2005 – Riley MKXI Daytona Prototype
Chassis #L-022 – "Lowe's" Car #12

[redacted]

Chassis Maker/Model:	Riley / MKXI Daytona Prototype
Chassis Number:	#L-022
Car Number/Color:	#12 / Blue and White
Engine Maker:	Chevy LS1 Aluminum (updated per 2008 regulations)
Engine Displacement:	6.0 liter
Cylinder:	8
Maximum RPM:	7,000 rpm
Horsepower/Torque:	550 hp / 510 ft. lbs.
Top Speed:	200 mph
Gearbox Maker/Model:	Xtrac – 5 speed
Induction System:	Kinsler
Suspension Maker/Model:	Double A-arm Pushrod
Brakes Maker/Model:	Front: 14" disc
Brakes Maker/Model:	Rear 14" disc
Wheelbase:	110 inch
Wheel Maker/Model:	BBS - Aluminum
Wheel Size:	Front: 18d x 11w Rear: 18d x 13w
Tire Brand/Model:	Front: Parelli DP slicks Rear: Parelli DP slicks
Tire Size:	Front: 325/650-18 Rear: 325/705-18
Chassis Track Dimensions:	Front: 67" Rear: 67"
Chassis Overall Size:	Height: 43" Width: 78.5" Length: 177.5"
Chassis Overall Weight:	approx. 2275 pounds, dry

HISTORICAL BACKGROUND:

This 2006 chassis was built for delivery in December 2005 to Fernandez Racing. It campaigned the 2006 season with Adrian Fernandez and Mario Haberfeld at the wheel for "Lowe's Fernandez Racing Team' with the Pontiac V-8 CRD-499 engine. For the 2006 Daytona 24 HR event Scott Sharp joined the team. Their best results was at the 2006 Mid-Ohio Sport Car Course the team started on the pole and finished with a win.

After the 2006 season the chassis was sold to RVO Motorsports which Justin Bell and Roger Schramm primarily drove for the 2007 & 2008 seasons under the RVO orange/blue livery as car #12. For the 2009 season this chassis ran at the RVO orange/blue livery as car #91.

In July 2013 RVO sold the chassis to [redacted] with a Chevy engine.

[redacted]

Daytona Prototype Spec sheet

Chassis L-022 **Delivery Date** 12/30/2005 **Customer** TBA

Engine	Pontiac
Builder	CRD
Fuel management	Bosch
Fuel pumps	4 pressure and 2 transfers
Data System	Motec
Gearbox	Xtrac
Engine height	Low
Headers	Inconel 2005 design with crossover
Coated	No
Clutch	4 Plate Alcon
Front Suspension	Pontiac Version 2
Calipers	Alcon DP88 front / Alcon DP83 rear
Rotors	medium weight front & heavy weight rear
Pads	RS 29
Ft master cyl	0.750
R master cyl	0.750
C master cyl	0.750
Plumbing make	Per Riley Technologies
Defrosters	Yes, single in front of driver
Wipers	Yes, single
Windshield	Setup for glass
Drink bottle	Yes
Radio tray	Yes
Shocks	Penske 8760
Springs	1000f 1000r
Wheels	BBS Finish TBD
Tires	Team supplied
Steering wheel	Standard
Display	Motec Dash mounted?
Seat	S3 narrow (Check clearance for Hans)
Battery	Dual
Lead	NA
Ft Bar	1.750
R Bar	0.500
Strain P-rods	Yes
Strain Shifter	Yes
Engine oil	Torco with MPZ
Gear oil	Mobil
Brake fluid	SRF
Water Wetter	Yes
Fuel fill side	Left Installed, Right with car

Tom Malloy's Office

From: Frank [redacted]
Sent: Thursday, July 11, 2013 11:05 AM
To: [redacted]
Subject: Fw: Daytona Protoype info request correction
Attachments: 022Spec sheet.xls

Attached is the spec sheet for [redacted] new Riley Daytona Prototype. Note comment on Fernandez owning 2 cars.
Frank
----- Original Message -----
From: Bill Riley
To: Frank
Sent: Thursday, July 11, 2013 10:38 AM
Subject: RE: Daytona Protoype info request correction

Hi Frank,

Fernandez had 2 cars that year. They only ran one. I'll find out what chassis number won MO in 2006.

I did find the spec sheet from the build.

The collection looks great! Would love to see it in person some day.

Bill

From: Frank [mailto:[redacted]
Sent: Thursday, July 11, 2013 1:14 PM
To: Bill Riley
Subject: Daytona Protoype info request correction

Hi Bill,
Corrections to my earlier email:
Adrian Fernandez, not Luis Diaz.
The car is chassis # 022.
Sorry for the confusion,
Frank

