

Proto-Auto

OFFICIAL CONSTRUCTOR



DAYTONA PROTOTYPES

Proto-Auto Daytona Prototype Product Information





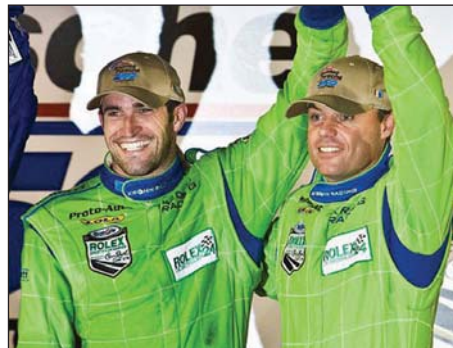
Proto-Auto Daytona Prototype

Product Information

Winning Technology From a Winning Team

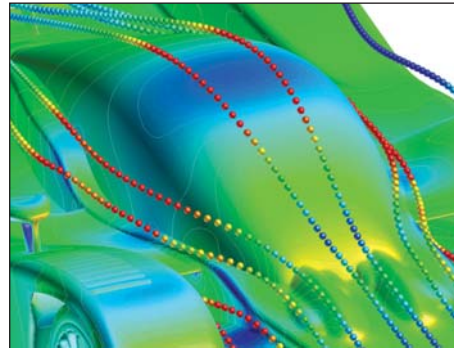
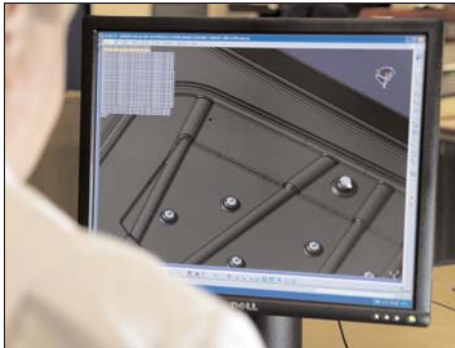
Tracy Krohn of Krohn Racing and Martin Birrane of Lola Cars have joined forces to form Proto-Auto LLC with the aim of creating the best second-generation Daytona Prototype on the market. The new Lola B08/70 is the fruit of their partnership and offers Grand-Am Rolex Sports Car Series competitors the benefits of a design reworked to take full advantage of the latest DP regulations and produced by the world's leading names in sportscar racing.

Lola have applied their state-of-the-art engineering skills and facilities to every stage of the design and development process, including our F1-standard CAD network and CFD cluster, rolling road wind tunnel, and vehicle dynamics test rigs. Manufacturing and assembly in North America by Proto-Auto ensures stable pricing and ready availability of spares. Krohn Racing's proven two-car team ensures intensive race and non-race testing of the design throughout 2008 to give customers a highly-refined package for 2009.



Building on the original chassis' excellent mechanical grip and driveability, the rear frame has been redesigned to improve stiffness and serviceability. The all-new body is shaped to maximise downforce within the limits of the DP rules, with the front diffuser and bodywork engineered to resist damage and increase crash impact protection. Cockpit safety and ergonomics have been significantly enhanced within the minimum weight target.

Pontiac and Ford engine installations are finalised, while kits for all other DP-homologated engines can be supplied promptly at no extra charge. Customers are also invited to use our technical resources to undertake private development programmes as permitted under Grand-Am rules. A series-approved package of components and set-ups for high-speed, low-downforce circuits will be fully tested by mid-2008.



Lola B08/70 Specification

Key Dimensions

■ Wheelbase	109.8 inches	■ Front track	65.25 inches
■ Overall weight	2250 pounds	■ Rear track	64.75 inches

Chassis

- Semi-monocoque steel spaceframe and aluminium honeycomb construction
- Chassis optimised for stiffness and safety within Daytona Prototype regulations
- Design allows for flexible and convenient positioning of ballast
- Pedal box and collapsible steering wheel/column adjustable for driver safety and comfort
- Adjustable rack-and-pinion type steering with Kayaba power assist system as standard

Aerodynamics

- All body panels of lightweight pre-preg carbon composite construction
- Multiple configurations offering wide range of low-drag/high-downforce set-ups
- Ride height and pitch sensitivity minimised in all aerodynamic configurations
- Front downforce trim via adjustable diffuser, three-piece wheel arch louvers, dive planes
- Rear downforce trim using engine cover Gurneys, series-specified rear wing, dive planes
- Quick-release nose to limit damage and ease replacement during pit stop
- Bolt-on sub-components to facilitate rapid accident damage repairs

Suspension

- Upper and lower steel-fabricated TIG-welded wishbones and uprights all round
- Variable suspension geometry via multiple chassis/gearbox plate/bellhousing pick-ups
- Pushrod/rocker-activated coil spring over adjustable damper units all round
- Driver-adjustable blade and torsion tube type anti-roll bars front and rear
- Adjustable ride height, camber, and toe front and rear
- Pushrod top-eyes supplied with/without strain-gauge components to customer order

