

Supplementary Regulations



2001 Rolex 24 At Daytona

The 39th Annual Running of the 24-Hour Classic Endurance Race

At The



Event

2001 Rolex 24 At Daytona - The 39th Annual running of this Endurance Classic featuring Grand American Road Racing Association SportsRacer, SportsRacer II, GT, GTO, and American GT cars. This event is listed by the FIA as a Full International event through the Automobile Competition Committee of the United States (ACCUS). This event is organized and sanctioned by the Grand American Road Racing Association (also referred to as Grand-Am).

Date

January 30 – February 4, 2001

Circuit

Daytona International Speedway, 3.56 mile (5.73 km) Road/Speedway Circuit

Promoter

Daytona International Speedway
1801 W. International Speedway Blvd., Daytona Beach, FL 32114-1243
Mr. Andrew Gurtis
Telephone (904) 947-6746 - Fax (904) 257-0281

Schedule TENTATIVE AND SUBJECT TO CHANGE

Tuesday, January 30, 2001

11:00 AM - 5:00 PM Registration

Wednesday, January 31, 2001

7:30 AM - 5:00 PM Registration
8:00 AM - 9:30 AM Rolex Garage Open for Grand-Am Rig Parking (Truck Drivers Only)
9:30 AM Commence unloading Grand-Am transporters. Garage opens for all Grand Am competitors
11:00 AM HSR Rig Parking
11:00 AM - 4:00 PM Technical Inspection
1:00 PM Parking & Unloading for Motorola Cup
5:00 PM Rolex Garage Closes

Thursday, February 1, 2001

7:30 AM - 5:00 PM Registration
7:30 AM Rolex Garage Opens
8:00 AM - 11:30 AM Technical Inspection
9:00 AM **Mandatory Drivers Briefing for all Rolex 24 competitors in Victory Lane**
10:00 AM-11:00 AM Practice All Rolex 24 Teams
11:10 AM-11:40 AM Practice Motorola Cup

11:50 AM-12:20 PM Practice HSR
12:20 PM - 1:20 PM Lunch Break
1:20 PM - 2:00 PM Practice All Rolex 24 Teams
2:10 PM - 2:45 PM Practice Motorola Cup
2:30 PM SportsRacer Pre-Qualifying Technical Inspection
3:00 PM - 3:15 PM First Round Qualifying SportsRacers and SportsRacer II
3:25 PM - 3:40 PM First Round Qualifying GTO, American GT
3:50 PM - 4:05 PM First Round Qualifying GT
3:45 PM Post-qualifying Press Conference for positions 1 and 2 in the Press Room
4:15 PM - 4:50 PM Motorola Cup Qualifying
5:00 PM Dinner Break
6:00 PM - 8:00 PM Night Practice – All Rolex 24 Teams
9:00 PM Rolex Garage Closes

Friday, February 2, 2001

7:30 AM - 5:00 PM Registration
7:30 AM Rolex Garage Opens
8:00 AM - 8:30 AM HSR Qualifying
9:00 AM - 11:00 AM Motorola Cup Race – 2 Hour
11:15 AM - Noon Rolex 24 Practice
Noon - 1:00 PM Lunch
1:00 PM - 2:30 PM HSR Enduro – 90 Minutes
2:45 PM - 3:00 PM Second Round Qualifying SR, SRII
3:05 PM - 3:20 PM Second Round Qualifying GTO, AGT
3:25 PM - 3:40 PM Second Round Qualifying GT
4:00 PM - 5:00 PM Final Rolex Practice
6:30 PM Rolex Garage Closes

Saturday, February 3, 2001

7:30 AM - 11:00 AM Late Registration
7:30 AM Rolex Garage Opens
10:00 AM Mandatory Drivers Briefing for all Rolex 24 At Daytona competitors in Victory Circle
11:00 AM Pre-Race Technical Inspection in Grid Order
11:00 AM Start 24 Minutes HSR of Daytona
Noon Grid cars for The Rolex 24 At Daytona - ALL ENGINES OFF
12:15 PM Pre-Race Ceremonies
12:45 PM Rolex 24 At Daytona Grid Closes
1:00 PM START - 39th Rolex 24 At Daytona

Sunday, February 4, 2001

1:00 PM FINISH - 39th Rolex 24 At Daytona
5:00 PM Rolex Garage Closes

Monday, February 5, 2001

7:00 AM Gate 7 Opens
NOTE: All transporters, containers and equipment must be removed from the garage area by Noon.

