazing new partnerships. Our partnership with Aston Martin Racing is entering its fourth year and we will be competing in our third 24 hour endurance race with the Aston Martin V12 GT3 not to mention coming back after being the polesitter in 2015 and finishing 2nd place in the championship. It is our time to shine and to do our part to put professional sports car racing in its rightful place at the top of the motorsports food chain.

As we head into 2016, I am proud to have everyone reading this as part of our camp. We're coming off another landmark year for TRG with a bright new future as well, exploring new partnerships with multiple manufactures and opportunities.

We have four major victories here at Daytona including once overall and we've been on the podium 13 times and it's because we are one of the strongest teams in the paddock across the board in all areas. Endurance racing is so complex and we can have no weaknesses here.

With this all being said, you already know that TRG offers the best prepared endurance machinery and the highest trained personnel in the paddock. What you might not know is that we also offer a complete and all encompassing team on the other side of racing – marketing, business development, media and hospitality. Just let us know what you need and will make your experience one-of-a-kind. We will take care of you and your guests as if they are family.

For the drivers, as always, please be safe, alert, focused and (most importantly) have FUN! I say this every single year, but the best piece of advice I can give is this: This is a grueling mental and physical environment. We've stood on the podium by hitting our marks every time and just being consistent and smart. Think long... we have to out smart the other guys and in all cases reduce our risks. If you take this approach I can promise that you will walk away proud and with stories to tell for years to come.

Please read through this packet for information regarding the track, key personnel and local establishments. Feel free to contact any of them at any time with any questions or issues you may have. I am also always available to you for anything you may need. Please never hesitate to email me.

This is the experience we have all worked for, dreamed about and now we are here. Let's use our best teamwork, skills and strategy to accomplish the goal. Thanks to all our partners for helping us to get here.

I look forward to sharing this big adventure with all of you.



Officer

The Racers Group
TRG-Aston Martin Racing
Adobe Road Winery

Points of Contact

Head Concierge and Hospitality Coordinator:



Dani Yocum

Mobile: (904) 599-8621

Dani@TRG-AMR.com

"We are so happy you could join us for what is sure to be an epic event. Please feel free to contact me with questions, provision requests or at track transport."

-Dani

Other Key Personnel:

Jeanine Curtis

(707) 559-7260

Jeanine@TRG-AMR.com

Logistics Director

Ashly Reynolds

(415) 686-8218

Ashly@AdobeRoadWines.com

Winery Liason

Paul Zindrick

(651) 592-2131

Paul@TRG-AMR.com

VP of Marketing & Sales

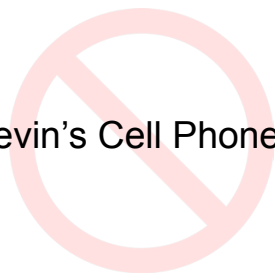
Danielle Crespo

(512) 820-3567

Danielle@TRG-AMR.com

Marketing & Media Relations Mgr.

Please do not call Kevin's Cell Phone. He is a bit busy.



TRG-AstonMartinRacing.com

1995 S. McDowell Blvd. Petaluma, CA 94954 | (707)935-3999

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DINING IN DAYTONA

Credential & Entry Information

IMPORTANT: Before arriving at Daytona International Speedway, guests are required to pick up their race weekend credentials at the off-site credential office location located 2.5 miles from track at...

2013 Dunn Ave. Daytona Beach, FL 32114



Registration Hours

Tues., 1/26 7:00 am - 4:30 pm

Wed., 1/27 6:30 am - 4:00 pm

Thu., 1/28 7:00 am - 7:00 pm

Fri., 1/29 7:00 am - 4:00 pm

Sat., 1/30 7:30 am - 5:00 pm

Sun., 1/31 8:30 am - 10:30 am

Important Rules of the Race Weekend

- Pit space is limited – essential crew and invited guests only, please.
- Credentials, long pants, and closed-toe shoes required for entry into the pits.
- Hospitality use and access for our invited guests, sponsors, etc. **ONLY**, please.
- The pits are much tighter and more controlled than in previous years– please be aware of this and limit your time in the pits. The race effort takes first priority above all else.
- Practice Pit Etiquette: Please stay out of the way of crew members – especially during the many pit stops. A crew member should not have to ask you to move out of the way.
- Please stay on the upper level of the pit box if invited. The lower seat is for car chiefs, engineering, and strategy **ONLY**. (No drivers, please!)

Visit <http://www.imsa.com/races/rolex-24-daytona-1> for more details.