Riley Technologies — Model MKXI — Serial# 022

RaceDate	Car	CarNo	Team	Drivers		Pos	PIC	Track
1/29/2006	Pontiac Riley	12	Lowe's Fernandez Racing			52	26	Daytona International Speedway
				Mario Haberfeld	Brazil			
				Scott Sharp	Tequesta, FL			
				Adrian Fernandez	Mexico City, Mexico			
3/4/2006	Pontiac Riley	12	Lowe's Fernandez Racing			7	7	Autodromo Hermanos Rodriguez
				Adrian Fernandez	Mexico City, Mexico			
				Mario Haberfeld	Brazil			
3/25/2006	Pontiac Riley	12	Lowe's Fernandez Racing			14	14	Homestead-Miami Speedway
				Adrian Fernandez	Mexico City, Mexico			
				Mario Haberfeld	Brazil			
4/8/2006	Pontiac Riley	12	Lowe's Fernandez Racing			11	11	Long Beach
				Mario Haberfeld	Brazil			
				Adrian Fernandez	Mexico City, Mexico			
4/23/2006	Pontiac Riley	12	Lowe's Fernandez Racing			8	8	Virginia International Raceway
				Adrian Fernandez	Mexico City, Mexico			
				Mario Haberfeld	Brazil			
5/7/2006	Pontiac Riley	12	Lowe's Fernandez Racing			15	15	Mazda Raceway Laguna Seca
				Adrian Fernandez	Mexico City, Mexico			
				Mario Haberfeld	Brazil			
5/13/2006	Pontiac Riley	12	Lowe's Fernandez Racing			5	5	Phoenix International Raceway
				Adrian Fernandez	Mexico City, Mexico			
				Mario Haberfeld	Brazil			
6/3/2006	Pontiac Riley	12	Lowe's Fernandez Racing			34	22	Watkins Glen International
				Mario Haberfeld	Brazil			
				Adrian Fernandez	Mexico City, Mexico			
6/25/2006	Pontiac Riley	12	Lowe's Fernandez Racing			1	1	Mid-Ohio Sports Car Course
				Mario Haberfeld	Brazil			
				Adrian Fernandez	Mexico City, Mexico			
6/29/2006	Pontiac Riley	12	Lowe's Fernandez Racing			17	17	Daytona International Speedway
				Mario Haberfeld	Brazil			
				Adrian Fernandez	Mexico City, Mexico			
7/30/2006	Pontiac Riley	12	Lowe's Fernandez Racing			5	5	Barber Motorsports Park
				Adrian Fernandez	Mexico City, Mexico			
				Mario Haberfeld	Brazil			
8/11/2006	Pontiac Riley	12	Lowe's Fernandez Racing			25	25	Watkins Glen International
				Mario Haberfeld	Brazil			
8/26/2006	Pontiac Riley	12	Lowe's Fernandez Racing			3	3	Infineon Raceway
				Mario Haberfeld	Brazil			
				Adrian Fernandez	Mexico City, Mexico			
9/2/2006	Pontiac Riley	12	Lowe's Fernandez Racing			35	21	Miller Motorsports Park
				Adrian Fernandez	Mexico City, Mexico			
				Vitor Meira	Brazil			
				Mario Haberfeld	Brazil			
1/28/2007	Pontiac Riley	12	RVO Motorsports			47	23	Daytona International Speedway
				Justin Bell	Delray Beach, FL			
				Bill Lester	Atlanta, GA			
				Jack Baldwin	Marietta, GA			
				Roger Schramm	Rockford, IL			
				John Heinricy	Royal Oak, MI			
3/24/2007	Pontiac Riley	12	RVO Motorsports			35	17	Homestead-Miami Speedway
				Roger Schramm	Rockford, IL			
				Bill Lester	Atlanta, GA			
4/29/2007	Pontiac Riley	12	RVO Motorsports			18	18	Virginia International Raceway
				Justin Bell	Delray Beach, FL			
				Roger Schramm	Rockford, IL			
5/20/2007	Pontiac Riley	12	RVO Motorsports			18	18	Mazda Raceway Laguna Seca
				Justin Bell	Delray Beach, FL			
6/10/2007	Pontiac Riley	12	RVO Motorsports			17	17	Watkins Glen International
				Justin Bell	Delray Beach, FL			
				Roger Schramm	Rockford, IL			
6/24/2007	Pontiac Riley	12	RVO Motorsports			18	18	Mid-Ohio Sports Car Course
				Roger Schramm	Rockford, IL			
				Justin Bell	Delray Beach, FL			

Riley Technologies — Model MKXI — Serial# 022

RaceDate	Car	CarNo	Team	Drivers		Pos	PIC	Track
9/15/2007	Pontiac Riley	12	RVO Motorsports			38	19	Miller Motorsports Park
				Justin Bell	Delray Beach, FL			
				Roger Schramm	Rockford, IL			
				Bill Lester	Atlanta, GA			
6/7/2009	Pontiac Riley	91	RVO Motorsports			13	13	Watkins Glen International
				Paul Dallenbach	Basalt, CO			
				Roger Schramm	Rockford, IL			

