



2026 Mid-Ohio Written Meeting Notes

Event Registration:

****AVOID PAYING \$10.00 PER PERSON AT THE GATE.** MID OHIO HAS GONE TO AN ONLINE WAIVER SYSTEM.**

LINK: [Track SpeedWaiver.com](https://TrackSpeedWaiver.com)

AND unless you already have the FRP license or Annual Hardcard, you must do the FRP online waiver for this event:

LINK: [FRP Mid-O.speedwaiver.com/zqzpx](https://FRP.Mid-O.speedwaiver.com/zqzpx)

At Track Registration:

ALL participants — drivers & crew & guests MUST register with FRP and receive the FRP Weekend wristband. This will be in addition to the Track wristband

Anyone found in a hot pit area without proper credentials & wristband may be fined (\$500), and this fine will accrue to the associated team.

Registration Hours & Location

- Thursday -Load-In- Hours: - Registration Building Outside Gate 3:00pm - 7:00pm
- Friday Hours: Registration Building Outside Gate 7:00am - 11:00am
- Thereafter - if you have missed registration - Ask any FRP Staff to Call Clay on Radio.

LOAD IN: Thursday 4/23/2026 5:30 PM or earlier if we receive track permission.

Series will direct and park all rigs. No RV's will be permitted in the paddock. Crew cars and visitor cars are not permitted in the middle or lower paddock until Friday morning. This allows staff to more efficiently park competitors. FV will use the millings paddock,

GARAGES: Contact Bob Wright at f200090@aol.com

TRACK ACCESS: Gates at Mid-Ohio are open 24 hours a day



DRIVER NOTES

DRIVERS' MEETING: MANDATORY DRIVERS MEETING for all classes INCLUDING FFCS and VS2000 -12:45 PM Friday 4/24/2026 at Series rig/Impound Garage #s 19-20

CCS Group - Check with your organizer for your Driver meeting time.

RACE COURSE: We will be using the "Pro" course for all sessions. The start of each race will take place on the back straight after the 'keyhole' turn (2). All full course yellow restarts will take place on the pit straight at the traditional start-finish line except initial start wave-offs, which will continue to be flagged from the back straight. Scoring will be at the start-finish line so you will effectively have run ½ lap when you get the initial green flag.

TRACK ENTRY will be from the False Grid for all sessions and is located on the outside of the carousel (turn 12-13).

FALSE GRID: Cars should present themselves at grid 10 minutes before green flag time listed on the schedule. Cars will be placed in their qualified spot until the 1 minute mark, so long as it will not disrupt normal operations and does not create a safety hazard as determined by the Grid Marshal. *If multiple cars arrive with minutes left before release, they may not be placed in their assigned grid spot. Be early!* See FRP PRR Article 1.4.3.5 – 1.4.3.7 for more detail.

SCHEDULE: Stay alert for schedule changes. Official Schedule changes will be announced on the FRP radio frequency. If time allows, this may be followed up with an email blast.

NOTE ABOUT SESSION START TIMES LISTED ON THE SCHEDULE:

The start times listed on the schedule are GREEN FLAG times. For a Qualifying session the Green Flag is shown at the start of the session. For a Race session the Green Flag is shown at the start of the race after a pace lap. Please take this into consideration when planning your arrival time to the grid. Please present the car and driver at the grid, 10 minutes before the listed Green Flag time for races.

Pit Lane speed limit is 45 MPH

BLEND LINES: Observe and respect the blend lines both entering and exiting the pits. Penalties may be assessed for violations of the blend lines.

DISABLED ON THE TRACK: if another race car can reach you, **stay belted in your car** until help arrives and directs you to exit the driver's compartment. Needless to say, this does not apply if you happen to be on fire. Do your best to get the car behind a barrier or near a flag station if possible.

Visor up is the signal driver is OK after incident. Additionally, if you can make eye contact with the corner marshal give them a "thumbs up" signal.

RACE STARTS:

1. No tire scrubbing in Pit Lane.
2. Pace Car speed will be approximately 55-60 MPH.
3. Start formation is 2 x 2 as determined by qualifying times.
4. Lights out on Pace Car signals form up 2 x 2.
5. Creating a gap to the pace car or another competitor is not permitted. **All cars must maintain pace car speed until Green Flag is displayed.**
6. If the start is waved off double yellow flags will be displayed and *NO START* announced to teams over series radio frequency. Cars to reform for 2x2 start next time by.
7. Passing is allowed when green flag is displayed.