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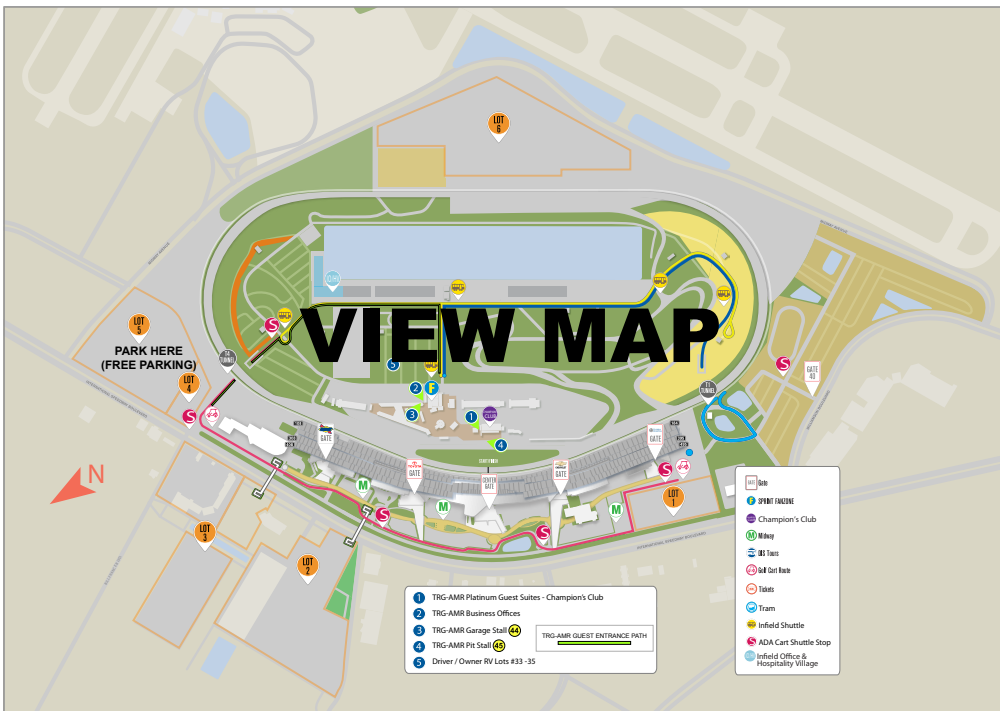
DINING IN DAYTONA

Daytona International Speedway

FREE PARKING

FREE parking is available in Daytona International Speedway's parking lots, providing access to and from the Speedway before and after the race. General daily parking will be in the Lots 4 and 5, located outside of Turn 4. Walking access to the infield will be available through the Turn 4 Tunnel.

TRG-AMR guests are to enter via the entry tunnel located at lots 4 & 5. Board the infield shuttle and take transit to the "Daytona 24 Fanzone". From here you will be able to access TRG-AMR facilities identified on the Daytona International Speedway facility map here.



[Read Kevin's Track Notes](#)

Visit <http://www.imsa.com/races/rolex-24-daytona-1> for more details.

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Tune In Info



LIVE COVERAGE
SATURDAY, JANUARY 30
FS1



TUNE-IN ON JANUARY 30TH AT 2PM ET ON FS1

Or follow along on your mobile. Download the free IMSA app.



Watch TRG Daytona Videos



Follow on Social Media



@theracersgroup

Tag us **#TRGAMR**

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Official Fan Schedule

Subject to change



WEDNESDAY, JANUARY 27, 2016

6:00 am Garages Open
6:15 am - 12:15 pm T&S & TV cabling access on-track
7:00 am CONTINENTAL CHALLENGE INSPECTION (BY APPOINTMENT)
9:00 am - 10:30 am TRACK WALK - Limited Access, Walk Only - Pit Lane/Infield to Turn 6
10:00 am -12:00 pm WeatherTech Championship Mandatory Car Photographs
12:15 pm - WeatherTech Championship Team Manager Briefing - Track Meeting Room
12:25 pm - CCL IMSA Course Clearance Lap
12:30 pm - 1:15 pm PRACTICE #1 - FERRARI
1:25 pm - CCL IMSA Course Clearance Lap
1:30 pm - 2:30 pm PRACTICE #1 - CONTINENTAL CHALLENGE
2:40 pm - CCL IMSA Course Clearance Lap
2:45 pm - 3:30 pm PRACTICE #2 - FERRARI
3:40 pm - CCL IMSA Course Clearance Lap
3:45 pm - 4:45 pm PRACTICE #2 - CONTINENTAL CHALLENGE
6:30 pm Garages Close

THURSDAY, JANUARY 28, 2016

7:00 am Garages Open
7:00 am - 9:15 am T&S & TV cabling access on-track
9:20 am - CCL IMSA Course Clearance Lap
9:25 am -10:25 am Practice #1 - WeatherTech Championship (All Classes)
10:40 am - CCL IMSA Course Clearance Lap
10:45 am - 11:30 am PRACTICE #3 - FERRARI
11:40 am - CCL IMSA Course Clearance Lap
11:45 am - 12:15 pm PRACTICE #3 - CONTINENTAL CHALLENGE
12:15 pm - 1:15 pm Lunch (T&S and TV cabling access to track)
12:25 pm - 1:55 pm CONTINENTAL CHALLENGE TIRE MARKING - IMSA Tech Trailer
1:15 pm - CCL IMSA Course Clearance Lap
1:20 pm - 1:50 pm Practice #2 - WeatherTech Championship (All Classes)
2:05 pm - CCL IMSA Course Clearance Lap
2:10 pm - 2:25 pm QUALIFYING - CONTINENTAL CHALLENGE ST
2:15 pm - 3:45 pm Tire marking - WeatherTech Competitors - IMSA Technical Trailer
2:35 pm - CCL IMSA Course Clearance Lap
2:40 pm - 2:55 pm QUALIFYING - CONTINENTAL CHALLENGE GS
3:05 pm - CCL IMSA Course Clearance Lap
3:10 pm - 3:40 pm QUALIFYING #1 - FERRARI
3:55 pm - CCL IMSA Course Clearance Lap
4:00 pm - 4:15 pm Qualifying - WeatherTech Championship (GTD)
4:25 pm - 4:40 pm Qualifying - WeatherTech Championship (GTL)
4:50 pm - 5:05 pm Qualifying - WeatherTech Championship (PC)
5:15 pm - 5:30 pm Qualifying - WeatherTech Championship (P)
5:30 pm - 6:30 pm Dinner (T&S and TV cabling access to track)
5:35 pm - 5:50 pm FERRARI PHOTOSHOOT IN PIT LANE
6:25 pm - CCL IMSA Course Clearance Lap
6:30 pm - 8:00 pm Practice #3 - WeatherTech Championship (All Classes) Live refueling, see SR
8:00 pm - 8:15 pm Safety Car Night Session - WeatherTech Championship (SC drivers only)
9:30 pm Garages Close