Rolex Vehicles by Car No

2006

Car	*Class*	*Team Name:*	*Name*	*Make/Engine/Chassis*	*Builder*	*Car Serial #*	*PS*
0	DP	SAMAX	Peter Baron	Pontiac Riley	Riley Techn	017	☐
2	DP	Howard - Boss Motorsports	Maxwell Crawford	Pontiac Crawford	Crawford Ra	005	☑
3	DP	Southard Motorsports	Steve Southard	BMW Riley	Riley Techn	003	☑
4	DP	Howard - Boss Motorsports	Maxwell Crawford	Pontiac Crawford	Crawford Ra	002	☑
5	DP	Essex Racing	Michael Gue	Ford Crawford	Crawford Ra	006	☑
6	DP	Michael Shank Racing	Michael Shank	Lexus Riley	Riley Techn	005	☑
7	DP	SAMAX	Peter Baron	BMW Riley	Riley Techn	012	☐
8	DP	Synergy Racing	Cole Scrogham	Porsche Doran	Doran Desig	004	☑
9	DP	Hyper Sport	Joe Foster	Infinity Doran	Doran Desig	006	☐
10	DP	SunTrust Racing	Bill Riley	Pontiac Riley	Riley Techn	021	☑
11	DP	SAMAX	Peter Baron	Pontiac Riley	Riley Techn	025	☐
12	DP	Lowe's Fernandez Racing	Tom Anderson	Pontiac Riley	Riley Techn	022	☐
13	DP	Primus Racing	Jon Baytos	Ford Multimatic	Multimatic	004	☐
14	GT	Autometrics Motorsports	Cory Friedman	Porsche GT3 Cup	Porsche	WPOZZZ99Z5S698006	☑
15	GT	Autometrics Motorsports	Gordon Friedman	Porsche GT3 Cup	Porsche	WPOZZZ99Z5S698057	☐
16	DP	Howard - Boss Motorsports	Maxwell Crawford	Pontiac Crawford	Crawford Ra	004	☐
17	GT	SAMAX	Peter Baron	Porsche GT3 Cup 997	Porsche	WPOZZZ99Z6S798029	☐
18	DP	VICI Racing	Ron Meixner	Porsche Crawford	Crawford Ra		☐
19	DP	Finlay Motorsports	Steve Cameron	Ford Crawford	Crawford Ra	011	☑
20	DP	Howard - Boss Motorsports	Maxwell Crawford	Pontiac Crawford	Crawford Ra	001	☐
21	GT	Matt Connolly Motorsports	Matt Connolly	BMW M3	BMW	VLN02-018	☐
22	GT	Fiorano Racing	Giovanni Panico	Porsche GT3 Cup	Porsche	WPOZZZ99Z5S698016	☐
23	DP	Alex Job Racing	Alex Job	Porsche Crawford	Crawford Ra	009	☐
24	GT	Matt Connolly Motorsports	Matt Connolly	BMW M3	BMW	VLN02-041	☐
25	GT	GM Racing	Lynn Bishop	Pontiac GTO.R	Pratt &Miller	GTO.R-004	☐
27	GT	O'Connell Racing	Kevin O'Connell	Porsche GT3 Cup	Porsche	WPOZZZ99Z4S698050	☐
28	DP	Finlay Motorsports	Steve Cameron	Ford Crawford	Crawford Ra	010	☐
29	GT	Xtreme Motorsports	Anthony Puleo	Nissan 350Z	Puleo	JN1AZ34D73T111529	☐
30	DP	Sigalsport BMW	Gene Sigal	BMW Riley	Riley Techn	012	☐
31	DP	Cytosport	Greg Pickett	Pontiac Riley	Riley Techn	009	☐
32	GT	Unitech Racing	Jackson Stewart	Porsche GT3 Cup	Porsche		☐
33	DP	ADI Motorsports	Hassel Moran	BMW Picchio	Picchio	MC-01	☐
34	GT	Canadian All American Racers	Zave Aberman	Pontiac Grand-Am	CAAR	1G2NE52F43C22430	☐
35	GT	TPC Racing	Michael Levitas	Porsche GT3 Cup	Porsche		☐
36	GT	TPC Racing	Michael Levitas	Porsche GT3 Cup	Porsche	WPOZZZ99Z5S698013	☐
38	GT	Bernheim Racing	Steve Bernheim	Porsche GT3 Cup	Porsche	WPOZZZ99Z4S698076	☐
39	DP	Cheever Racing	Eddie Cheever Jr	Lexus Crawford	Crawford Ra	014	☐
40	DP	Derhaag Motorsports	Chris Bingham	Pontiac Riley	Riley Techn	015	☐
41	GT	Phoenix Promotions	Mike Thomas	Porsche GT3 Cup	Porsche		☐
42	GT	Phoenix Promotions	Mike Thomas	Porsche GT3 Cup	Porsche		☐
43	GT	Phoenix Promotions	Mike Thomas	Porsche GT3 Cup	Porsche	WPOZZZ99Z1S698035	☐
44	GT	Solley Motorsports	Mike Solley	Porsche GT3 Cup	Porsche	WPOZZZ99Z6S798028	☐
45	GT	Team HLM	Frank Howard	Infiniti G35	Crawford Ra	GT06-001	☐
46	GT	Michael Baughman Racing	Michael Baughman	Corvette C5	Powell Motor	1G1YY22G2X5125945	☐
47	DP	TruSpeed Motorsports	Rob Morgan	Porsche Riley	Riley Techn	007	☐
48	GT	WTF Engineering	Gwen Petersen	Corvette	Powell Motor	1G1YSS60X5126379	☐
50	DP	Blackforest Motorsports Group	Brian Nott	Ford Crawford	Crawford Ra	008	☐
50	DP	Rocketsports Racing	Harry Warren	Ford Crawford	Crawford Ra	008	☐
51	DP	Cheever Racing	Eddie Cheever Jr	Lexus Crawford	Crawford Ra	015	☐
52	GT	Mastercar	Mario Crugnola	Ferrari 360 Challenge	Ferrari	7FFYB51B000123437	☐
53	DP	Pacific Coast Motorsports	Tyler Tadevic	Pontiac Riley	Riley Techn	010	☐
54	GT	Team HLM	Frank Howard	Infiniti G35	Crawford Ra	GT06-002	☐
55	GT	ASC Motorsports	Zach Arnold	Corvette Prep2	Arnold Mach	5450	☐
56	GT	Beachman Racing	Bruce Beachman	Corvette Z06	GM	1G1YY12G8X5114037	☐

LOWE'S
12
KOBALT
8
PONTIAC
LOWE'S
ROLEX 24
Hoosier
POWER TOOLS
LOWE'S
LOWE'S

1-28-2006 START OF RACE - 24 HR DAYTONA

ADRIAN FERNANDEZ/MARIO HABERFELD

Daytona Prototype Chassis Setup

Track	Hmstead	Event	Test	Date	11/29/06	Session	Start
Driver	RS JB	Chassis	L-022	Engine	498-2	Miles	0