Entries

Entry forms must be completely filled out, signed and mailed to:
Grand-American Road Racing
1801 W. International Speedway Blvd.
Daytona Beach, FL 32114-1243

Entries must be postmarked no later than December 15, 2000 to qualify for pre-entry bonuses.

No entry is official until entrant is notified of acceptance in writing. Entry fees will be refunded on unaccepted entries. An entry submitted and accepted constitutes a contract binding the entrant to take part in the event.

Entry Fee

Entry fee, \$3,250.00 per car payable to Grand American Road Racing Association in U.S. Dollars. All entries taken at the track or postmarked later than December 15th, 2000 do not qualify for the posted pre-entry bonuses.

Prizes

The total awards, excluding contingent awards, for this event is \$568,750.00. Only teams who have submitted an on-time pre-entry are eligible for the pre-entry bonuses. Teams who are members of the 2001 Grand Am Team Owner Program are eligible for the Grand Am TOP bonuses. Manufacturer contingency awards and 2000 Top Five TOP awards will be posted separately.

Overall Finishing Position Payments and Bonuses as follows:

| | Purse | Pre-Entry Bonus | Grand Am TOP Bonus |
|----------------------------|--------------|------------------------|---------------------------|
| First | \$40,000 | \$500 | \$9,500 |
| Second | 25,000 | 500 | 4,500 |
| Third | 15,000 | 500 | 4,500 |
| Fourth | 10,000 | 500 | 4,500 |
| Fifth | 7,000 | 500 | 1,500 |
| Six thru Ten | 6,000 ea. | 500 | 500 (\$35,000) |
| Eleven thru Fifteen | 4,000 ea. | 500 | 500 (\$25,000) |
| Sixteen thru Twenty | 2,000 ea. | 500 | 500 (\$15,000) |
| Twenty-one thru Thirty | 500 ea. | 500 | 500 (\$15,000) |
| Thirty-one thru Fifty-five | | 500 | 500 (\$25,000) |
| | | | \$239,000 |

SRII, GTO, GT, and American GT Class Bonuses:

| | |
|---------|-----------------|
| First | \$10,000 |
| Second | 7,000 |
| Third | 6,500 |
| Fourth | 5,500 |
| Fifth | 4,500 |
| Sixth | 3,500 |
| Seventh | 3,000 |
| Eighth | 2,500 |
| Ninth | 1,500 |
| Tenth | 1,000 |
| | \$45,000 |

Special Awards:

Grand-Am SR and GT 2000 T.O.P. Entry Fee Bonus Plan Monies: \$16,250

\$1,625 to each of the following SR entrants: K. Patrick Smith car # 16 Doran Enterprises car # 27 Robinson Racing car # 74 Risi Competizione car # 12 K. Patrick Smith car # 20, if they are 2001 T.O.P. members and, enter before the entry deadline, qualify for, and compete in the race.

\$1,625 to each of the following GT entrants: Cole R. Scrogam car # 81 Todd Flis car # 09 Saleen-Allen Speedlab car # 5 The Racers Group car # 66 Genesis Racing car # 50, if they are 2001 T.O.P. members and, enter before the entry deadline, qualify for, and compete in the race.

ROLEX and Daytona International Speedway have announced that four specially engraved Rolex Oyster Chronometer watches will be awarded to the overall-winning teams in each class: SR, SRII, GT, GTO, and American GT, for a total of 20 valued at \$120,000.

TOSCO "76" Racing Gasoline Prize Money: \$13,500

1st \$2,500 2nd \$1,250 3rd \$750 overall, plus SRII, GT, GTO, and American GT in each class 1st \$1,250 2nd \$600 3rd \$400.

