

TRG

THE RACERS GROUP



01 / 27-29



CROWDSTRIKE



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LETTER FROM TEAM OWNER KEVIN BUCKLER

Wow, it's January again! It's crazy to think we're already headed into another Rolex 24 Hours at Daytona (our 22nd) 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 solid as is the schedule and management team and we're 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. We have renewed our long-standing relationship with Porsche and are entering the race with the best GT record of any team in competition at Daytona. We are representing one of the most successful motorsports brands in the world and it is our time to shine and also 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 2017, 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 manufacturers and opportunities.

We have four major victories here at Daytona, including once overall, and we've been on the podium 13 times – all with Porsche – and it's because we are one of the strongest teams in the paddock and in all areas across the board. Endurance racing is so complex and we can have no weaknesses here. This year and this GTD class might very well be the single most competitive field ever run at the 24 hours of Daytona with nine manufacturers involved.

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 outsmart 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.



Kevin Buckler
Chief Executive Officer

The Racers Group
Adobe Road Winery

POINTS OF CONTACT

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS

TRG HOSPITALITY COORDINATOR



Dani Yocum
Mobile: (904) 599-8621
Dani@theracersgroup.com

Please contact Dani for any questions regarding your experience with us at the track. Transport via golf cart to select locations can be arranged based on availability.

OTHER KEY PERSONNEL



Ryan Werner
(415) 720-4708
Ryan.Werner@theracersgroup.com
Marketing Activation



Danielle Crespo
(512) 820-3567
Danielle@theracersgroup.com
Marketing & PR



Alicia Busch
(707) 478-3333
alicia@theracersgroup.com
Logistics

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

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

IMPORTANT RULES OF THE RACE WEEKEND

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS

- Pit space is limited – essential crew and invited guests only, please.
- Credentials, **long pants, covered shoulders** 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!)



PROPER ATTIRE



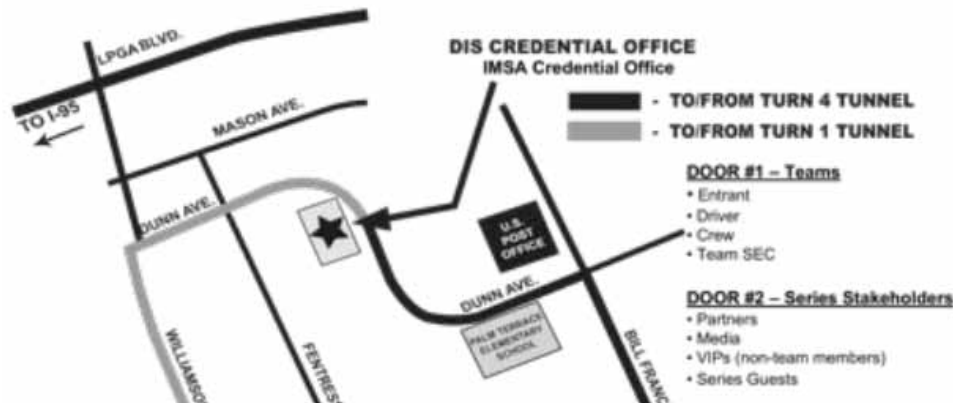
Visit www.daytonainternationalspeedway.com for more details.

