

## Supplementary Regulations



## 2000 Rolex 24 At Daytona

### The 38<sup>th</sup> Annual Running of the 24-Hour Classic Endurance Race

At The



#### Event

2000 Rolex 24 At Daytona – 38<sup>th</sup> Annual running of the 24-Hour Endurance Classic at Daytona featuring Grand American Road Racing Association SportsRacer, American GT, GTO and GTU cars. This event is listed by the FIA as a Full International event though the United States Auto Club (USAC) and 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

February 2-6, 2000

#### Circuit

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

#### Promoter

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

#### Preliminary Schedule

##### Wednesday, February 2, 2000

7:30 AM – 5:00 PM Registration  
8:00 AM – 9:30 AM Garage Open for Rig Parking (Truck Drivers Only)  
9:30 AM Garage Opens – Start Unloading  
Noon – 4:00 PM Technical Inspection  
4:00 PM Mandatory Safety Kleen Meeting for all Team Managers and Crew Chiefs at the Pepsi Tower  
5:00 PM Garage Closes

##### Thursday, February 3, 2000

7:00 AM - 6:00 PM Registration  
7:30 AM Garage Opens  
8:00 AM – 1100 AM Technical Inspection  
9:30 AM Mandatory Safety Kleen Meeting for all Team Managers and Crew Chiefs at the Pepsi Tower  
11:30 AM **Mandatory Drivers Briefing for all Rolex 24 competitors in the Technical Inspection Garage**  
12:30 PM – 1:30 PM Practice – All Rolex 24 Teams  
2:30 PM SportsRacer Pre-Qualifying Technical Inspection  
3:00 PM – 3:15 PM First Round Qualifying SportsRacers  
3:20 PM – 3:35 PM First Round Qualifying GTO, American GT  
3:40 PM – 3:55 PM First Round Qualifying GTU; and SportsRacer II  
3:30 PM Post-qualifying Press Conference for positions 1 and 2 in the Press Room  
6:00 PM - 8:00 PM Night Practice – All Rolex 24 Teams  
9:00 PM Garage Closes

##### Friday, February 4, 2000

7:00 AM – 5:00 PM Registration  
7:30 AM Garage Opens  
10:00AM-10:30AM Second Round Qualifying GTU and SportsRacer II  
10:40AM- 11:10AM Second Round Qualifying GTO and American GT  
11:15AM-11:30AM Second Round Qualifying SportsRacers  
1:00 PM – 2:20 PM Final practice All Rolex 24 Teams  
6:30 PM Garage Closes

##### Saturday, February 5, 2000

7:00 AM – 11:00 AM Late Registration  
7:30 AM Garage Opens  
**10:00 AM Mandatory Drivers Briefing for all Rolex 24 competitors in the Technical Inspection Garage**

*Note: There will be support races and pre-race activities throughout the morning hours.*

11:00 AM Pre-Race Technical Inspection in Grid Order  
12:00 Noon Grid cars for Rolex 24 Pre-race Ceremonies  
**ALL ENGINES OFF**  
12:45 PM Grid Closes  
1:00 PM START– 38<sup>th</sup> Rolex 24 At Daytona

##### Sunday, February 6, 2000

1:00 PM FINISH - 38<sup>th</sup> Rolex 24 At Daytona  
5:00 PM Garage Closes

##### Monday, February 7, 2000

7:00 AM Gate 7 Opens

*NOTE: All transporters, containers and equipment must be removed from the garage area by Noon.*

Schedule may be amended to accommodate local conditions.

#### 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

*Pre-entries must be postmarked no later than December 15, 1999.*

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

- Pre-entry, \$2,750.00 per car (including pit enclosure rental, assembly, and disassembly), payable to Grand American Road Racing Association in U.S. Dollars
- Post-entry, \$3,250.00 per car. All entries taken at the track or postmarked later than December 15<sup>th</sup>, 1999, will be considered post entries.

#### Prizes

\$419,000, plus manufacturers' contingent awards

### Overall Finishing Position Payments as follows:

First	\$50,000
Second	30,000
Third	20,000
Fourth	12,000
Fifth	9,000
Six thru Ten	7,000 ea. (\$35,000)
Eleven thru Fifteen	5,000 ea. (\$25,000)
Sixteen thru Twenty	3,000 ea. (\$15,000)
Twenty-one thru Thirty	1,500 ea. (\$15,000)
Thirty-one thru Fifty-five	1,000 ea. (\$25,000)
	<b>\$236,000</b>

### GTO, GTU, and American GT Class Bonuses:

First	\$15,000
Second	10,000
Third	8,000
Fourth	7,000
Fifth	6,000
Sixth	5,000
Seventh	4,000
Eighth	3,000
Ninth	2,000
Tenth	1,000
	<b>\$61,000</b>

### Summary:

Overall	\$236,000
American GT	61,000
GTO	61,000
GTU	61,000
<b>TOTAL</b>	<b>\$419,000</b>

Additionally, Rolex and the Promoter have announced that four specially engraved Rolex Oyster Chronometer watches will be awarded to the overall-winning team.