TOSCO "76" Racing Gasoline has also posted \$70,100 to the Grand-Am T.O.P. Year End point fund

Summary:

| | |
|----------------------------|------------------|
| Overall | \$239,000 |
| SportsRacer II | 45,000 |
| American GT | 45,000 |
| GTO | 45,000 |
| GT | 45,000 |
| Grand-Am Entry Fee Bonuses | 16,250 |
| TOSCO "76" Racing Gasoline | 13,500 |
| Rolex | 120,000 |
| TOTAL | \$568,750 |

The Rolex 24 At Daytona will be held under the 2001 Grand American Road Racing rules, these Supplemental Regulations, and amendments thereto.

Drivers and Entrants must hold valid 2001 FIA licenses. Competitors may apply for their FIA licenses through Grand-Am or any member club of ACCUS, FIA. U.S. domiciled Drivers and Entrants as well as none U.S. domiciled Drivers and Entrants who are competing for Grand-Am championship points must also hold 2001 Grand-Am membership.

Car Eligibility

Eligible cars must comply with all the Technical & Safety Regulations.

Safety

All safety equipment required by the 2001 Grand-Am regulations must be complied with. This regulation includes 3-inch wide lap belt, and shoulder harness and window net, latch and mounting requirements

Advertising

A. Advertising on cars is subject to approval of Grand-Am. All cars must carry the official Grand-Am category decal(s), series sponsor identification and the Rolex 24 decal on each side, as prescribed in the Grand-Am regulations, and/or as directed by Grand-Am.

B. The Grand-Am patch must be displayed on the uppermost right hand chest area of each driver's uniform. Rolex 24 event patches will be provided. (30 per team).

Fuel/Gasoline

The official fuel of Grand-Am is TOSCO "76" Competition 100 (octane unleaded) Racing Gasoline.

Fueling

A. All fueling must be in accordance with the 2001 Grand-Am regulations.

B. All fueling in pit lane during the race must be done with a gravity-fed overhead fueling rig that is approved per the 2001 Grand-Am regulations, equipped with dry-break couplings and shutoff valve. Maximum height to the top of rig: (2 meters) 6' 7". The fuel hose may have a maximum inside diameter of 2" and a minimum length of ten (10) feet. There must be an automatic spring-loaded shut-off valve on the tank where the fuel hose connects that is manned during fueling. The shut-off valve may not be equipped with any device that allows the valve to be locked in the open position. All competitors must install the Grand-Am fuel flow restrictor (1 1/8") in the fuel hose, through which all fuel must pass. The restrictor must be installed within a minimum 8" length of clear hose with the restrictor in contact with the fueling probe. No other device may be located in the hose.

C. Fuel will be dispensed only at the Union 76 gas station into approved containers. Competitors will be responsible for their fuel at all times. Fuel may be transferred only by approved manual or air powered pumps. No funnels or open fuel transfer is permitted. Fuel may not be stored overnight in any garage.

D. Fuel distribution hours will be Wednesday, January 31, 8:00 AM – 5:00 PM; Thursday, February 1, 9:00 AM – 8:00 PM; Friday, February 2, 8:00 AM – 5:30 PM; Saturday, February 3, 8:00 AM through Sunday, February 4, 1:30 PM.

E. Fuel spillage will NOT be tolerated. Competitors are responsible for maintaining an adequate supply and for the security of the fuel in their possession. A maximum of two standard 55-gallon barrels of fuel may be stored in each pit, in addition to the fuel contained in the overhead rig. Fueling rigs/bladders must be empty at the end of each day's activities. No fuel may remain overnight in the refueling rigs prior to the race.

F. Only authorized team members will be allowed in pit lane.

G. Cars entered which are not fitted with Grand-Am style dual fueling fillers will be permitted a sixth crew member over the wall during a pit stop exclusively to man a separate fueling vent probe. This sixth crewmember may not perform any other service on the car and must be attired in full fire resistant clothing per pit lane regulations.

Car Numbers

Car numbers will be assigned by and are subject to approval by Grand-Am. All numbers must comply with Grand-Am regulations. Numbers must contrast with their backgrounds, and be legible. No metallic, mirror-finish or "engine turned" numbers will be allowed. Number illumination lighting is not permitted.

Identification Lights

At night, up to three (3) identification lights are permitted on the roof, side or inside the quarter window provided they do not face rearwards, flash or blink. They may not be yellow or excessively bright and are subject to approval by Grand-Am.