EVENT INFO

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS

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

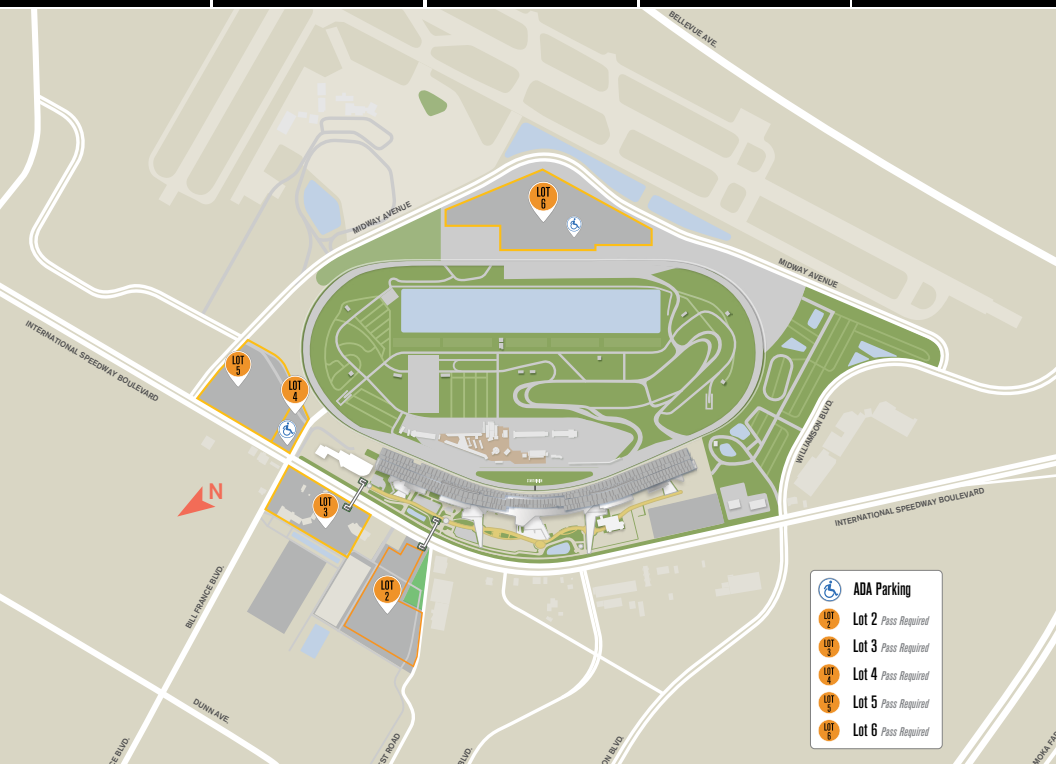
- Mon., 1/23 1:00 pm - 4:30 pm
- Tue., 1/24 7:00 am - 4:30 pm
- Wed., 1/25 6:30 am - 4:00 pm
- Thu., 1/26 7:00 am - 7:00 pm
- Fri., 1/27 7:30 am - 4:00 pm
- Sat., 1/28 7:30 am - 5:00 pm
- Sun., 1/29 8:30 am - 11:00 am

TRG'S LEGACY AT DAYTONA



PARKING INFO

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS



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 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 facilities identified on the Daytona International Speedway facility map [here](#).