FOR MORE TRACK INFO AND EVENT DETAILS [CLICK HERE](#)

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FRIDAY, JANUARY 29, 2016

7:00 am Garages Open
7:00 am - 8:30 am T&S & TV cabling access on-track
8:30 am CONTINENTAL CHALLENGE DRIVER & TEAM MANAGER BRIEFING
8:35 am - 8:55 am Corvette Parade Laps
8:55 am - CCL IMSA Course Clearance Lap
9:00 am - 9:30 am QUALIFYING #2 - FERRARI
9:40 am - CCL IMSA Course Clearance Lap
9:45 am - 10:05 am PRACTICE #4 - CONTINENTAL CHALLENGE
10:20 am - CCL IMSA Course Clearance Lap
10:25 am - 11:25 am Practice #4 - WeatherTech Championship (All Classes)
11:30 am - 1:00 pm CONTINENTAL CHALLENGE FUEL RIG INSPECTION
11:45 am - 12:30 pm RACE #1 - FERRARI - 45 MINUTES
12:30 pm - 1:30 pm Lunch
12:35 pm - 1:15 pm IMSA On-Track Activities - IMSA Hot Lap Experience (by invitation only)
12:45 pm - 1:35 pm PRE-RACE - OPEN GRID / FAN WALK - PIT LANE
1:35 pm - 1:45 pm PRE-RACE FORMATION LAPS - CONTINENTAL CHALLENGE
1:45 pm - 4:15 pm RACE - BMW PERFORMANCE 200 - 2 HOURS AND 30 MINUTES
5:00 pm - 8:00 pm Daytona On-Track Activities
7:30 pm Garages Close - Continental Challenge transporters must vacate by 7:30 pm

SATURDAY, JANUARY 30, 2016

6:30 am Yellow Garages Open
6:30 am - 8:15 am T&S & TV cabling access on-track
7:00 am - 8:30 am DIS 5K Run/Walk
7:30 am Blue Garages Open
8:30 am - 9:25 am IMSA On-Track Activities - IMSA Hot Lap Experience (by invitation only)
9:30 am - 10:15 am RACE #2 - FERRARI - 45 MINUTES
10:00 am - 11:30 am WeatherTech Championship - Fuel Rig Inspection
10:20 am - 10:30 am Daytona On-Track Activities - Ford GT Parade Lap
10:30 am - 11:00 am Live Auction at VisitFlorida Racing garage 10:30 am - 10:55 am Daytona On-Track Activities - Rolex 24 Heritage Exhibition
11:00 am WeatherTech Championship Driver & Team Manager Briefing - Track Meeting Room
11:00 am - 12:45 pm IMSA On-Track Activities
12:00 pm - 12:45 pm WeatherTech Championship Driver Autograph Session - Sprint FANZONE
12:45 pm - 1:40 pm Grid WeatherTech Championship Cars in Reverse Order - GTD/GTLM - PC/P
1:05 pm - 2:20 pm WeatherTech Championship - Open Grid Fan Walk - Pit Lane
1:10 pm - 1:30 pm WeatherTech Championship - GTD/GTLM/PC Driver Introductions
1:30 pm - 1:40 pm WeatherTech Championship - P Car and Driver Introductions
2:20 pm - 2:40 pm WeatherTech Championship - Pre-Race Ceremonies / Formation Laps
2:40 pm Start: 54th Rolex 24 At Daytona Race for the IMSA WeatherTech SportsCar Championship - 24 Hours

SUNDAY, JANUARY 31, 2016

2:40 pm Finish: 54th Rolex 24 At Daytona Race for the WeatherTech SportsCar Championship
6:30 pm Garages Close

FOR MORE TRACK INFO AND EVENT DETAILS [CLICK HERE](#)

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Drivers



Antonio Pérez - GTD Class #007

V12 Aston Martin GT3 - Voodoo Blue

Antonio Pérez, brother of Checo and new father, was 2015 Champion in the Super Copa Telcel, in the Super V8 category, 3rd in the 2014 Mexican Touring Car Championship, and took 1st in the 2008 NASCAR Mexico Corona Series. Both Ricardo and Antonio are currently sponsored by Mexican wireless communications company, Telcel.



Santiago Creel - GTD Class #007

V12 Aston Martin GT3 - Voodoo Blue

Santiago Creel is reuniting with TRG after a stint with the team in the 2014 season. He also competed in and was consistently a front runner in both the Porsche GT3 Cup Challenge USA and Canada series. He finished in third at Virginia International Speedway in the U.S. series and at Toronto in the Canadian series. He has also participated twice in the Dubai 24 hour race finishing in the top positions of his class.



Ricardo Pérez de Lara - GTD Class #007

V12 Aston Martin GT3 - Voodoo Blue

Ricardo Pérez de Lara recently was named 2015 Champion of the Súper Copa Telcel Trucks series and World Champion of the 2014 Ferrari Challenge AM World Final in Abu Dhabi. He's also the three-time champion of the Súper Copa Telcel Mexican Touring Car Championship.