Official Weigh-In and Fuel Capacity Check

All cars must be presented for technical inspection at the scales with their fuel tanks emptied and open for official weigh-in and fuel capacity check. Your car must pass Technical Inspection prior to being allowed on the track.

Credentials

All participants must have either a Grand Am Annual Credential or a single event credential to gain admission to Daytona International Speedway. Participants who are domiciled in the US must be Grand Am members. Participants who are not domiciled in the US and who are not competing for Grand Am points or awards are not required to be Grand Am members. Grand Am Crew Memberships (annual credential) are \$250.00 each. Grand Am Driver and/or Entrant Memberships (annual credential) are \$350.00 each. Grand Am members with a 2001 Annual Credential may proceed into the facility without the need to stop at registration. Participants using a 2001 Grand Am "John Doe" membership must surrender the "John Doe" in exchange for an event credential at Grand Am registration. All other participants must purchase a single event credential or the appropriate Grand-Am Membership. The fee for a single event credentials is \$100.00 each.

Overcrew passes must be ordered directly from Daytona International Speedway by calling 904-947-6745 and ask for Raymond Burns. Overcrew passes are \$70.00 each.

Qualifying, Timing & Scoring

- A. A maximum of 80 cars will start the race. All cars must qualify within the 120% and the 110% average lap time rules. The fastest thirty-five (35) qualifiers from First Round Qualifying will be locked in. Second Round Qualifying will fill positions thirty-six (36) through seventy (70), by their fastest time from either session. Positions seventy one (71) through seventy eight (78) are provisional starting positions, reserved for 2001 Grand-Am T.O.P. Members, and assigned per the 2000 T.O.P. points standings if not already qualified, starting with the highest SR followed by the highest GT and alternating from SR to GT until all provisional starting positions are used. Positions seventy-nine (79) and eighty (80) are reserved for FIA SportsCar Championship cars that are not already qualified per 2000 season final point standings. If any positions still remain available, they will be filled by the next fastest qualifying times. If the First Round Qualifying session is wet, the field will be set by combined times from both Qualifying sessions, except for the ten (10) provisional spots. They will be filled as per above.
- SportsRacer and SportsRacer II: Each driver, in the car he is nominated to drive, must achieve a lap time no greater than 110% of the average lap times of the fastest three qualifiers of his class, and no slower than 120% of the average lap times of the fastest three qualifiers overall during official practice or qualifying.
 - GTO, GT, American GT: Each driver, in the car he is nominated to drive, must achieve a lap time no greater than 110% of the average lap times of the fastest three qualifiers of his class, and no slower than 120% of the average lap times of the fastest three qualifiers overall during official practice or qualifying.
- B. The top two grid positions will be determined by the fastest times posted during the Thursday First Round Qualifying session. Grids, results, etc. will be posted at the Tech Garage. Grand-Am reserves the right to add cars, but not to exceed the 80-car maximum.
- C. Official finish line is located at the start/finish line on the tri-oval in front of the pits. Cars will be timed and scored during the race, and during qualifying, from the timing stand located between turns one and two. Grand-Am will require each car to be fitted with a Grand-Am scoring transmitter in an approved location. Once the transmitter is assigned, if it is damaged, or not returned after the event, a \$950.00 fee will be charged to the Entrant.
- D. All starting cars will be credited with a finishing position, paid any earned prize money, and awarded any earned points whether or not they are running when the checkered flag is given. To be listed in the final results as "running at the finish", a car must cross the official finish line and receive the checkered flag, under its own engine power, within five (5) minutes after the display of the checker flag.
- E. At 12:45 PM on Saturday, February 3rd, the grid will close. All cars not in their grid positions at that time must start from the rear of the grid or the pit lane, as directed by Grand-Am officials.
- F. A rolling, paced start will be used. Specific procedures will be explained to competitors during the driver briefing.

- G. Driver logs must be filled out completely and turned in to a Grand-Am pit marshal within 10 minutes after the end of the race, or the retirement of the car. If this is not done, points will not be awarded.

Contingent Awards

A listing of contingent awards will be available at Grand-Am Registration.