Brake System

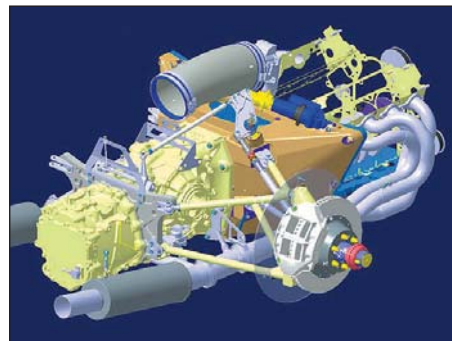
- 355 mm steel front discs with six-piston aluminium monobloc calipers specified
- 330 mm steel rear discs with four-piston aluminium monobloc calipers specified
- Provision for both sprint and endurance brake packages
- All series-approved brake systems and components can be fitted

Wheels

- BBS forged three-piece rims specified as standard but other approved makes can be used
- Front wheels 12.5 inches wide x 18 inches diameter with 3.08-inch offset
- Rear wheels 13.0 inches wide x 18 inches diameter with 0.67-inch offset

Engine Installation

- Engineered to accept all currently homologated Daytona Prototype engines
- All installations allow engine changes without removal of exhaust headers
- Engine changes further facilitated by removable bolt-on subframes
- Installation package includes: engine mounts and subframes, airbox, input shaft, Tilton starter motor with provision for dual starters, CAD-designed Inconel exhaust system



Cooling System

- Single front-mounted NAR water radiator and Lola 'air-spring' header tank
- 2.5 gallon Peterson dry-sump oil tank with C&R 25kW water/oil heat exchanger

Fuel System

- 24-gallon FIA FT3.5-specification ATL foam-filled fuel cell including 2.5 gallon reserve
- Four low-pressure lift pumps plus two Bosch high-pressure pumps

Transmission

- Xtrac 386 five- or six-speed sequential gearbox with cable shift and reverse block-out
- Cast-aluminium Lola bellhousing to suit Xtrac transmission
- Integrated gearbox oil cooling system including air/oil cooler
- Provision for alternator mounting on top of bellhousing if required
- Removable rear valance panel to provide access for rapid gear ratio changes

Electrical System

- Military-specification chassis wiring loom
- DMS RT40 12-volt heavy-duty battery
- Dual Hella halogen headlamps with LED rear brake and rain lights
- Cockpit-adjustable electrically-operated rear view mirrors
- Polycarbonate laminated windscreen with XiR heat-reflective coating
- All electrics mounted directly to monocoque for reliability, access, and crash protection

Redundant Systems

- Provision for back-up components to reduce time lost to damage or mechanical issues
- Space for reserve gearshift cable, second starter, extra fuel pumps, and back-up battery
- Design facilitates easy servicing access where back-up not available

Customer-Supplied and Optional Items

Chassis

- Springs and dampers to be selected/paid for/fitted by customer
- Brake calipers to be selected/paid for/fitted by customer

Powertrain

- Engine, clutch assembly, and alternator to be selected/paid for/fitted by customer
- Customer responsible for all commercial arrangements and dealings with engine supplier
- Bellhousing adapter available for EMCO transmission

Electronics

- Engine supplier responsible for engine wiring loom and interface to chassis wiring loom
- Data system and electronic dash to be selected/paid for/fitted by customer
- Standard chassis wiring loom compatible with Motec data system
- EFi data system can be accommodated at customer request

Major Options

- Electric defogging system for windscreen
- Kustom Komponenten solid-state helmet air conditioning system
- Endurance racing package including back-up starter and Xenon nighttime headlamps
- Complete option list available upon request

Costs and Support

Terms and Conditions

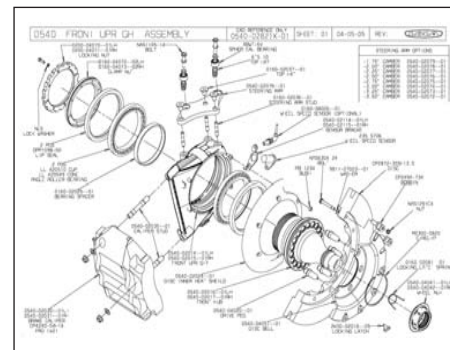
- **Rolling chassis, options, and spares prices on application**
- Choice and full specification of engine must be confirmed with each chassis order
- All prices quoted and payable in US\$ ex-works Proto-Auto in USA

Spares and Updates

- Replacement parts shipped to teams from Proto-Auto in USA
- Major spares also available trackside at all Grand-Am Rolex Series races and selected tests
- Performance updates offered to all customers on impartial basis as and when available

Customer Support

- Comprehensive manual and regular technical bulletins supplied to customers
- Detailed baseline chassis set-ups developed on K&C, seven-post, and torsional test rigs
- Aerodynamic mapping of full ride-height range with updates issued as available
- Lola factory support engineers in attendance at selected Grand-Am Rolex Series events
- Lola engineer available to attend customer's first test and first race at cost



Contact Information

Proto-Auto LLC

5294 Winder Highway

Braselton, Georgia 30517 USA

Telephone 770 965 0835

Facsimile 770 965 0886

Email jeff_hazell@hotmail.com

Lola Cars International Ltd

Lola House, Glebe Road, St Peter's Road

Huntingdon, Cambs PE29 7DS UK

Telephone 44 + (0)1480 451301

Facsimile 44 + (0)1480 482976

Email rmanwaring@lolacars.com



Krohn Racing's Proto-Auto leading its Dallara, Riley, and Coyote rivals