Lars Viljoen - GTD Class #007

V12 Aston Martin GT3 - Voodoo Blue

Since winning both his first ever Karting and single-seater Formula Ford races, Viljoen has competed in the British Touring Car Championship, Formula 3, and from 2010 has been racing sports prototypes and GT cars in multiple European series. Lars is an endurance racing specialist and is sponsored by Angela Estate Winery and Gainesway.



James Davison - GTD Class #007

V12 Aston Martin GT3 - Voodoo Blue

Career highlights include a runner-up finish in the 2007 Pro Mazda and 2009 Indy Lights Championships, respectively. In 2013 he made an impressive IndyCar debut for Dale Coyne Racing and in 2014 finished 16th in his debut Indianapolis 500, driving for KV Racing Technology. James returns to TRG-AMR in the 2016 season to support the five man Daytona 24 team.

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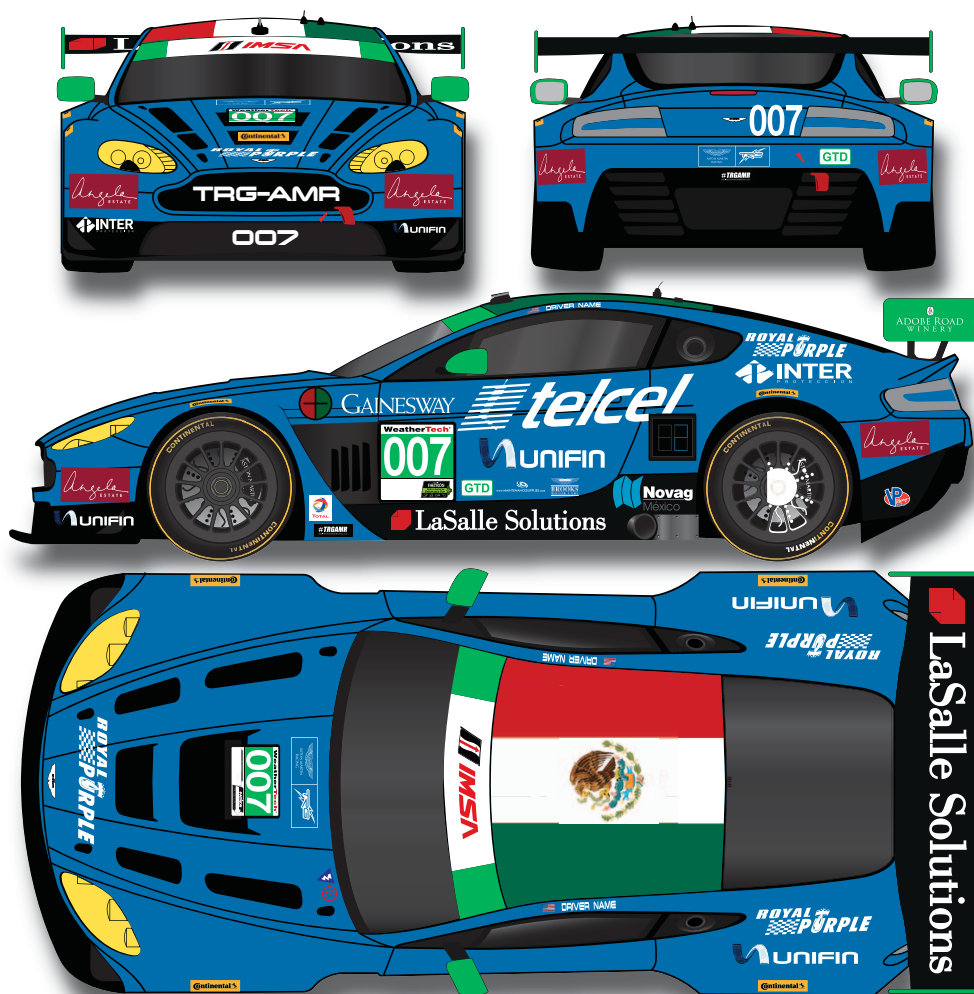
DINING IN DAYTONA

Spotter Guide

GT Daytona Class

Featuring slightly less modified production cars than the GTLM class and a number of different manufactures, this is the most diverse class in the TUDOR Championship. Look out for great battles between Aston Martin, Porsche, Viper, Audi, Ferrari and more

ASTON MARTIN V12 VANTAGE GT3 - GTD #007



STEERING & DASH CONTROLS

Learn more about the Aston Martin V12 Vantage GT3 Race Car...[Click here](#)

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Thank You for Joining

Stay Informed

We are so glad you could join us for this exciting event. To help you stay in touch please take the time to register for our News Updates and Event Listings.

[Join The Racers Group Mailing List](#)

All Access Photo Gallery

After the weekend visit the TRG-AMR Photo Gallery: Presented by Royal Purple to revisit all of the excitement.

www.trg-amr.photoshelter.com/archive

Use this password to download your favorite images or the whole gallery. **Vantage007**