EVENT MAP

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS



EXPAND MAP

OFFICIAL FAN SCHEDULE

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS

THURSDAY, JANUARY 26, 2017

7:00 AM	GARAGES OPEN			
7:00 AM - 8:45 AM	T&S & TV CABLING ACCESS ON-TRACK			
7:30 AM	CONTINENTAL CHALLENGE TEAM MANAGER BRIEFING			
8:55 AM	IMSA COURSE CLEARANCE LAP			
9:00 AM	PRACTICE #1 - CONTINENTAL CHALLENGE			
10:15 AM	IMSA COURSE CLEARANCE LAP			
10:20 AM - 11:20 AM	PRACTICE #1 - WEATHERTECH CHAMPIONSHIP (ALL CLASSES)			
11:35 AM	IMSA COURSE CLEARANCE LAP			
11:40 AM - 12:25 PM	PRACTICE #2 - CONTINENTAL CHALLENGE			
12:25 PM - 1:25 PM	LUNCH (T&S AND TV CABLING ACCESS TO TRACK)			
1:25 PM	IMSA COURSE CLEARANCE LAP			
1:30 PM - 2:00 PM	PRACTICE #2 - WEATHERTECH CHAMPIONSHIP (ALL CLASSES)			
2:15 PM - 3:45 PM	TIRE MARKING - WEATHERTECH CHAMPIONSHIP COMPETITORS			
2:15 PM	IMSA COURSE CLEARANCE LAP			
2:20 PM - 2:50 PM	PRACTICE #3 - CONTINENTAL CHALLENGE			
3:05 PM	IMSA COURSE CLEARANCE LAP			
3:10 PM - 3:25 PM	QUALIFYING - WEATHERTECH CHAMPIONSHIP (GTD)			
3:15 PM - 4:45 PM	CONTINENTAL CHALLENGE TIRE MARKING - IMSA TECHNICAL TRAILER			
3:35 PM - 3:50 PM	QUALIFYING - WEATHERTECH CHAMPIONSHIP (GTLM)			
4:00 PM - 4:15 PM	QUALIFYING - WEATHERTECH CHAMPIONSHIP (PC)			
4:25 PM - 4:40 PM	QUALIFYING - WEATHERTECH CHAMPIONSHIP (P)			
4:55 PM	IMSA COURSE CLEARANCE LAP			
5:00 PM - 5:20 PM	PRACTICE #4 - CONTINENTAL CHALLENGE			
5:25 PM	COURSE CLEARANCE LAP			
5:30 PM - 5:45 PM	QUALIFYING - CONTINENTAL CHALLENGE ST			
5:45 PM - 6:00 PM	QUALIFYING - CONTINENTAL CHALLENGE GS			
6:00 PM - 7:00 PM	DINNER (T&S AND TV CABLING ACCESS TO TRACK)			
6:05 PM - 6:20 PM	IMSA MEDIA ACTIVITY			
6:55 PM	IMSA COURSE CLEARANCE LAP			
7:00 PM - 8:30 PM	PRACTICE #3 - WEATHERTECH CHAMPIONSHIP (ALL CLASSES)			
8:30 PM - 8:45 PM	SAFETY CAR NIGHT SESSION - WEATHERTECH CHAMPIONSHIP			
10:00 PM	GARAGES CLOSE			

OFFICIAL FAN SCHEDULE

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS



FRIDAY, JANUARY 27, 2017

7:00 AM GARAGES OPEN

7:00 AM - 8:45 AM T&S & TV CABLING ACCESS ON-TRACK

8:00 AM CONTINENTAL CHALLENGE DRIVER & TEAM MANAGER BRIEFING

8:50 AM - 9:10 AM CORVETTE PARADE LAPS

9:15 AM IMSA COURSE CLEARANCE LAP

9:20 AM - 9:40 AM PRACTICE #5 - CONTINENTAL CHALLENGE

9:55 AM IMSA COURSE CLEARANCE LAP

10:00 AM - 11:00 AM PRACTICE #4 - WEATHERTECH CHAMPIONSHIP (ALL CLASSES)

11:00 AM - 12:00 PM CONTINENTAL CHALLENGE FUEL RIG INSPECTION

11:00 AM - 12:00 PM LUNCH

11:15 AM - 12:00 PM PRE-RACE - OPEN FAN WALK - PIT LANE - CONTINENTAL CHALLENGE

12:05 PM - 12:15 PM PRE-RACE FORMATION LAPS - CONTINENTAL CHALLENGE

12:15 PM - 4:15 PM RACE - CONTINENTAL CHALLENGE RACE - 4 HOURS

*6:00 PM TRG, ADOBE ROAD - WINE DINNER AT THE SHORES - DINNER AT 7PM

(*BOOKING REQUIRED)

TRG RACE EVENT

SCHEDULE IS SUBJECT TO CHANGE.

Dinner access included with Platinum Guest Package.