Split Len	3/4 ext	Split Ang	0.0	Diveplane	No	Ft kickers	No	Louvers	8

Camber	-1.90	Ride Hgt	1.851	Ride Hgt	1.873	Camber	2.50
Caster	6.6	F AR Bar	1.50			Caster	6.5
Toe	.088o	L Blade	50	R Blade	50	Toe	.082o
		Droop Lim	na	Droop Lim	na		
Code	DP55	LF Spring	1000	RF Spring	1000	Code	DP55
Dia.	25.70	Wheel Rt.	810	Wheel Rt.	810	Dia.	25.70
Setup PSI	25	Shocks	Pen	Shocks	Pen	Setup PSI	25
Cold PSI	19	Shock ID		Shock ID		Cold PSI	18
Hot PSI	25	File		File		Hot PSI	25
		Bump Rbr	0.50	Bump Rbr	0.50		
Rake In	0.672	Pack Gap	0.560	Pack Gap	0.582	Tilt Deg	0.06
Rake Deg		Gas Pres	150	Gas Pres	150		
		Set	8,5 R12	Set	8,5 R12		

F Scoop	Open	F Press		F Mast	.750	F Rot	light	F Pad	Pagid rs29
R Rest	1.25	R Press		R Mast	.750	R Rot	light	R Pad	Pagid rs29

Setup Fuel	5g	Driver	250	LF Wgt	568	RF Wgt	556	Setup Wgt	2428	Wedge %	50.04
Start Fuel	5g	Body On?	N	LR Wgt	659	RR Wgt	645	Tech Wgt	2147	Front %	46.29
Fuel Wgt	31.50									Right %	49.46

Camber	-1.3	Ride Hgt	2.534	R AR Bar	0.50	Camber	-.7
Toe	.066i	Rock Link	No	Blade	Soft	Toe	.072i
		LR Spring	1000	RR Spring	1000		
Code	DP55	Wheel Rt.	689	Wheel Rt.	689	Code	DP55
Dia.	27.92	Shocks	Pen	Shocks	Pen	Dia.	27.92
Setup PSI	25	Shock ID		Shock ID		Setup PSI	25
Cold PSI	19	File		File		Cold PSI	18
Hot PSI	25	Bump Rbr	0.75	Bump Rbr	0.75	Hot PSI	25
		Pack Gap	0.728	Pack Gap	0.740		
		Gas Pres	150	Gas Pres	150		
		Set	5,6 R24	Set	5,6 R24		

Main ang	11.00	Gurney	0.562	Spoiler ang	36.0	Sp Gurney		Sp length	6.87	Sp hole	lower

R&P	12 : 36	Drop	1 : 1	Avg R Dia	27.92	RPM	7,100	Diff	90pl		2 plates
1st	14 : 37	2nd	16 : 32	3rd	18 : 28	4th	23 : 29	5th	28 : 31	6th	
MPH	74.4		98.3		126.4		155.9		177.6		
Drop	NA		1,727		1,578		1,345		866		

Other: Low front roll center

Raise right sidepod .250

.??? camber shim installed

8 louver nose

Rear valence cut out

Low rear roll center(Spacer on top)(Lowererd engine)