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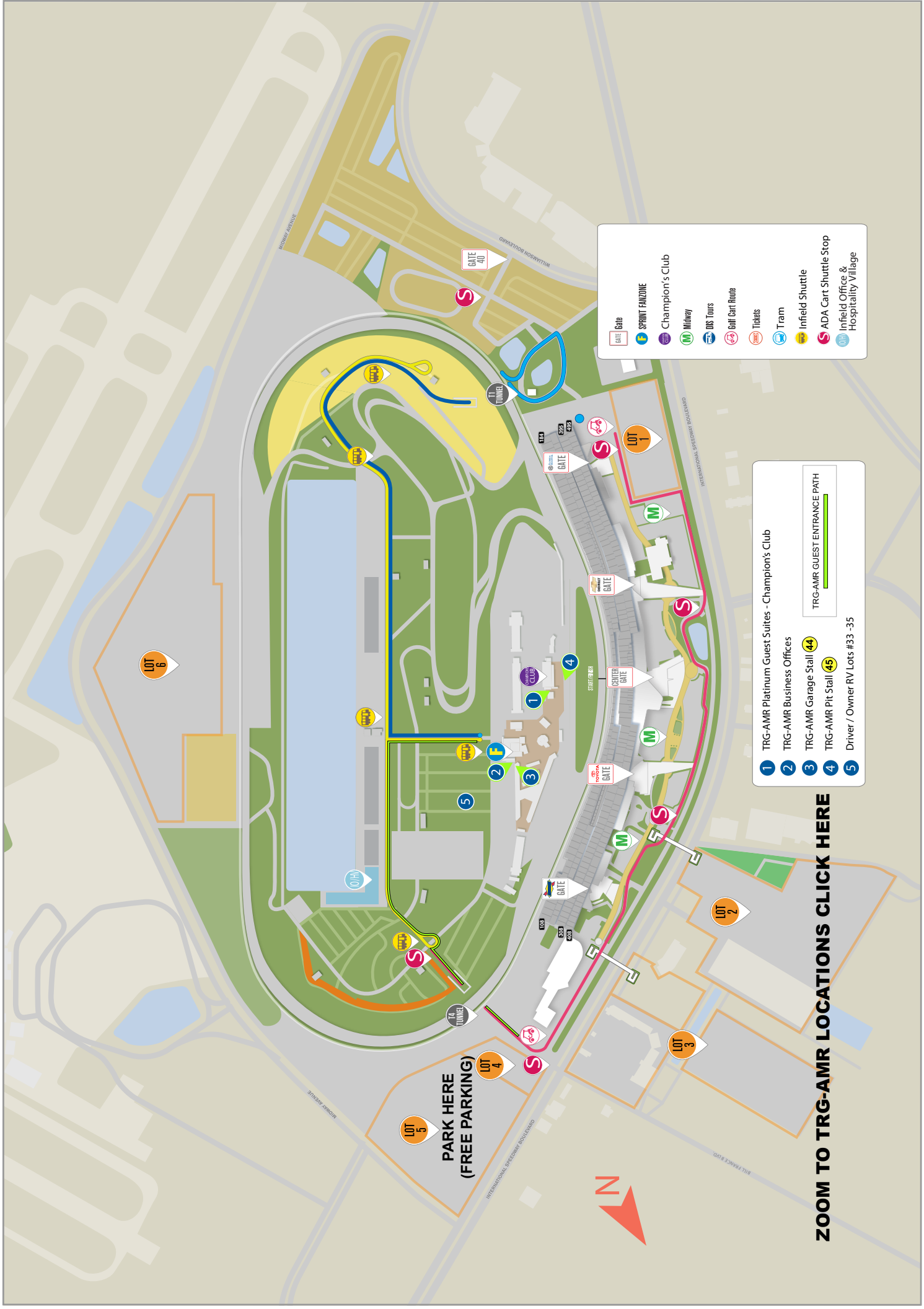
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PARK HERE
(FREE PARKING)



ZOOM TO TRG-AMR LOCATIONS CLICK HERE

- GATE 40
- SPRINT FANZONE
- Champion's Club
- Midway
- DRS Tours
- Golf Cart Route
- Tickets
- Tram
- Infield Shuttle
- ADA Cart Shuttle Stop
- Infield Office & Hospitality Village

- 1 TRG-AMR Platinum Guest Suites - Champion's Club
 - 2 TRG-AMR Business Offices
 - 3 TRG-AMR Garage Stall 44
 - 4 TRG-AMR Pit Stall 45
 - 5 Driver / Owner RV/Lots #33 - 35
- TRG-AMR GUEST ENTRANCE PATH