BOOK DINNER

OFFICIAL FAN SCHEDULE

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS

SATURDAY, JANUARY 28, 2017

6:30 AM	YELLOW GARAGES OPEN
6:30 AM - 8:15 AM	T&S & TV CABLING ACCESS ON-TRACK
7:00 AM - 8:45 AM	DIS 5K RUN/WALK
10:15 AM - 11:45 AM	WTC - FUEL RIG INSPECTION
10:20 AM - 10:30 AM	DAYTONA ON-TRACK ACTIVITIES
10:15 AM - 10:45 AM	LIVE AUCTION AT VISITFLORIDA.COM RACING GARAGE
10:30 AM - 10:55 AM	DAYTONA ON-TRACK ACTIVITIES - ROLEX 24 HERITAGE EXHIBITION
10:45 AM	WTC DRIVER & TEAM MANAGER BRIEFING
12:00 PM - 12:45 PM	WTC CHAMPIONSHIP DRIVER AUTOGRAPH SESSION - UNOH FANZONE
12:45 PM - 1:40 PM	WTC CARS IN REVERSE ORDER - GTD/GTLM - PC/P
1:05 PM - 2:10 PM	WTC - PRE-RACE ACTIVITIES / OPEN GRID FAN WALK - PIT LANE
1:15 PM - 1:30 PM	WTC - GTD/GTLM/PC DRIVER INTRODUCTIONS
1:30 PM - 1:40 PM	WTC - P CAR AND DRIVER INTRODUCTIONS
2:10 PM - 2:30 PM	WTC - PRE-RACE CEREMONIES / FORMATION LAPS
2:30 PM	55TH ROLEX 24 AT DAYTONA RACE FOR THE IMSA WTC - 24 HOURS



SUNDAY, JANUARY 29, 2017

2:30 PM	FINISH: 55TH ROLEX 24 AT DAYTONA RACE FOR THE IMSA WTC
6:30 PM	GARAGES CLOSE

TRG RACE EVENT

SCHEDULE IS SUBJECT TO CHANGE.

TUNE IN

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS



FOLLOW ON SOCIAL MEDIA



@theracersgroup



THERACERSGROUP.COM



WATCH ON MOBILE



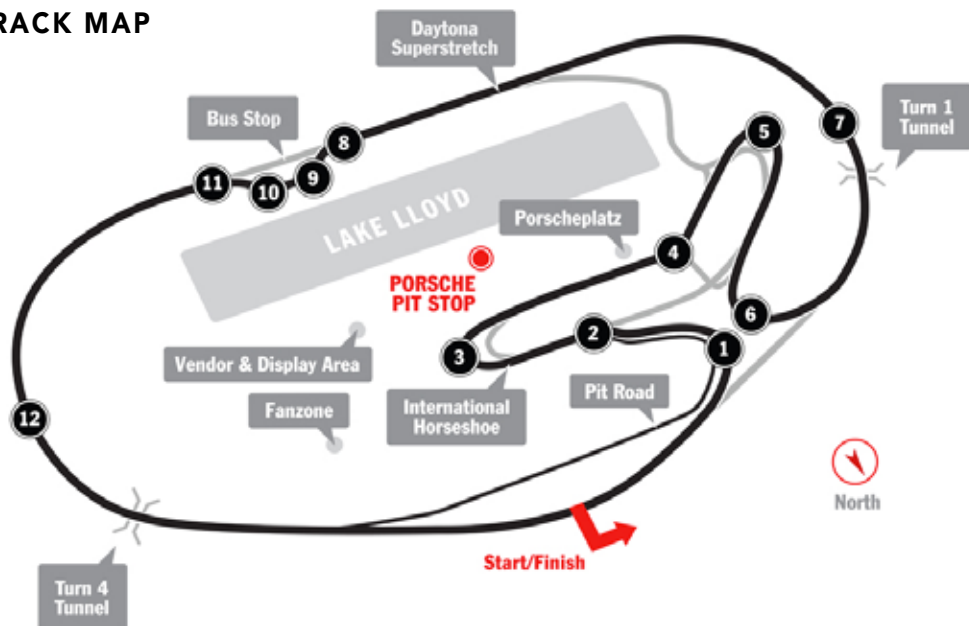
LIVE TELEVISION BROADCAST INFO

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS
THURSDAY, JANUARY 26, 2017				
3:00 PM to 4:40 PM EST Qualifying WeatherTech Championship				
3:00 PM to 4:40 PM EST Qualifying WeatherTech Championship				
FRIDAY, JANUARY 27, 2017				
12:05 PM to 4:15 PM EST BMW Endurance Challenge At Daytona Continental Tire Challenge				
SATURDAY, JANUARY 28, 2017				
2:00 PM to 5:00 PM EST Rolex 24 At Daytona WeatherTech Championship			FOX	
5:00 PM to 10:00 PM EST Rolex 24 At Daytona WeatherTech Championship			FS2	
11:00 PM to 11:55 PM EST Rolex 24 At Daytona WeatherTech Championship			FS2	
SUNDAY, JANUARY 29, 2017				
12:00 AM to 1:00 PM EST Rolex 24 At Daytona WeatherTech Championship			FS2	
1:00 PM to 3:00 PM EST Rolex 24 At Daytona WeatherTech Championship			FS1	
SATURDAY, FEBRUARY 11, 2017				
11:30 AM to 2:00 PM EST Daytona International Speedway Continental Tire Challenge			FS1	