RESTARTS:

1. Safety Car speed will be approximately 55-60 MPH.
2. Lights out on Pace Car signals "green flag this time by".
3. Creating a gap to the safety car or another competitor is not permitted
4. Single file - when Safety Car pulls off the leader controls the pace – there is no passing until the green flag is displayed.
5. If the start is waved off double yellow flags will be displayed and *NO START* announced to teams over series radio frequency. **IMPOUND** – F1600, F2000, and both FA Classes

Post Qualifying – Top 5 to report to Impound

Post Race – Top 3 overall (Including F1600, F1600 Masters, F2000, FA-016, and FA-Open) report directly to the scales and impound

IMPOUND – F1600, F1600 Masters, F2000, FA Open, FA 016, FFCS and S2000

Post Qualifying – Top 3 cars report to Impound

Post Race – Top 3 cars report to Impound

Chief of Tech may choose additional cars by notifying team in pit lane or Series radio.

PIT LANE: No stopping in Pit Lane after a Heat Race or Championship Race. This could lead to disqualification.

DRIVER CONDUCT: Driver's must review FRP's 2026 Pro Racing Regulations, in particular, Paragraph 1.6.17 Driving Conduct. **Also Review Appendix C (attached)**

BLOCKING:

See online – "<http://safeisfast.com/video/defending-vs-blocking/>" – excellent discussion on blocking vs. defending. **From FRP PRR 1.6.17.4: RACING ROOM: Drivers are entitled to one safe protective move. Once the one safe move is made, any abrupt changes in direction that impede or affect the path of another car attempting to overtake or pass may be interpreted as an effort to deprive a fellow competitor of the right to racing room.**

VIDEO CAMERA's:

- Competitors who choose to use video cameras should start each race weekend with a "clean" MICRO SD card, so only the current weekend video files will be on the card. It is strongly encouraged that your camera's time and date is accurately set.
- Stewards requests to review on track incidents are mandatory and you must submit full length complete videos of the entire session.

PODIUM:

Only the Championship Race will Podium, Heat Races will not have a Podium celebration. Top three overall and top three masters from F1600, top three F2000 finishers, top three FA 016, and top three FA Open are to proceed from the track directly to the scales without stopping in Pit Lane (unless having an emergency). Once cars are weighed, Tech will release drivers to attend Podium celebrations. Podium is located just behind the entrance to the scales. Do not open your champagne while on the Podium or within the Podium area.

FFCS, VS2000 & CCS series: check with your series organizer for Podium info.

RADIO FREQUENCY: FRP requires all teams to monitor our Series frequency and the ability to communicate with their drivers from Pit Lane. FRP has transitioned to digital radios and SpeedCom is our official radio sponsor. Our digital radio frequency is 459.4625 with CC 7.

For safety reasons, FRP will have stricter enforcement of this rule in 2026.

TIRE DECLARATION: FRP rule 2.1.20 (F1600/F2000) and 3.4 (FA) requires tires to be properly declared by the competitor. Hoosier will be placing a purple stamp on the tire to indicate the tire was purchased through Hoosier at the track. Make sure Hoosier stamped each tire before leaving the Hoosier trailer. This purple Hoosier stamp is mandatory. FRP will place a unique yellow stamp on each tire to identify its declaration and legal for the weekend. It is the competitor's responsibility to obtain the unique yellow FRP stamp to their tires by a Formula Race Promotions TECH official prior to any qualifying or race. Tech will make an effort to visit teams in the paddock, but it is suggested teams bring tires to the Scale/Impound area for stamping.

TRACK DAMAGE/OIL CLEANUP COST POLICY: It remains the policy of FRP that costs associated with either track damage or oil cleanup is the responsibility of the car that created the damage or dropped the oil, regardless of an "at fault" decision made by the FRP Stewards. This policy applies to all race groups.