1 TRG-AMR Platinum Guest Suites - Champion's Club

2 TRG-AMR Business Offices

3 TRG-AMR Garage Stall 44

4 TRG-AMR Pit Stall 45

5 Driver / Owner RV Lots #33 -35

TRG-AMR GUEST ENTRANCE PATH



DINING IN DAYTONA BEACH

BJ's Restaurant and Brewhouse

2514 W. International Speedway Blvd.
Daytona Beach, FL 32114
(386) 226-2005

Gene's Steakhouse

3674 W. International Speedway Blvd.
Daytona Beach, FL 32124
(386) 255-2059

The Ocean Deck

127 S. Ocean Ave.
Daytona Beach, FL 32118
(386) 253-5224

Chart House Restaurant

1100 Marina Point Dr.
Daytona Beach, FL 32114
(386) 255-9022

The Bonefish Grill

814 S. Atlantic Ave.
Ormond Beach, FL
(386) 615-7889

The Olive Garden

1725 W. International Speedway Blvd.
Daytona Beach, FL
(386) 252-0639

Carrabba's Italian Grill

2200 W. Int'l. Speedway Blvd.
Daytona Beach, FL 32114
(386) 255-3344

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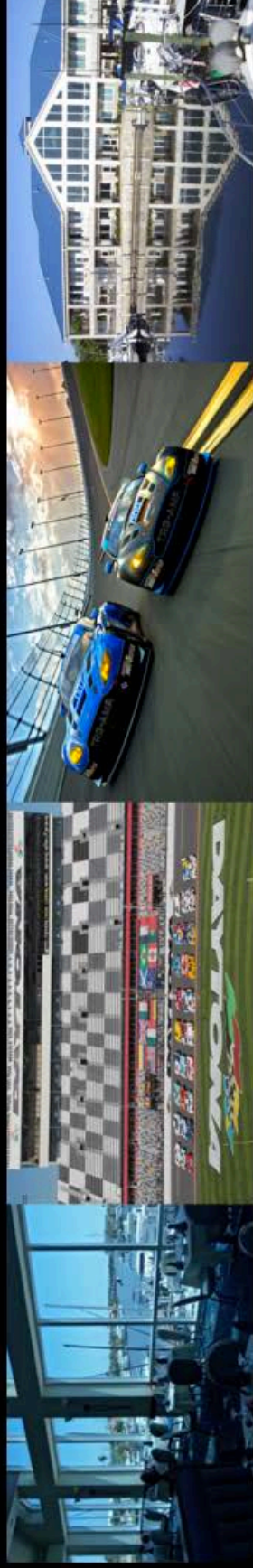
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ADOBE ROAD WINERY



Pre-Daytona 24 Halifax Yacht Club Wine Dinner January 29, 2016

Come enjoy a showcase of some of Adobe Road Winery's award winning wines on the beautiful shores of Daytona Beach Florida. Come hear from winery owner and TRG-Aston Martin Racing CEO Kevin Buckler regarding this years exciting race season and wonderful Adobe Road line up. This is a dining event like no other. Join us for a fun filled evening of wine, culinary delight and racing excitement.

Halifax River Yacht Club 331 S Beach St, Daytona Beach, FL 32114

\$150 all inclusive

BOOK NOW

RSVP to Ashly Reynolds | Ashly@adoberoadwines.com | (707) 939-7967 ext 119

Adobe Road Winery | 1995 S. McDowell Blvd. Petaluma, CA 94954 | info@adoberoadwines.com | (707) 935-3999

Kevin's Track Notes 1/4

Turn 1- without the lines on the track this year there are not a lot of reference points. There are still the old 3,2,1 boards but even the 1 marker is easy to get past. The only real reference you have now past the 1 marker is the edge of the grass on the left side. Since they widened pit lane the point/edge/end of grass has been moved back a bit. Use this as my braking point when going very deep. Gauge yourself off of this point. Start by going to the 1 marker. This probably doesn't look easy on approach but the first time you actually do it and stay on the brakes like normal you will find yourself way below the normal entrance speed for turn 1 (just to help your confidence here,, I am positive you could actually get on the brake well past the 1 marker and come to a complete stop at the apex of turn 1) Gradually build up to a goal of half way between the end of the grass and the 1 marker---also---it appears that the last few years, the placement of the brake markers has changed so adjust accordingly. Again, this may LOOK tough because of closing speed but you have plenty of room to make this happen, especially with how smooth the entry is, there are no bumps to worry about throwing off your balance. When downshifting make everything slower then you think and keep the downshifts spaced except for the last one, wait just a moment longer before going down your last drop to 2nd gear. Apex at the white painted tires on the inside and hold the car on the inside for at least one car length. This will help you get the car better pointed for coming out of the corner and making the straight and simple shot through the little esses very easy as well as keep you from spinning the tires coming off. Always let traffic go around the outside of you on entry into Turn 1!!! Let the pass happen.

Turn 2 - (Armco Barriers)--DO NOT get into any challenging situations with anyone in here. If you get squished into the barriers on the left--you lose. If someone else gets squished into the barriers & bounces into you---you lose. If you find yourself side by side in here for any reason--be very very careful. Being on the outside (on the right for grass runoff) is always safer & sets you up for the inside of Turn 3.

Turn 3 - (International Horseshoe) As you come through the little esses make a diagonal line to the left on entry for the first horseshoe. You will start braking before you actually get to the left edge of the track right in between the 1 and 2 marker. The brake markers are on the RIGHT side of the track and are sometimes hard to get a good visual as to exactly where you are braking. Start at the 2 marker and VERY gradually sneak up between the 1 and 2 marker. You can sometimes look for the paint markers on the left side of the track at pit out as well but they are difficult to count. You will be going from 4th to 2nd gear. Try to turn in a little early for this turn and hold the apex for a long time. Get the right side tires to the yellow curbing about 1/3 of the way into the corner and they stay on the curbing for AT LEAST 2 car lengths so that when I go back to power just past the middle of the corner. Try to get the most amount of turning done in the middle because it is always tricky to put power down here. TRAFFIC: if you have a fast approaching Prototype- Stay Right! Identify the P or faster GT car coming up behind you as you exit turn 1, if you want to let him by the safest way then stay right as you track out of the esses and get off the gas a little earlier then usual. And brake up the inside for this corner. This will give him the outside of the

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corner. Don't fight him for it, let the pass happen. always give the passing car the outside of the corner at the Daytona 24. If they lock up, they slide away from you instead of into you. Your race car will be passed by a Prototype hundreds times over 24 hours. At least several of those times the DP will have it's brakes locked up and slide wide. If you always give them the outside they will always slide away from you instead of into you.

Turn 4 - (The Kink) You might just make it to 5th gear, it is usually best to short shift in order to get both hands on the wheel in plenty of time for turn in. When pushing very hard, do not come all the way out of the gas on this corner, in fact the car feels better when you do not come out because it keeps the drivetrain loaded and deals with the dip at the apex much better. You only need 10-20% throttle to get this comfort. In order to do this you might lift a little earlier then you think. There are no good reference points for lifting but there is a small 2x2 foot patch of lighter asphalt on the right side that I use for turn in.