TRACK INFO

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS

TRACK MAP



[READ KEVIN'S TRACK NOTES](#)



TRG PORSCHE #991 DRIVERS

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS



WOLF HENZLER

With five 24 Hours at Daytona appearances – including a pole position and two wins – and nearly ten showings at the 24 Hours of Le Mans, his confirmation as a full-season TRG driver is one more step towards a successful 2017 championship run. The Porsche Works Driver raced both the 911 RSR and the 911 GT3 R in 2016, and will contribute his well-honed skills and Porsche racing knowledge to kick off the team's GTD campaign.



SANTIAGO CREEL

Santiago Creel returns to race this 24-hour event with TRG for the second year in a row after taking the wheel of the team's No. 007 Aston Martin V12 Vantage in 2016. Creel is a longtime Porsche pilot, racing in the Porsche GT3 Cup Challenge USA, Porsche Mobil 1 Supercup, plus the Pirelli World Challenge, Santander Panam GP Series, and SEAT Leon Super Cup Mexico. The Mexican driver will bring his valuable experience in endurance racing, having competed in 24-hour events at Daytona, Dubai, Barcelona and Mexico.



JAN HEYLEN

Jan Heylen joins the team for his sixth 24 Hours at Daytona race and his first with TRG. In 2015, he competed in the endurance event, taking 3rd in the GTD class with a Porsche 911 GT America. The Belgian's race experience extends far beyond Porsche, with early success in Renault Eurocup, Formula Ford, Formula Three Euroseries, Formula 3000 and the Champ Car World Series.



MIKE HEDLUND

Mike started sports car racing in 2011 and his first professional race was at the 2012 Daytona 24 Hours with TRG in a Porsche 911. Since then he has raced Porsche 911 Cups, Porsche 911 RSR's, Ferrari 458 GT3's, Audi R8 GT3's, LMPC and LMP3 cars in the Grand-Am Rolex Sports Car Series, American Le Mans Series, European Le Mans Series and Pirelli World Challenge.



TIM PAPPAS

This will be Pappas' fourth Rolex 24 Hours at Daytona race and his second with TRG. With an experience that ranges from competing in both the IMSA and Pirelli World Challenge ranks, to developing factory programs and working with some of the biggest manufacturers in the world, Tim's ultimate success came in winning two championships in the former American Le Mans Series, including victory at the Mobil 1 Twelve Hours of Sebring and Petit Le Mans in 2011.



TRG ASTON MARTIN #3 DRIVERS

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS



CRAIG LYONS

Lyons started racing out a love for cars and because he missed competing in sports. He started off by racing vintage cars, which he continues to do today. He's found success with his 1968 Porsche 911S in the Sportscar Vintage Racing Association (SVRA).

He also races in the Pirelli GT3 Cup with a 2016 Porsche Cayman GT4 Clubsport. Lyons' final race at the Circuit of the Americas resulted in a 2nd place finish and a win in that double-header race weekend. For his Continental Tire SportsCar Challenge debut, he'll race the Aston Martin V8 Vantage with Kris Wilson.



KRIS WILSON

Kris Wilson has seen and done nearly everything in the realm of sports car racing, from driving and coaching to wrenching on cars. Not content to stay in the pits, Wilson drove his first race in 1987. During the next six years, he took rookie of the year titles in Formula Mazda, US F2000 and Firestone Firehawk (the precursor to KONI Challenge). Wilson has also competed in the Rolex Series, World Challenge, World Sports Car and the American Le Mans Series. He first joined the Skip Barber Racing School in 1989 and has been passing on his knowledge since then. After racing the entire 2014 Continental Tire SportsCar Challenge with teammate Max Riddle, he and Riddle saw great success in the 2016 PWC SprintX series. Now he returns to the Continental SportsCar Challenge in 2017 alongside teammate Craig Lyons.