Spec Fuel: Fuel Testing may start on Saturday 4/25/2026. All competitors must use the following fuel:














- F2000 Zetec, or MZR powered cars and F1600 Honda Fit powered cars requiring 93 octane unleaded fuel—the required fuel is the Sunoco 93-octane unleaded fuel supplied by Mid-Ohio.
- F2000 Pinto powered cars and F1600 Kent powered cars are required to run the Sunoco 110 octane leaded fuel supplied by Mid-Ohio or the Sunoco 93 octane unleaded fuel supplied by Mid-Ohio. F1600 Ford Kent powered cars are also permitted to use 100LL Aviation Fuel (Competitor Supplied) that is unmodified or treated in any manner.
- FA is required to run Sunoco 110 octane leaded fuel as supplied by Mid-Ohio, or Sunoco 260GT (100 octane unleaded) as supplied by Mid-Ohio or by the competitor.

Fueling inside the garages is not permitted by Mid-Ohio Sports Car Course.

FLAGS

The following flags shall be the official method to communicate with competitors during all practice, qualifying and race sessions. Flags are divided into two groups: Advisory and Mandatory Compliance:

MISSING a Mandatory Compliance Flag may result in A MINIMUM \$150 Fine.

Flag	Advisory Flags
	Displayed by the starter, signals the beginning or resumption of a session. FRP does NOT use a green flag, following a yellow caution area/incident. Racing resumes after an incident. No passing is from the yellow to after the incident that caused the yellow flag.
	Competitor warning displayed with number board. Shown at start/finish. Use proper driving conduct.
	Warns competitors that faster cars are approaching or a following car may be in their blind spot. Use caution and sportsmanship, allow racing room per FRP's PRR Article 1.6.17.4 , and do not make abrupt changes in direction.
	Caution, the racing surface may be affected by fluids or debris.
	Caution, you are approaching a slow moving vehicle. WHITE WAVED at START/FINISH Indicates the last lap of a competition.
	WHITEWITHREDDIAGONALATSTART/FINISH: Emergency vehicles are on course.
Flag	Mandatory Compliance Flags — MISSING a Mandatory Flag may result in A MINIMUM \$150 Fine.
	Black Flag All - <u>Qualifying & Practice Sessions</u>: A Black Flag is displayed at all stations, indicates that all competitors must return to the pits in an <u>orderly, controlled fashion</u> - No Racing. NO PASSING IS ALLOWED. Black Flag All - <u>Under Race Circumstances</u>: is to be considered the same as a Red Flag NO PASSING IS ALLOWED. A Black Flag all, <u>under race circumstances</u> , may, or may not, also be accompanied by a red flag.
	Black Flag with Number Board: A Black Flag is shown with competitors number from start/finish and designated station(s) on the circuit. Summons competitor to officials in pit lane for consultation and/or penalty. Competitor to comply on the next approach to pit entry.
	Informs competitor of a mechanical problem that may endanger the driver or other competitors. Shown with number board from start/ finish and designated station(s) on the circuit. Report immediately to assigned pit at reduced speed. The car may not rejoin the session until released by an FRP Official.
	RED FLAG during a Race: The session has been stopped. NO PASSING IS ALLOWED. Use caution, be prepared to stop, and proceed immediately to pit lane. Be prepared to encounter complete track blockage; if so park as far to the side of the track as possible, and proceed to the pits only when directed. Upon entering the pits, cars shall line up in the Fast Lane in the order they entered pit lane.
	Any YELLOW flag denotes a “no passing” zone. This zone starts at a perpendicular line across the track from the flag and ends at a perpendicular line across the track from the last component of the incident causing the yellow flag. The last component may be the car, driver, responding officials, other vehicles and/or large debris. Racing resumes after the incident. YELLOW, STANDING (STATIONARY): Use caution, however the incident is (should be) off the racing surface. There may be danger to you if you leave the racing surface. Have your car under complete control. Go through the no passing zone in single file. Expect a penalty if you lose control in the no passing zone, or if you are determined to have passed another car in the zone. YELLOW, WAVING: Use extreme caution. You are approaching an incident that has all or a portion of the racing surface blocked. You may have to change your line. You must be prepared to stop. Have your car under complete control. Go through the no passing zone in single file. Expect a penalty if you lose control in the no passing zone, or if you are determined to have passed another car in the zone. NOTE: You may encounter several yellow flags prior to reaching the incident. Passing is not permitted between the first yellow flag and the incident that caused the yellow flag. See the definition of the no passing zone above.
	YELLOW, DOUBLE: The flags will be displayed at all stations. Full course caution, slow down, use caution, no passing anywhere on the circuit. This may be used with or without a safety car. However in nearly all cases a safety car will be used. Gather in single file behind the safety car or the leader and prepare for a restart. The course remains under the full-course yellow condition until a green flag is displayed at start/finish.
	Signals the completion of practice, qualifying or race. All cars shall exit the course once they have passed start/finish and received the checkered flag. — Missing a Checkered Flag may result in A MINIMUM \$150 Fine, per lap —