I start turning in about 1 car length before this patch---or---eyes left and watch the apex & the rumble strips. Slow and smooth hands on entry here are important. DO NOT come close to ever dropping a wheel off on the outside of this corner---ever!!! Take the car all the way to the apex curbing. Run the left side all the way to the edge of the rumble strips & a little bit up on them but no more. Make sure you at least hear a little rumble strip under the car every time you go by. Go back to power just after you go through the dip at the apex. Watch this dip, it can make the car loose on exit. When you track out DO NOT make a big move to the left to set up for the second horseshoe, even when totally by yourself. Move over about 1 car width to the left after the exit and start to brake when my car is in the middle of the access road on the left side of the track. When there is traffic behind you, track out of the kink and stay there all the way through the braking zone. Traffic note for BEFORE the Kink: You want to identify early if there is going to be traffic on approach to the kink, it is always best to go through here single file so take charge and make your choice early. Either way, stay left out of the horseshoe and let the DP have the outside on approach to the kink, if it is going to be close, give it to him, lift early and make the pass happen. Do no get to the point where you are both braking to squeeze through there two wide on entry, it will be slower then if you lifted mid straight. ASSUME that every Prototype driver passing you is AN IDIOT!!! Best strategy for 24 hours & some are. By giving them room and making it easy for them to get by they will start assuming more of the same with the traffic ahead of you and eventually ram into your competition, this will happen all night. Give up 1 second in each of those close situations and it could save you hours in the pits... Or more.

Turn 5 - (West Horseshoe) You will be going from 5th gear down to 2nd. Again, make your 4th and 3rd gear downshifts smooth but positive and then pause a little longer before your final downshift to 2nd gear. Your apex will later than in the first horseshoe – it's around the corner. This will be a little similar to the first horseshoe with a premium on getting to the power early and not having to lift out. Pay attention while you are driving here to see if you are lifting out of the gas before exit and then

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reapplying. If so, you need to wait a little longer before going to power or fix the handling problem with the car.

Turn 6 - You will approach in 4th gear and go down to 2nd Your braking marker is where the two access roads come together on the right side, they make a little point in the grass. There is usually a cone there but do not count on it for the race. Find the point in the grass right away in practice. Turn in early, you should clip the apex curbing just after it starts. Hold the apex for longer then you might think to help the car really get a lot of turning done in the center so that when you go to power it is just one time and your foot goes to the floor fast. You need to get a good shot out of this corner as it leads to the second longest straight and the second best passing area and it is best if you are able to keep the car low the entire time you are doing this except for a little drift up on the banking early so that you can keep your foot in the throttle. There is always understeer at the apex of this corner, don't be afraid to really crank the wheel for a moment when you get down to the apex but remember you need to start opening it up before you go to power. TRAFFIC: again, identify it early and when you track out of the second horse-shoe stay to the left side and let them go around you on the outside. Do not challenge them into the brake zone and do not bother to get back on line unless you KNOW you are clear. It is totally fine and wont cost you much time to start that corner from the inside. Better safe then sorry--- this is a biggie.

Oval - Stay on the bottom. Don't touch the yellow line but stay about 1 foot above it. Hug it all the way around till the back straight and slowly move your car to the middle. You should have about 1.5-2 car widths to the outside of you so that it invites the DP cars to pass without feeling like they are being squeezed. If you see a big train of DPs coming,, stay very low. Don't lose site of your braking markers coming into the bus stop and let the pass happen. The DPs are the most aggressive coming into the bus stop because it is their biggest time loss compared to any other corner when behind a GT car.

Bus Stop Chicane - EVERYONE PLEASE PAY ATTENTION---If you add up all of the carnage throughout the race in all the other corners, it still does not add up to what happens here. This is the "Bermuda Triangle" of racing & this is where we will most likely have an issue. The #2 marker is about as deep as you can go in good conditions and still ALWAYS work on a nice safe and fast entry. At the same time, the 3 marker is VERY early to hit the brakes. It may look on approach that these two markers are very close together but they are not. Finding your way down to the middle of these two markers is important and will be big time on the stop watch. Take small steps if you feel you want to brake deeper than 2.5. You will be going from 6th gear down to 4th or 3rd. At the test this year we found with the smoother pavement that 4th might be the better gear. This might also keep you from over slowing the entry. Make the final downshift just a moment before the turn in. The goal is to also completely RELEASE the brakes just after i turn in. You want to coast from just before the first entry curb all the way to the middle of the bus stop without any gas or brake. Use a lot of the first curb on the left entry but not quite all to the way to the grass. Use a about half of the

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first right hand curb and then as you are waiting for the car to rotate in the middle, look to set your eyes on the beginning of the inside curbing on the right hand side as you look to exit the bus stop, this is also where you can pick up a little bit of gas. Just nip the very beginning of this third curb and then run over most of the exit curbing on the left (the last curb) as you exit the bus stop. The goal is to be full on the gas before you hit that last curb. Keep your hands straight over the last curb. If you run a predictive timer in the car I always used to like to check my time right here as soon as I exited the bus stop as a little game with yourself and also in case you needed to know...

Again - so many people's races have ended in tears in this section and you do not want to be "racing" with anyone in here...we will discuss this in all of our drivers meetings.