Pit Vehicles

- A. All motorized pit support vehicles must have adequate lighting. Bicycles, skateboards, rollerblades, scooters, and other non-motorized transportation are not allowed on Daytona International Speedway property.
- B. There is a 10-mile per hour speed limit for all vehicles in the paddock, garage and pit area.

Golf Cart Permits

All golf carts must carry a D.I.S. permit. Permits are available through Speedway Security (904) 947-6755. Information of the approved golf cart vendor will be sent as part of your entry acknowledgement.

Parking

One vehicle pass for the parking outside of the garage area will be issued for each entry. All other team vehicles must park in the infield or as directed. Traffic and fire lanes must be kept open. Parking rules/signs will be rigidly enforced in the parking area.

Grand-Am will make all garage assignments. Rolex 24 teams will be parked in the closed garages (A, B, C & D) and the "open" garages (E, F & G). Teams will be parked by 2000 T.O.P. Point Standings and then as they arrive, in the next available space and garaged accordingly. Do not expect to completely unload your truck into the garage. No flooring or wall structures are permitted in the garages.

Rig parking starts 8:00 AM Wednesday January 31, 2001. No hospitality units or motorhomes are permitted in the garage area. Each entry is allowed one free motorhome spot, if available. Fax your request on team letterhead to Mike Manning, Speedway Communication Department (904)947.6791. All others must be parked in the designated motorhome areas.

A limited number of spaces adjacent to Victory Circle are available through the Speedway's Entertainment Services Department (904) 947-6726. Call for pricing, and availability information.

There are no solid waste or RV dumping facilities at Daytona International Speedway. No dumping or leakage of any kind will be tolerated.

No one is allowed to stay overnight in the Speedway's infield, except the night of February 3rd. The Speedway's west parking lot (outside NASCAR's turn 1 and 2) is available for credentialed personnel who wish to stay overnight in self-contained RV's. There is daily access to and from the infield and west parking lot for RV's while the circuit is cold, or at any time by car via the tunnel. There is a weekly parking fee of \$120.00 in the west parking lot (904-947-6791). Information on local campgrounds is available through the Daytona Beach Convention and Visitors Bureau (800) 854-1234.

All rigs and equipment must be out of the garage area no later than noon, Monday, February 5th

Containers

Participants whose cars and equipment will be arriving by shipping container are required to communicate their plans directly to Tom Seabolt at the Grand-Am office. With proper notification, containers will be off loaded Tuesday, January 30th, under Grand-Am supervision. All teams must arrange for container pickup by Noon on Monday, February 5th. Otherwise, the containers will be removed from the garage area and all expense of removal will be the responsibility of the entrant, and a \$500.00 fee will be required for its release.

Waste Disposal

Please familiarize yourself and all crewmembers with the Safety Kleen waste disposal system in place at Daytona International Speedway. These procedures and policies will be strictly enforced. Any questions or problems should be brought to the attention of the Safety Kleen Personal Immediately. The Entrant is responsible for conveying this required information to all team members.

Pit Lane

All pit spaces will be equipped with fully enclosed tent structures. The following procedures must be followed on pit lane and within the pit lane area:

- A. No heaters of any description are allowed.
- B. Interior lighting is the responsibility of each team.
- C. The fire lane must be kept clear at all times. Pit cars, tires, etc. must be kept inside the tent. A storage area behind pit lane will be established for generators, body parts, and other equipment.
- D. Generators must be fitted with twist-lock extension connectors. Electric power cords must be taped to the ground at all times.
- E. The fire marshal requires that a doorway at least four feet wide must be kept open in the rear tent wall at all times.
- F. Teams are free to erect sidewalls between individual pits, but flooring is prohibited.
- G. During all pit stops, one person must be designated as firefighter.
- H. All teams must provide their own fire extinguisher (10 lb. minimum).
- I. **Pit Lane Speed Limit 65 MPH.**

Nitrogen Supply

Air Products is the exclusive nitrogen supplier for the event. Nitrogen bottles will be at the Hoosier Building for pickup, and they must be returned to the same location. Contact Bud Baker at 1-800-367-4273 to make arrangements.