The Rolex 24 At Daytona is listed by the Federation Internationale de l'Automobile (FIA) as a full international race and will be held under the 2000 Grand American Road Racing rules, these Supplemental Regulations, and amendments thereto.

Drivers and Entrants must hold valid 2000 FIA licenses. Competitors may apply for their FIA licenses through any member club of ACCUS, FIA. We have established a relationship with the United States Auto Club (USAC) for this purpose. You may contact them at 317-247-1917. US domiciled Drivers and Entrants as well as those who are competing for Grand-Am championship points must also hold 2000 Grand-Am competition licenses.

### Car Eligibility

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

### Safety

All safety equipment required by the 2000 Grand-Am regulations must be complied with. This regulation includes FIA GT cars.

### Advertising

A. Advertising on cars is subject to approval of the organizers. 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 the Grand-Am Technical Director.

B. The series patch must be displayed on the uppermost right hand chest area of each driver's uniform and the series decal must be displayed on the front center of each driver's helmet. Rolex 24 event patches will be provided for all driver and crew uniforms (30 per team).

### Fuel

Fuel regulations will be provided to all entrants with the acknowledgement of their entry.

### Fueling

A. All refueling must be in accordance with the 2000 Grand-Am regulations.

- B. All competitors must use approved overhead fueling rigs per the 2000 Grand-Am regulations equipped with dry-break couplings and shutoff valve. Maximum height to top of rig: 2 meters (6' 7"). There shall be a fuel hose with a maximum inside diameter of 2" and a minimum length of eight feet. There must be an automatic spring-loaded shut-off valve between the tank and the fuel hose that is manned during refueling. 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<sup>1/8</sup>" ) 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 refueling probe. No other device may be located in the hose. All fueling rigs must be grounded.
- C. Fuel will be dispensed only at the specified location into approved containers. Competitors will be responsible for the transport of their fuel to their pits. Fuel may be transferred by competitors only by approved manual or air powered transfer pumps. No funnels or open fuel transfer is permitted. Fuel containers may not be stored overnight in any garage.
- D. Fuel distribution hours will be Wednesday, February 2, 8:00 AM – 5:00 PM; Thursday, February 3, 9:00 AM – 8:00 PM; Friday, February 4, 8:00 AM – 5:30 PM; Saturday, February 5, 8:00 AM through Sunday, February 6, 1:30 PM.
- E. Fuel spillage will be tolerated, either in the pits or from the racing car. Competitors are solely responsible for maintaining an adequate supply and for the security of the fuel in their possession after it is dispensed. (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.) Refueling rigs/bladders must be empty at the end of each day's activities. No fuel may remain overnight in the refueling rigs.
- F. During the race, pit lane refueling regulations are in effect. Only authorized team members and/or industry representative will be allowed in pit lane. Everyone in the working pits must wear fire resistant clothing.
- G. Cars entered by non-U.S. entrants and which are not fitted with Grand-Am style dual refueling fillers will be permitted a sixth crew member over the wall during a refueling pit stop exclusively to man a separate refueling 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. This will only apply to cars specifically which are fielded by a non-U.S. based entrant and which cannot be readily modified to accept a dual fuel probe.

### Car Numbers

Car numbers are subject to approval of the Chief Timekeeper and the Technical Director. All numbers must be in accordance with the 2000 Grand-Am regulations. Numbers must contrast with their specified backgrounds, and be legible. No metallic, mirror-finish or "engine turned" numbers will be allowed.

### Identification Lights

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

### Official Weigh-In and Fuel Capacity Check

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

### Credentials

All teams must complete the enclosed team member credential form and return it to Grand-Am, postmarked no later than December 15<sup>th</sup>, 1999. Each entrant is entitled to thirty (30) credentials. When annual credentials are used, they are applied against the team's entitlement. Each team is allowed to purchase as many overcrew passes as needed. Overcrew passes are \$70.00 each when ordered in advance. To be considered advance orders and to complete the pre-entry process, the forms must be postmarked no later than December 15<sup>th</sup>, 1999. If purchased at the track the fee is \$75.00 each. The overcrew passes provide access to all general admission, garage and paddock areas and include parking in the infield.

Please complete the form as follows:

1. List only those individuals whose crew passes are going to be deducted from your team allotment or who are overcrew and are "prepaid" by your

team check or money order. (All individuals who are paying for their own passes need only to proceed to overcrew registration.)

2. Type or print the names legibly on the form.
3. Prepaid overcrew passes are non-refundable. Make all checks or money orders payable to Grand American Road Racing Association

Grand-Am annual credentials must be validated by Grand-Am Registration.

