



Technical Bulletin #2008-04

To: All Grand-Am Competitors
Effective: Immediately, unless otherwise noted.
From: Grand-Am
Date: June 17, 2008

(Changes in Red)

SPORTING REGULATIONS

Section 9-3.2: (Replace with)

All cars must continue to respect the flag signals around the course and exercise extra caution in the area of the full course yellow incident. Otherwise all cars must close up to the rear of the line of cars behind the safety car as quickly as possible.

Re-number existing 9-3.4 to 9-3.3

Replace existing 9-3.3 with below and re-number as 9-3.4

In events where the cars are equipped with the Delphi caution light system, the activation of the in-car caution light signifies a full course yellow and all competition is suspended. In events where the system is not in use, the display of double yellow flags at each flag station signifies the suspension of competition, and no overtaking is permitted following the plane determined by the first visible yellow flag location.

The in- car Delphi caution system and/or the display of yellow track caution lights and/or double yellow flags will signify a full course caution condition and the intervention of the safety car. Upon the display of any of these caution systems, several conditions and activities take place simultaneously. All competition is suspended, passing is not permitted anywhere on the circuit and safety and medical crews may be dispatched directly to the scene of the incident. All competitors must close up the gap and join the back of the line of cars behind the safety car as quickly as possible and follow in single file. The pit entrance will be closed immediately upon the display of any of the caution systems. At the event pre-race driver's briefing, a point prior to pit entry will be identified determining whether a car has achieved pit lane prior to the display of the yellow safety system or not.

In two class events, at the first time by pit entrance for the field, in line behind the safety car, the pit lane opens automatically for the top class (Daytona Prototype, GS) only. The second class of cars (GT, ST) must remain on course behind the safety car. On the second pass past pit entrance, by the safety car and field, the pit lane is automatically open for only the second class cars. Following their pit stops, all cars must proceed at speed to regain the end of the line of cars behind the safety car as quickly as possible in order to be prepared to re-start as soon as possible. On the third (or more) time past pit entrance behind the safety car, any car from any class may pit

In single class events the pit lane will open for the single class as above, the first time by behind the safety car. Competitors should be prepared to go back to green flag racing at the completion of the next lap behind the safety car (second yellow lap).

Any car unable to maintain the pace of the safety car during a full course yellow situation due to a mechanical problem may pit at any time to address the mechanical problem only. If any additional work is performed on the car, other than the specific mechanical issue, will result in the

“out of sequence” penalty below.

Any car stopping in his designated pit box out of the above sequence under a full course yellow condition, regardless of whether work is performed or not, will be assessed a stop and go plus 20 second penalty following the return to green flag racing.

Change Section 9-3.5 to:

When the race leader is not the first car behind the safety car on the out-lap, drivers of all cars between the safety car and race leader must pull out to the right and pass the safety car and proceed around the track in single file in order to rejoin at the rear of the line. In two class races, all cars in the second class, between the safety car and the second class leader, must pull out to the right and pass all cars up to the safety car, including the safety car and then proceed around the track at speed to regain the rear of the line as quickly as possible. Any cars that fail to do so by the first time the safety car passes pit entrance must remain in line where they are behind the safety car and the procedure will continue as outlined in the regulations.

Sections 9-3.6 to 9-3.9 remain as is.

DAYTONA PROTOTYPE

Section 2-3.7: *(Effective June 30, 2008) (Change to)* Front spoiler/splitter may be used. The maximum spoiler/splitter length is four inches from the approved body work as viewed from above respecting all maximum dimensions for car width and overhang. *A single* add-on front dive plane may be added *to each side of the car* in front of the front wheel centerline to a height of 13 inches off of the measuring (scale platform) surface and no further inboard than the frontal projection of the front tire. The dive plane is defined as a single plane of consistent thickness. No curved surfaces or end fences are permitted. The dive plane may have a vertical surface only to attach the dive plane to the bodywork. The dive plane must be installed at an angle no greater than 75 degrees and no less than 25 degrees. Dive planes must be compliant with all other requirements and dimensions of the Daytona Prototype. No modifications to the originally approved bodywork are permitted. *If improper dive plane construction or installation results in extra debris on course, a requirement that the dive planes be made of aluminum will be added.*

Section 2-3.8 (Add)

Up to two rear dive planes may be added to the rear of each side of the car. The rear dive plane(s) may be curved. The rear dive plane(s) may not have end fences. The dive plane may have a vertical surface only to attach to the body work. The rear dive planes must be compliant with all other requirements and dimensions of the Daytona Prototype. No modifications of the originally approved bodywork are permitted. *If improper dive plane construction or installation results in extra debris on course, a requirement that the rear dive plan (s) be made of aluminum will be added.*

4-2.11 (Effective July 1, 2008) (Add) All teams, with the assistance and coordination of the engine builders or Manufacturer must ensure that there is at least one shipping crate capable of transporting their engine, exhaust headers and engine air inlet system to a testing facility of Grand-Am's choosing available at each Grand-Am race.

GT REGULATIONS

4-1.2 Each car must have *two and one-half inches* minimum ground clearance, and no part of the car may touch the ground when both tires on one side *of the car* are deflated.