Two large Batteries

Car no body, no driver

471 492 — 2177 total

594 620 — 48.9 left

55.8 rear

49.4 diag

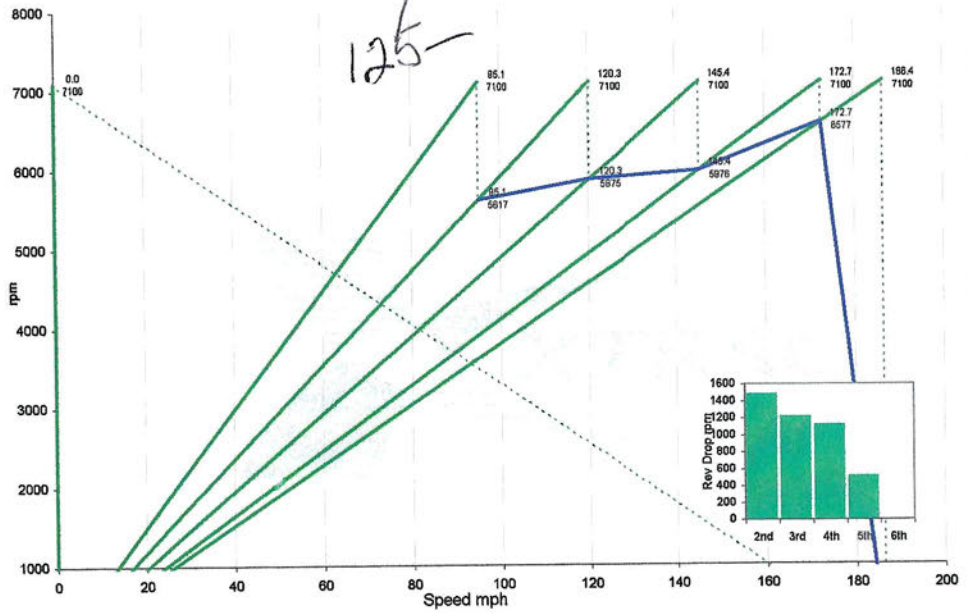
Xtrac Basic 386 Gear Ratio Calculator

Track	DAYTONA
Date	03/Jan/07
Session	FRIST BOX
Team	RVO
Car	DP12

Engine rpm	7100	rpm
Wheel Dia	707.9	mm
Final Drive	12:36, Final Drive	

Output Units mph

	Cluster	SN	Ratio	Speed mph at 7100rpm	rpm Drop to	rpm Split	Speed in mph at rpm 5500	rpm at Speed mph 55
1st	16:33, 1st - 2nd Collare	na	2.063	95.1	7100		73.7	4104
2nd	19:31, 2nd - 6th	na	1.632	120.3	5617	1483	93.2	3247
3rd	20:27, 2nd - 6th	na	1.350	145.4	5875	1225	112.6	2687
4th	22:25, 2nd - 6th	na	1.136	172.7	5976	1124	133.8	2261
5th	19:20, 2nd - 6th	na	1.053	186.4	6577	523	144.4	2095
6th		na	########	#VALUE!	#VALUE!	######	#VALUE!	#VALUE!
Rev	18:38, Reverse	na	2.111	93.0	na	na	72.0	4201



Ratio List issue 14,

Name	Ratio	Gear	Input	Output	Speed in mph at 7100rpm	rpm relative to speed in 3rd
12:40, 1st Integral	3.333	1st Integral	12	40	58.9	10431
12:37, 1st Integral	3.083	1st Integral	12	37	63.6	9116
14:40, 1st Integral	2.857	1st Integral	14	40	68.7	7926
14:37, 1st Integral	2.643	1st Integral	14	37	74.2	6799
14:35, 1st Integral	2.500	1st Integral	14	35	78.5	6048
16:38, 1st - 2nd Collared	2.375	1st - 2nd Collared	16	38	82.6	5391
16:36, 1st - 2nd Collared	2.250	1st - 2nd Collared	16	36	87.2	4733
16:35, 1st - 2nd Collared	2.188	1st - 2nd Collared	16	35	89.7	4405
17:37, 1st - 2nd Collared	2.176	1st - 2nd Collared	17	37	90.2	4347
16:33, 1st - 2nd Collared	2.063	1st - 2nd Collared	16	33	95.1	3747
16:32, 1st - 2nd Collared	2.000	1st - 2nd Collared	16	32	98.1	3419
16:31, 1st - 2nd Collared	1.938	1st - 2nd Collared	16	31	101.3	3090
18:34, 1st - 2nd Collared	1.889	1st - 2nd Collared	18	34	103.9	2834
18:33, 2nd - 6th	1.833	2nd - 6th	18	33	107.0	2542
16:29, 2nd - 6th	1.813	2nd - 6th	16	29	108.3	2432
19:34, 2nd - 6th	1.789	2nd - 6th	19	34	109.7	2311
17:30, 2nd - 6th	1.765	2nd - 6th	17	30	111.2	2181
18:31, 2nd - 6th	1.722	2nd - 6th	18	31	113.9	1958
19:32, 2nd - 6th	1.684	2nd - 6th	19	32	116.5	1758
20:33, 2nd - 6th	1.650	2nd - 6th	20	33	118.9	1578
19:31, 2nd - 6th	1.632	2nd - 6th	19	31	120.3	1481
17:27, 2nd - 6th	1.588	2nd - 6th	17	27	123.6	1253
19:30, 2nd - 6th	1.579	2nd - 6th	19	30	124.3	1204
18:28, 2nd - 6th	1.556	2nd - 6th	18	28	126.1	1081
21:32, 2nd - 6th	1.524	2nd - 6th	21	32	128.8	914
20:30, 2nd - 6th	1.500	2nd - 6th	20	30	130.8	789
19:28, 2nd - 6th	1.474	2nd - 6th	19	28	133.2	650
18:26, 2nd - 6th	1.444	2nd - 6th	18	26	135.9	497
21:30, 2nd - 6th	1.429	2nd - 6th	21	30	137.4	413
22:31, 2nd - 6th	1.409	2nd - 6th	22	31	139.3	311
20:28, 2nd - 6th	1.400	2nd - 6th	20	28	140.2	263
21:29, 2nd - 6th	1.381	2nd - 6th	21	29	142.1	163
20:27, 2nd - 6th	1.350	2nd - 6th	20	27	145.4	0
22:29, 2nd - 6th	1.318	2nd - 6th	22	29	148.9	-167
20:26, 2nd - 6th	1.300	2nd - 6th	20	26	150.9	-263
22:28, 2nd - 6th	1.273	2nd - 6th	22	28	154.2	-406
23:29, 2nd - 6th	1.261	2nd - 6th	23	29	155.6	-469
21:26, 2nd - 6th	1.238	2nd - 6th	21	26	158.5	-589
23:28, 2nd - 6th	1.217	2nd - 6th	23	28	161.2	-697
21:25, 2nd - 6th	1.190	2nd - 6th	21	25	164.8	-839
22:26, 2nd - 6th	1.182	2nd - 6th	22	26	166.0	-885
23:27, 2nd - 6th	1.174	2nd - 6th	23	27	167.2	-926
20:23, 2nd - 6th	1.150	2nd - 6th	20	23	170.6	-1052
22:25, 2nd - 6th	1.136	2nd - 6th	22	25	172.7	-1124
25:28, 2nd - 6th	1.120	2nd - 6th	25	28	175.2	-1210
28:31, 2nd - 6th	1.107	2nd - 6th	28	31	177.2	-1277
21:23, 2nd - 6th	1.095	2nd - 6th	21	23	179.2	-1340
23:25, 2nd - 6th	1.087	2nd - 6th	23	25	180.5	-1383
26:28, 2nd - 6th	1.077	2nd - 6th	26	28	182.2	-1436
19:20, 2nd - 6th	1.053	2nd - 6th	19	20	186.4	-1564
26:27, 2nd - 6th	1.038	2nd - 6th	26	27	189.0	-1638
24:24, 2nd - 6th	1.000	2nd - 6th	24	24	196.2	-1841
25:24, 2nd - 6th	0.960	2nd - 6th	25	24	204.4	-2051
23:22, 2nd - 6th	0.957	2nd - 6th	23	22	205.1	-2069
28:26, 2nd - 6th	0.929	2nd - 6th	28	26	211.3	-2216
25:23, 2nd - 6th	0.920	2nd - 6th	25	23	213.3	-2261
30:27, 2nd - 6th	0.900	2nd - 6th	30	27	218.0	-2367