CARS & CLASSES

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS



The **PORSCHE 911 GT3 R** is ready for competition in the WeatherTech United SportsCar Championship's GTD class. This 500hp car has a sequential six-speed constant-mesh gearbox and a four-liter flatsix engine with an improved, lightweight and balanced design. Evolution in design and engineering derived from other Porsche street cars and racecars gives this model increased fuel and aerodynamic efficiency, stiffness, and more precise control of the ABS, perfect for endurance racing. The radiator is now placed in the center of the car, improving the center of gravity, aerodynamics, damage prevention from collisions, and more effectively cool the car. Further upgrades from previous generations include a lengthened wheelbase to create more predictable handling of the car, specifically in fast corners.

The construction of the car is focused on lightweight body design formed with an aluminum-steel composite. The roof, front cover and fairing, rear cover, wheel arches, doors, side and tail sections are made of carbon fiber composite material. All of the windows, including the windscreen, are polycarbonate.

The Porsche 911 GT3 R is meant to be driver-friendly in all ways, including in repair and maintenance. The parts have been designed to be cost-effective and easier to replace compared to previous models. Plus, Porsche customers gain access to consistent, on-site race support, parts trucks, and Porsche factory representatives, making the entire racing experience a pleasurable one for team and driver.

[SEE MORE DETAILS AND SPECS.](#)

PORSCHE 911 GT3 R COCKPIT CONTROLS

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS



CARS & CLASSES

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS



ASTON MARTIN V8 VANTAGE GT4

Like the VANTAGE GT3 and VANTAGE GTE, the car's foundation is the acclaimed Vantage road car and it carries over the same chassis, V8 powertrain and drive train, including the semi automatic sports shift system. The springs and dampers are upgraded to racing specification with stiffened front and rear anti-roll bars and the option for rose-jointed wishbones.

[SEE MORE DETAILS AND SPECS.](#)

CARS & CLASSES

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS

GT DAYTONA (GTD)

Like the Prototype Challenge class, the GTD is a spec series, using the global FIA-GT3 specification. The cars are all based on production model cars, but must adhere to a strict set of specs. In the GTD class you will find cars from Audi, BMW, Dodge, Ferrari, Lamborghini and Porsche.

Top Speed: 180 mph

Horsepower: 450

Weight: 2,700 lbs

Height: Height varies, but is based on production vehicle design

Width: 79 inches

Cars: Aston Martin Vantage GT3, Audi R8 LMS GT3, BMW M6 GT3, Ferrari 458 Italia GT3, Lamborghini Huracan GT3, Porsche 911 GT3-R, SRT Viper GT3-R

Engines: Aston Martin V12, Audi 5.0-liter V10, BMW Turbo V8, Ferrari V8, Lamborghini V10, Porsche 4-liter flat 6, Viper V10

Fuel: VP Racing Fuel E-10

Gearbox: Paddle shift

Traction Control: Permitted

GT LE MANS (GTLM)

This class uses identical technical regulations as cars in the 24 Hours of Le Mans. The GTLM class features cars that are the fastest and most elite GT cars on the track. All cars are based on production models, but they are engineered to get the very most in terms of performance. The GTLM class is used as a proving ground for leading manufacturers like BMW, Corvette, Ferrari, Ford and Porsche.

Top Speed: 180 mph

Horsepower: 500

Weight: 2,745 lbs minimum

Height: Height varies, but is based on production vehicle design

Width: 79 inches

Cars: BMW M6, Corvette C7.R, Ferrari 488, Ford GT, Porsche 911 RSR

Engines: BMW Turbo V8, 5.5-liter Chevrolet pushrod 2-valve, Ferrari Turbo V8, Ford EcoBoost Turbo, Porsche flat 6

Fuel: VP Racing Fuel E-20, E-85C

Gearbox: Paddle shift

Traction Control: Permitted

CARS & CLASSES

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS

PROTOTYPE (P)

Speed is king in the Prototype (P) class. These cars are the fastest and most technologically advanced cars in North America. They are made specifically for high-speed racing. These are the cars that manufacturers create to help R&D for production cars years in the future.