Mandatory Pre-Practice and Pre-Race Drivers Briefings

All drivers must attend the pre-practice drivers briefing in Victory Circle at 11:00 AM on Thursday. Any drivers arriving at the track after the briefing must consult with the Race Director before going on circuit.

Pre-Race Ceremonies

At 12:00 Noon on Saturday, ALL engines must be shut off. Cars being gridded after that time must be pushed. **You must wait until the command to start your engines**

Race Rules

- A. Every driver and car must complete at least five (5) laps in practice and/or qualifying.
- B. At least three drivers must be nominated to drive each car. A maximum of four drivers may be entered on and earn series championship points in a given car. To be eligible for points, a driver must drive at least 1 lap under green flag conditions. Points will be awarded to a driver only in the car he is entered to drive. Driver championship and T.O.P. team championship points will be awarded per the 2001 Grand-Am regulations.
- C. A driver may drive a maximum of four consecutive hours, after which he must rest for at least one hour before re-entering competition. A driver may not compete for more than a total of eighteen hours.
- D. The Race Director must approve driver substitutions.
- E. It is the responsibility of each team to advise the pit marshal of all impending pit stops and the identity of the driver currently competing in the car.
- F. The paved area from the yellow line on the concrete pit floor back to the chain link fence must remain a cleared fire lane at all times. No generators, electrically powered hand tools, electrically powered fuel pumps or any device that may generate sparks will be permitted. Body panels may not be placed against or hung on the pit fence, nor may any other items.
 - Grand-Am pit lane fueling regulations are in effect. During the race, all team members going over the wall in pit lane itself must wear fire resistant clothing. The only pit lane area accessible by non-fire suited team members will be the area outside and behind the pit enclosures used as the fire lane.
- G. Replacement of the following parts is not allowed during the race: engine block, chassis, and/or unibody shell.
- H. A car may be removed from pit lane for repairs only with permission of the Race Director. A pit marshal may be assigned to observe the work being done.
- I. Signaling may only be done from the prescribed signaling area on driver's left just past the exit of Turn #3 (east infield horseshoe). Portable generators will be permitted in this area.
- J. In case it is necessary to halt the race temporarily, the RED FLAG will be shown at the start/finish line and the final infield turn. Drivers should anticipate such a major problem when all tri-oval lights are flashing yellow.

- When the red flag has been given, drivers must slow to 50 M.P.H. or less, proceed to the pits and park in single file in the outside (fast) lane away from the working area.
 - No work or service may be performed on the cars after the red flag has been given until the race is restarted, except as authorized specifically by the Race Director and announced to all competitors. This includes all cars that are already in their pits or in the garage area at the time.
 - If less than one (1) lap has been completed by the leader at the time the race is halted, the race will be restarted with the cars in single file in their original starting order, and with at least one pace lap behind the pace car. If one (1) lap has been completed, the restart will be according to the running order (sequence on track) at the scoring line on the last complete lap before the race was halted. Cars not appearing on that scoring tape will be placed at the back of the start order in the following priority:
 1. Cars which were running, but being lapped by the leader on that lap, by their order across the scoring line;
 2. Cars which were in the pits on that lap by order of their car number;
 3. Cars not running on that lap by their overall scoring order.
 - In both cases, pace laps run at the restart will not be counted. When the green flag is displayed, lap scoring will restart. No adjustments will be made for fractional advantages caused by relative positions of the cars in the last lap prior to the stop. The official time clock will continue to run during any periods the race is halted.
- K. In case of a full course yellow, the Race Director will dispatch the safety car to pace the field at reduced speed. Drivers will be warned of the imminent dispatch of the safety car when all turns display a waving yellow flag (or flashing yellow light). The primary purpose of using the safety car is to consolidate the field. Drivers must bring their cars into single-file behind the safety car as quickly as possible. No passing will be permitted during this period, and under no circumstance shall a competing car pass the safety car unless the driver is motioned to do so. Specific safety car procedures will be discussed in the drivers' briefing.
- L. Pit and garage assignments will be made by Grand-Am.
- M. Competitors are asked to cooperate with one another regarding pit assignments.

Protests

Per the 2001 Grand-Am regulations. Protest fee is \$1,000.00.