FERNÁNDEZ Racing

September 18, 2006

RVO Motorsports
1911 Windsor Road
Loves Park, IL 61111
Attention: Roger Schramm
cc: Dave Watson

BILL OF SALE:

Fernandez Racing LLC hereby sells the following racing cars and equipment to RVO Motorsports.

1 Riley Grand Am Daytona Prototype chassis 022
2 CRD Pontiac Grand Am engines CRD-493, CRD-499
All items of Package 1 listed on exhibit A of Letter of Intent dated August 18, 2006 between Fernandez Racing LLC and RVO Motorsports LLC.

***special note: engine CRD-493 will be delivered with 2nd chassis Riley 024 on or before Oct 1, 2006.**

Sold "As Is", no warranty expressed or implied on any item here with.

[redacted]

Deposit of $25,000.00 paid on August 18, 2006 balance due on delivery.

Signature

Signature

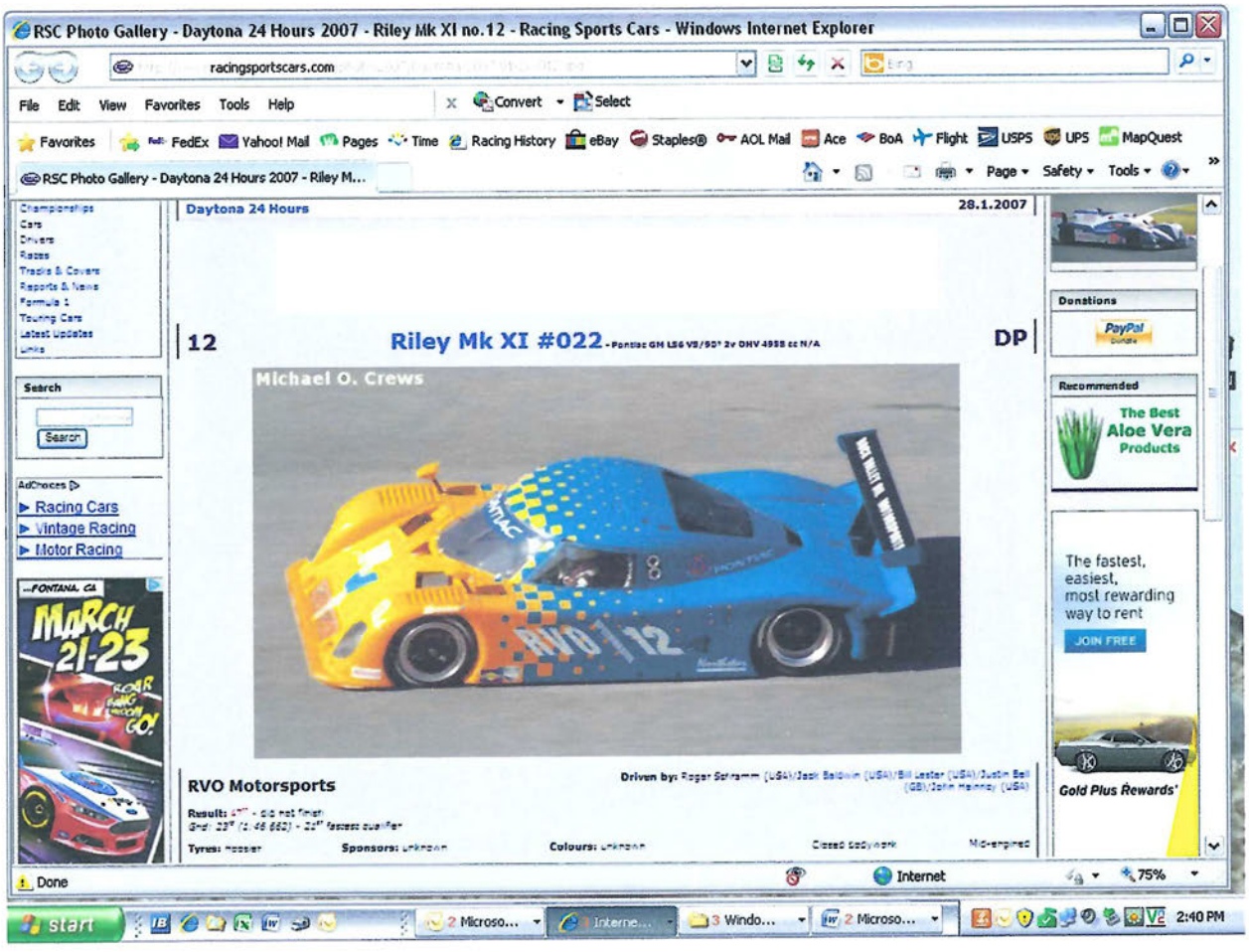
Thomas M Anderson
Printed name of representative for
Fernandez Racing, LLC