- Top Speed: 190 mph
- Horsepower: 450-600
- Weight: 1,990 to 2,285 lbs
- Height: Height varies, but is based on production vehicle design
- Width: 74 inches
- Cars: Corvette DP, Deltawing DWC 12, HPD ARX-03b, Ligier JS P2, Onroak, ORECA, Mazda, Riley DP
- Engines: Chevrolet V8, Dinan, Ford Ecoboost Turbo, Honda V6 Turbo, Mazda MZ-2.OT
- Fuel: VP Racing Fuel E-10 and Diesel
- Gearbox: 6-speed paddle shift
- Traction Control: Permitted
- Prototype Challenge Class
- A Prototype Challenge car.
- PHOTO BY LAT PHOTOGRAPHIC

PROTOTYPE CHALLENGE (PC)

The Prototype Challenge (PC) class is a spec class, so every car has to adhere to a strict set of specifications. Cars in the PC have open cockpits and are slower and have less horsepower than their Prototype class cousins.

- Top Speed: 175 mph
- Horsepower: 430
- Weight: 1,990 lbs
- Height: 40 inches
- Width: 74 inches
- Cars: ORECA FLM09
- Engines: Chevrolet LS3
- Fuel: VP Racing Fuel E-10
- Gearbox: Xtrac sequential with paddle shifting
- Traction Control: Not permitted

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS

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 Racers Group Photo Gallery to revisit all of the excitement and download all of your favorites.

WWW.THERACERSGROUP.PHOTOSHELTER.COM/ARCHIVE
PASSWORD: **RACETR**G



PRIVATE WINE DINNER

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS

ADOBE ROAD
WINERY

CAVALL 7
LUXURY MEXICAN WINE

PRIVATE WINE DINNER AT



Come enjoy a showcase of some of Adobe Road Winery's award winning wines at The Shores Resort in Daytona Beach. Come hear from winery owner and The Racers Group 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 delights and racing excitement.

DETAILS

Date: Friday, January 27, 2017

Time: 6:00 pm Wine Reception

7:00 pm Dinner

Location: The Shores Resort & Spa

2637 S Atlantic Ave, Daytona Beach Shores, FL 32118



RSVP and Registration Required
Contact **Dani Yocum** (904) 599-8621

BOOK DINNER

DINING IN DAYTONA BEACH

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS

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

TRACK NOTES - TURN 1 & 2

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS

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.

TRACK NOTES - TURN 3 & 4

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS

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 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.

TRACK NOTES - TURN 4 & 5

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS

TURN 4 (CONT.) - 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 not 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 reapplying. If so, you need to wait a little longer before going to power or fix the handling problem with the car.

TRACK NOTES - TURN 6 & THE OVAL

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS

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 horseshoe 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.

TRACK NOTES - THE BUS STOP CHICANE

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS

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 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.

TRACK NOTES - THE OVAL & OTHER TIPS

CONTACTS	RACE	MAPS	SCHEDULE	TUNE-IN
TRACK	DRIVERS	CARS	POST RACE	EXTRAS

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.



- Gate
- Spout Fanzone
- Champion's Club
- Midway
- 185 Tours
- Golf Cart Ramp
- Tickets
- Tram
- Infield Shuttle
- ADA Cart Shuttle Stop
- Infield Office & Hospitality Village

Golf cart pick-up points:
Paving Area
Sales Entrance
Pineapple
UNION FANZONE Entrance

- 1 TRG Platinum Guest Suites - Porsche High Banks Suite (Shuttle Service Available)
 - 2 TRG Business Offices
 - 3 TRG Garage Stalls 33 ?
 - 4 TRG Pit Stall 12
 - 5 Driver / Owner RV Lots #33 - 35
 - 6 Porsche Paddock Club Suite within The Pavilion
- TRG GUEST ENTRANCE PATH

PARK HERE
(FREE PARKING)