Oval- Again, stay on the bottom. It is the fastest way around. There is no need to track out through NASCAR Turn 4 unless you are bored and want to do it just for fun (fun note: in practice on an in lap or a time where you know for sure you are alone: run very very high on the oval as you come out of turn 6 or the bus stop, it's fun, easy and you will remember it forever) as you approach the start finish line it is best to be on the bottom if there is prototype traffic. Unlike in years past, the bottom is not a tricky place to start from because now with the new pavement it is much easier to start your braking here and see your reference marks.

Other tips...

Work with your team mates very early in the weekend to get your seat belts right and the bungee cords in the right place. It is amazing how fast Saturday morning comes up and everyone will be running like crazy. Have your seat sorted and practice driver changes by the end of the first day!!

Cut a piece of the window sticker out on the top left of the windshield to help you see further up the track.

Before the 24 starts you must COMPLETELY buy into the fact that the most important thing is finishing this race and that any time you give up on the track to traffic is not a huge deal. Other people will not understand this and that is exactly what you want. The race is sooooo long that it is hard to comprehend just how little the impact is on what couple of seconds here or there makes but also just how hard it is to sit in the garage for an hour+ and then try to make up ground on a car that has made no mistakes at all but gives up a second here and there every other lap. Your goal and your teammates goal is to bring that car into the pits in the same condition it left. Be positive but smooth on the gear box, keep one eye in your mirrors and drive within your limits. If you do this you will be a happy camper when the sun comes up Sunday morning and you look at timing and scoring and see the names you are ahead of on the charts. Let the pass happen and be smart....think "long".....It is the ONLY way you will ever see the podium.

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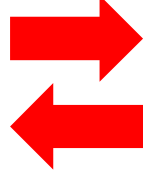
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GT3 Steering Wheel Controls



Gear selectors on paddle.
Left change down; Right change up



Push to talk radio



Pit limiter



Flash lights: Press once for a
number of flashes (number and
rate user defined)



Neutral



Wiper: Press on/off, or user defined



Fuel clear: Press & hold



Dash page cycle (2 Pages)



Alarm acknowledge

TC

7 = Max

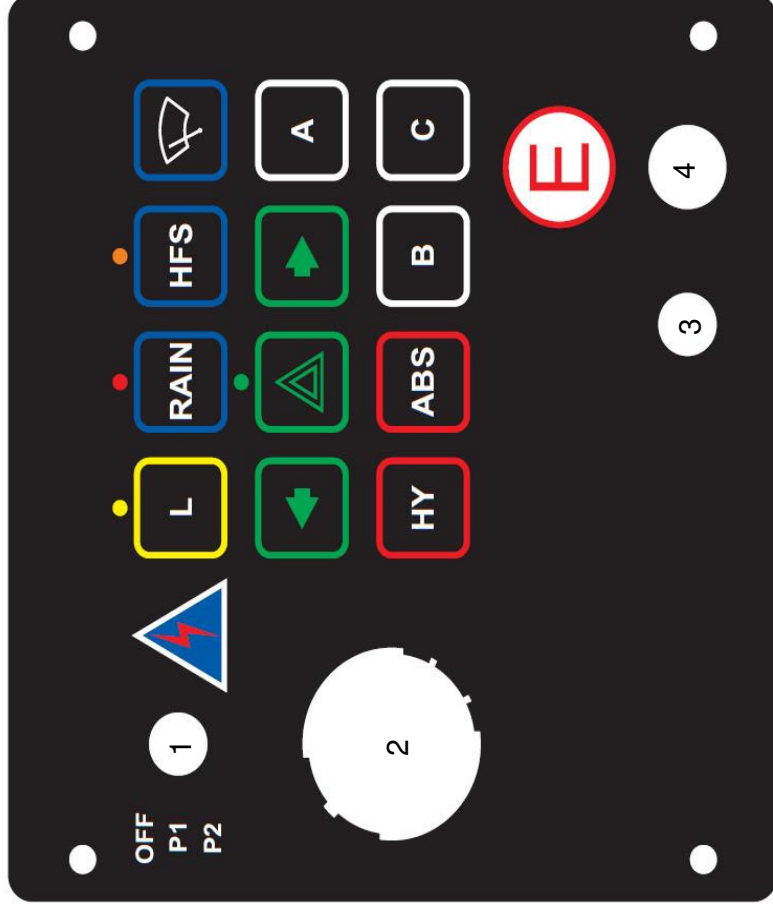
MAP

1 = Standard

ABS

12 = Off

GT3 Dash Controls



1. Ignition Switch: Power is on in P1 but the engine will only run in P2. During a pit stop switch from P2 to P1 to stop the engine.
2. Start Button: Press to fire the engine
3. Gear box Override (covered) In the event of a problem with the gearbox sensor press the override switch. **WARNING.** When this mode is selected there is nothing to stop the user shifting into reverse!
4. Press to operate the fire extinguisher



Press to turn headlights on/off. Headlights will only function when the engine is running.



Press to indicate left. Press again to cancel. Indicator will automatically cancel after 10 seconds



Press to hazard lights on/off



Press to indicate right. Press again to cancel. Indicator will automatically cancel after 10 seconds



If any of the power supplies trip an alarm will show on the dash. Press to cancel



Press to cancel ABS alarm on dash. If the problem persists and the alarm remains on switch off ABS by selecting P12



Press to turn heated front screen on/off. HFS will only function when the engine is running



Press to turn rain light on/off. Rain lights will only function when the engine is running.



Press to turn wiper on/off



Buttons A, B & C are defined by the user.