Appendix C



2026 FRP Driving Standards Guidelines

This document establishes a consistent expectation of on-track driving and how FRP officials adjudicate each incident. In reviewing incidents, the stewards are assisted by the FRP Pro Racing Regulations, in particular ARTICLE 1.6.17: DRIVING CONDUCT, as well as video evidence, corner marshal reports, witness statements, and all other available evidence to determine whether a rules infraction has occurred.

The guidelines below are intended to provide a framework for evaluating on-track incidents, but they must be noted as guidelines, not regulations.

1. OVERTAKING

A. Overtaking on the **INSIDE** of a corner

To be entitled to be given room when overtaking on the inside, the overtaking car must:

- i. Have its front axle **AT LEAST ALONGSIDE THE MIRROR** of the other car **before** and **at the apex**.
- ii. Be driven in a fully controlled manner, particularly from entry to apex, and not have “dived in”.
- iii. In the stewards’ estimation, have taken a reasonable racing line and been able to complete the move while remaining within track limits.

B. Overtaking on the **OUTSIDE** of a corner:

Overtaking on the outside is **always** viewed as a more difficult maneuver. To be entitled to be given room, including at the exit, when overtaking on the outside, the overtaking car must:

- i. Have its front axle **ahead of the front axle** of the other car **at the apex**.
- ii. Be driven in a controlled manner from entry to apex to exit.
- iii. Be able to make the corner within track limits.

If it has been established from points 1.A and 1.B that when an overtaking driver has priority, then it is the responsibility of the defending driver to (i) avoid a collision, and (ii) avoid forcing off the overtaking driver.

2. CHICANES AND S-BENDS:

The above guides for INSIDE and OUTSIDE may apply for each element of the combination. Generally, priority will be given to the first corner element.

Although these guidelines indicate specific, relative positions of the cars at various points, the stewards will always look at how the situation played out in total when reviewing an incident. For example:

- A. How did the cars get to the incident? (for example, late braking, diving in, moving under braking)
- B. Was the maneuver late or “optimistic”?
- C. What could the drivers reasonably see, know, or anticipate?
- D. Do we believe the maneuver could be completed on the track?
- E. Was there understeer / oversteer / locking?
- F. Did someone position / handle their car in a way that contributed to the incident?
- G. Did the type of corner contribute to the incident? (for example, camber, curbs, curve, apexes)

3. TRACK LIMITS

It is considered that respecting track limits is important for both racing fairness and safety. Per the FRP Pro Racing Regulation 1.6.17.1:

For the conduct of all competitions (practice, qualifying and race) the racing surface shall be defined as the marked, paved race track and its curbing only. Pit lanes, their entries and exits, runoffs, additional paving, grass verges, etc., are expressly excluded from the racing surface.

Violations in qualifying or race may result in a black flag or loss of points and purse.

4. RE-JOINING THE TRACK

Maintaining racing speeds in the run-off area is not acceptable. Cars on track must not be forced to change speed or line to avoid a re-joining car.

5. RESTARTS

To avoid the likelihood of accidents before the Safety Car returns to the pits, FRP Pro Racing Regulation 1.6.22.4.a:

Prior to the Safety Car leaving the track, the lead car may not slow down to create a gap. Once the Safety Car leaves the track, the lead car will set pace until the green flag is displayed at the start/finish line. Accelerating, or decelerating, abruptly by the lead car is prohibited and all other cars shall maintain their relative positions.

Cars throughout the field **must not** create a gap between them and the car in front of them **before** the green flag is displayed.