



On behalf of Florida Region SCCA, welcome to the Palm Tree Winter Majors at Homestead-Miami Speedway.

We will hold a Drivers Meeting for each race group in the Media Center following the Friday afternoon Qualifying sessions. After your session, feel free to return to your paddock spot, then join us in the Media Center approximately 10 minutes after your session is over. (Note – for Group 1, this will be at the lunch break.)

The emphasis of the meeting is that it's a DRIVERS MEETING not a Stewards Meeting. We'll keep our comments brief, then open the floor for you to ask questions and make comments. This will be particularly important for groups with multiple classes, which means most of you. We'll also consider split starts at these meetings.

A little food for thought at the start of the 2023 Majors Tour...

- The 2022 Formula One Constructor's Champion, Red Bull Racing, was a double DNF in the opening round in Bahrain.
- The winner of the 2022 Daytona 500, Kyle Larson, did not win the NASCAR Cup Championship.

The Palm Tree Winter Majors is the first of eighteen Majors and Super Tour events held east of the Mississippi River. It's a long season; the 2023 points championship won't be won on the first race, but instead with consistent finishes throughout the year.

Homestead-Miami Speedway presents some challenges that few tracks can match; the combination of fast and slow turns, along with a long, banked turn leading to the front straight will put you and your car to the test. It's important to maintain awareness of traffic around you and drive a consistent line, particularly on the banking.

Please note the following items that are important for you to keep in mind at Homestead:

1. Tech and Impound are located at the far west end of the paddock area. Grid is located at the far east end of the Paddock area. The breezeway through the garage building by Grid is the only access into the Pits from the Paddock and the breezeway through the garage building by Tech (just before Pit Out) is the only exit from the Pits into the Paddock.
2. The entrance from the track into the Pits is the cool-down lane that begins at the end of the back straight just before NASCAR turn 3. Entering the Pits directly from the racing surface at the exit of NASCAR Turn 4 can be tricky because of the surface transition and should only be attempted if you run into a serious mechanical issue on the banking. Be very careful of traffic behind you. Any driver entering the Pit lane directly from the racing surface on the front straight should expect to get stopped by the Stewards of the Course at Pit Central to discuss the reason for the improper entry.
3. If you have a mechanical issue on course and need a short-cut to the Paddock, there is a turn-off on your left after exiting Turn 6. Pull up to the closed gate and the Ambulance crew parked nearby will open the gate, giving you direct access to the infield road that takes you back to the Paddock. Also, if you have a mechanical issue on the front straight and have missed Pit In, proceed slowly to the



end of the Pit wall and the flaggers at Turn 1 will guide you to cut across the Pit exit lane and into the Paddock (if conditions allow). These exits are greatly preferable to either limping around for a full lap or (even worse) stopping on course. We want to help you with “Green-to-Checker” whenever possible!

4. When driving through the Pits, please stay in the right-hand lane (closest to the racing surface) except when entering or exiting a Pit box, or if otherwise directed by an Official. Do not drive through multiple Pit boxes at any time. And don’t forget the speed limit in the Pits is 45 mph.

We do not plan on impounding all cars prior to the racing. Do yourself a favor and make sure you have all required stickers and the current SCCA patch on your driver suit as described in the GCR 9.3.29.C (Figure 5).

We hope everyone will join us on Saturday evening for dinner in the Champions Club overlooking Turn 1.

Thank you for taking the time to read this, and we wish you a Happy New Year and safe travels to Homestead next week.

Bob Hudson, Race Director

Stu Cowitt, Chief Steward