### **Qualifying, Timing & Scoring**

- A. A maximum of 80 cars will start the race. All cars must qualify within the 130% 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 eighty (80) are provisional starting positions, reserved for the 1999 Rolex 24 At Daytona overall race winning car, second place car, and third place car if not already qualified.. Next eligible would be the 1999 class winning cars from GT2, then GT3, then GTT. Next eligible would be Team Owner Championship Program provisionals assigned per a lotto drawing. 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 front row and the ten (10) provisional spots. They will be filled as per above.
- **SportsRacers:** Each driver, in the car he is nominated to drive, during official practice or qualifying must achieve a lap time no greater than 130% of the average lap times of the fastest three qualifiers overall.
  - **GTO, GTU, 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 130% of the average lap times of the fastest three qualifiers overall during official practice or qualifying.

The top two grid positions are reserved for SportsRacers and 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.

- B. 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, lost or not returned after the event, a \$750.00 fee will be charged to the Entrant.
- C. 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.
- D. At 12:45 PM on Saturday, February 5th, 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.
- E. A rolling, paced start will be used. Specific procedures will be explained to competitors during the driver briefing.
- F. To assure the accuracy of results and points awards, it is imperative that driver logs are filled out completely and turned in to Grand-Am pit marshals within 30 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 operated at night must have adequate lighting. Bicycles, skateboards, rollerblades and other non-motorized transportation are not allowed. The use of two-wheeled scooters on Daytona International Speedway property is not allowed.
- B. There is a 10-mile per hour speed limit for all vehicles in the paddock and garage area.

### **Golf Cart Permits**

All golf carts must carry a D.I.S. permit. Permits are available through Speedway Security (904) 947-6755. The identity and contact information of

the approved golf cart vendor will be sent as part of your entry acknowledgement. (No outside golf cart vendors are permitted).

### **Parking**

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

Grand-Am will make all garage assignments. Rolex 24 teams will be parked in the closed garages (A, B, C & D) and support race teams will be parked in the "open" garages (E, F & G) and sportsman area. Teams will be parked as they arrive, in the next available space and garaged accordingly. Each garage bay will be used to accommodate two cars. Do not expect to completely unload your truck into your garage, space will be limited outside also please plan accordingly.

The circuit opens for parking and registration on Wednesday morning, February 2, 2000. No hospitality units or motorhomes will be permitted in the garage area. All must be parked in the designated motorhome areas outside of the garage area.

All rigs and equipment must be out of the garage area no later than noon, Monday, February 7<sup>th</sup>.

All motorhomes, campers, hospitality units, etc. must be parked in the designated lots behind the paddock and pit road on a first-come first served basis and are subject to a \$40.00 parking fee. A limited number of reserved spaces adjacent to Victory Lane are available through the Speedway's Entertainment Services Department (904) 947-6726.

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 5th. The Speedway's west parking lot (behind 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/paddock 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. Information on local campgrounds is available through the Daytona Beach Convention and Visitors Bureau (800) 854-1234.

### **Containers**

International participants whose cars and equipment will be arriving by shipping container are encouraged to communicate their plans directly to the Grand-Am office in order to facilitate prompt unloading and reloading of their equipment with Daytona International Speedway. With proper notification, containers may be off loaded and placed in the garage area on Tuesday, February 1<sup>st</sup> under Grand-Am supervision. All teams must arrange for container pickup by Noon on Monday, February 7<sup>th</sup> at the latest. Otherwise, the containers will be removed from the garage area Monday evening, February 7<sup>th</sup> and all expense of removal will be the responsibility of the licensed entrant of the equipment removed. In addition, a \$500.00 fine will be required for their release.

### **Waste Disposal**

There are two scheduled Safety Kleen waste disposal meetings. Participation in one of these meetings by the team manager and crew chief is mandatory. These meetings are held in NASCAR Timing & Scoring above the concession stand behind pit road located at start/finish. The Entrant is responsible for attendance and conveying the required information to all team members.

### **Pit Lane**

The following procedures must be followed on pit lane and within the pit lane area:

- A. No heaters of any description are allowed inside the tents.
- B. Interior lighting will be 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 marshall 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 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 the tech garage at 11:30 AM on Thursday. Any drivers arriving at the track after the briefing must consult with the Race Director or Chief Steward 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.

**Race Rules**

- A. Every driver and car must complete at least five (5) laps in practice and/or qualifying.
- B. At least two drivers must be nominated to drive each car. A maximum of five drivers may earn series championship points in a given car. To be eligible for points, a driver must drive at least 1 one hour. Points will be awarded to a driver only in the first car he drives. Bonus points for a 24-hour race will be awarded.
- 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 competes 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 refueling regulations are in effect. During the race, all team members, industry representative and anyone else in the working pit and 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 body 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 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 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. Enclosed pit structures will be constructed in advance for each pit. Competitors are asked to cooperate with one another and Grand-Am regarding pit assignments.

**Protests**

Per the 2000 Grand-Am regulations. Protest fee is \$1,000.00.



**Thank you for racing with Grand-Am.**