DAVE WATSON
Printed name of representative for
RVO Motorsports, LLC

Sept. 18, 2006
Date

Date

6835 Guion Road, Indianapolis, IN 46268 • (317) 299-5100 • Fax (317) 280-3051
www.fernandezracing.net



Daytona 24-Hr January 28, 2007

Riley Mk XI #022 - Pontiac GM LS6 V8/90° 2v OHV 4988 cc N/A

Driven by: Roger Schramm (USA) Jack Baldwin (USA) Bill Lester (USA)
Justin Bell (GB) John Heinricy (USA)

Result: 47th - did not finish
Grid: 23rd (1:46.662) - 21st fastest qualifier

Tyres: Hoosier

Photo by courtesy of: **Michael O. Crews** ENHANCED

[redacted]

From: Matt Connolly [redacted]
Sent: Monday, June 10, 2013 5:54 PM
To: [redacted] Office
Subject: Fwd: Race car records
Attachments: Rolex Vehicles by Car No 2006.pdf; ATT00019.htm

OK, documentation complete. I'll put together a bill of sale and we should be done.
Matt

Begin forwarded message:

From: "Abbott, Don" [redacted]
Date: June 10, 2013 8:48:25 PM EDT
To: Matt Connolly [redacted]
Subject: RE: Race car records

Matt,

Is this the one?

Thanks,
Don

-----Original Message-----
From: Matt Connolly [redacted]
Sent: Monday, June 10, 2013 3:48 PM
To: Abbott, Don
Subject: Re: Race car records

I was looking for the page that used to be online that showed each registered car for the season with the chassis number and car number. Can that be found?
On Jun 10, 2013, at 3:43 PM, Abbott, Don wrote:

The serial number is the chassis number. I'll have to see if Rob has the old Tech sheets.

----- Original Message -----
From: Matt Connolly [redacted]
Sent: Monday, June 10, 2013 03:37 PM Eastern Standard Time
To: Abbott, Don
Subject: Re: Race car records

Yes Don, that helps. Is there a log that shows the chassis number as well? I'd like to get a copy of the tech sheet for that year - that would help to create a vintage car logbook. Thanks again!

Matt

On Jun 10, 2013, at 2:30 PM, Abbott, Don wrote:

> Matt,
>
> Here are the pages from the DP History book listing the history for the car in question.
>
> Hope this helps.
>
> Thanks,
>
> Don
>
> -----Original Message-----
>
> From: Matt Connolly [mailto:[redacted]
>
> Sent: Monday, June 10, 2013 1:49 PM
>
> To: Abbott, Don
>
> Subject: Race car records
>
> Don,
>
> I'm working with the RVO team (Roger Schramm) to sell one of their DP cars - Riley Chassis #22. It is the car that won Mid Ohio in 2006 with Adrian Fernandez driving. The buyer is asking for some kind of documentation to show that that was indeed the car at that event. Can you help with this?
>
> Thanks,
>
> Matt
>
> [redacted]

Tom Malloy's Office

From: Matt Connolly [redacted]
Sent: Friday, March 29, 2013 4:21 PM
To: [redacted]
Cc:
Subject: Riley Daytona Prototype Car
Attachments: Riley DP.jpg; Lowe's DP Ash.jpeg; ATT00067.txt

Tom,
Good speaking with you today. The car in question is a 2005 Riley / Chevy DP chassis # 22, driven and won Mid Ohio in 2006 by Adrian Fernandez. Also driven by Justin Bell, Bill Lester and Paul Dallenbach. A total of 11 Grand AM Rolex races plus numerous track days on the car. Engine in the car has zero time since update rebuild. Trans was upgraded to 6 speed.

Car comes with:
2 sets wheels, built in radio, used front splitter, laptop computer, 10 gearsets, 1 used input shaft, 1 set used headers.

[redacted]

Other spares available to be negotiated are:

Complete nose, tail, roof, doors, radiator, left and right side pods, (basically a whole body) pair of axles, complete engine with 600 miles or fresh shortblock.

I could work it out so you drive the car at race weekend upon delivery. We can train your crew on the car then take it home.

Let me know if you have any questions.

Matt Connolly
[redacted]

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RSC Home > Cars > Chassis > MkXI-022 > Archive (settings) | Login

Complete Archive of Chassis MkXI-022

Daytona Test — 7.1.2006

12

Photo Not Available
(contribution appreciated)

Riley Mk XI #022 - DP
Pontiac
Lowe's Fernandez Racing
Closed bodywork
Mid-engined

Driven by: Adrian Fernandez (MEX)/Haberfeld/Sharp
Result: 19th
Sponsors: unknown
Colours: unknown
Tyres: Hoosier

Daytona 24 Hours — Rolex 24 At Daytona — 29.1.2006

12

Riley Mk XI #022 - DP
Pontiac
Lowe's Fernandez Racing
Closed bodywork
Mid-engined

Driven by: Adrian Fernandez (MEX)/Mario Haberfeld (BR)/Scott Sharp (USA)
Result: 52nd - did not finish (Engine, also suspension)
Grid: 7th (1:44.838) - 8th fastest qualifier
Sponsors: unknown
Colours: unknown
Tyres: Hoosier

Photo updated: 15/12/2019
Photo by courtesy of: Fred Lewis and Michael O. Crews

250 mile Mexico — 4.3.2006

12

Photo Not Available
(contribution appreciated)

Riley Mk XI #022 - DP
Pontiac
Lowe's Fernandez Racing
Closed bodywork
Mid-engined

Driven by: Adrian Fernandez (MEX)/Mario Haberfeld (BR)
Result: 7th
Grid: 4th (1:23.328)
Sponsors: unknown
Colours: unknown
Tyres: Hoosier

250 mile Homestead — 25.3.2006

Random Photo


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News

12	Photo Not Available (contribution appreciated)	Riley Mk XI #022 - Pontiac	DP
		Lowe's Fernandez Racing	Closed bodywork / Mid-engined
		Driven by: Mario Haberfeld (BR)/Adrian Fernandez (MEX)	**Result:** 14th *Grid: 11th (1:15.023)*
		Sponsors: unknown	**Colours:** unknown / **Tyres:** Hoosier

Grand-Am Long Beach — **Crown Royal Grand American Challenge of Long Beach** — **8.4.2006**

12		Riley Mk XI #022 - Pontiac	DP
		Lowe's Fernandez Racing	Closed bodywork / Mid-engined
		Driven by: Mario Haberfeld (BR)/Adrian Fernandez (MEX)	**Result:** 11th *Grid: 5th (1:20.665)*
		Sponsors: unknown	**Colours:** unknown / **Tyres:** Hoosier

Photo updated: 15/08/2010 — **Photo by courtesy of: Marcel ten Caat**

Virginia 250 Miles — **VIR 400** — **23.4.2006**

12		Riley Mk XI #022 - Pontiac	DP
		Lowe's Fernandez Racing	Closed bodywork / Mid-engined
		Driven by: Adrian Fernandez (MEX)/Mario Haberfeld (BR)	**Result:** 8th *Grid: 13th (2:05.537) - 6th fastest qualifier*
		Sponsors: unknown	**Colours:** unknown / **Tyres:** Hoosier

Photo updated: 29/07/2015 — **Photo by courtesy of: Michael O. Crews**

250 mile Laguna Seca — **7.5.2006**

12	Photo Not Available (contribution appreciated)	Riley Mk XI #022 - Pontiac	DP
		Lowe's Fernandez Racing	Closed bodywork / Mid-engined
		Driven by: Adrian Fernandez (MEX)/Mario Haberfeld (BR)	**Result:** 15th - did not finish *Grid: 13th (1:25.977)*
		Sponsors: unknown	**Colours:** unknown / **Tyres:** Hoosier

250 mile Phoenix — **13.5.20**

12	Photo Not Available (contribution appreciated)	Riley Mk XI #022 - Pontiac	DP
		Lowe's Fernandez Racing	Closed bodywork Mid-engined
		Driven by: Adrian Fernandez (MEX)/Mario Haberfeld (BR)	**Result:** 5th *Grid: 13th (58.325) - 1st fastest qualifier*
		Sponsors: unknown	**Colours:** unknown **Tyres:** Hoosier

Watkins Glen 6 Hours — **Watkins Glen Indy Grand Prix and Sahlen's Six Hours of The Glen** — **3.6.2006**

12		Riley Mk XI #022 - Pontiac	DP
		Lowe's Fernandez Racing	Closed bodywork Mid-engined
		Driven by: Adrian Fernandez (MEX)/Mario Haberfeld (BR)	**Result:** 34th *Grid: 9th (1:46.032) - 7th fastest qualifier*
		Sponsors: unknown	**Colours:** unknown **Tyres:** Hoosier

Photo updated: 10/07/2008 — **Photo by courtesy of: Mark Windecker**

Mid-Ohio 250 Miles — **EMCO Gears Classic** — **24.6.2006**

12		Riley Mk XI #022 - Pontiac	DP
		Lowe's Fernandez Racing	Closed bodywork Mid-engined
		Driven by: Mario Haberfeld (BR)/Adrian Fernandez (MEX)	**Result:** winner *Grid: 27th (1:20.615)*
		Sponsors: unknown	**Colours:** unknown **Tyres:** Hoosier

Photo updated: 10/07/2008 — **Photo by courtesy of: Mark Windecker**

Daytona 250 Miles Brumos Porsche — **29.6.2006**

12	Photo Not Available (contribution appreciated)	Riley Mk XI #022 - Pontiac	DP
		Lowe's Fernandez Racing	Closed bodywork Mid-engined
		Driven by: Mario Haberfeld (BR)/Adrian Fernandez (MEX)	**Result:** 17th *Grid: 10th (1:46.531) - 6th fastest qualifier*
		Sponsors: unknown	**Colours:** unknown **Tyres:** Hoosier

Barber 250 Miles — **30.7.2006**

12

Riley Mk XI #022 - Pontiac — **DP**

Lowe's Fernandez Racing

Closed bodywork

Mid-engined

Driven by: Adrian Fernandez (MEX)/Mario Haberfeld (BR)

Result: 5th
Grid: 9th (1:23.196)

Sponsors: unknown

Colours: unknown

Tyres: Hoosier

Photo updated: 26/05/2012

Photo by courtesy of: Kirk Hoffman

Watkins Glen 200 Miles — **AMD at the Glen** — **11.8.2006**

12

Photo Not Available
(contribution appreciated)

Riley Mk XI #022 - Pontiac — **DP**

Lowe's Fernandez Racing

Closed bodywork

Mid-engined

Driven by: Adrian Fernandez (MEX)/Mario Haberfeld (BR)

Result: 25th - did not finish
Grid: 5th (1:08.021)

Sponsors: unknown

Colours: unknown

Tyres: Hoosier

250 mile Sears Point — **26.8.2006**

12

Photo Not Available
(contribution appreciated)

Riley Mk XI #022 - Pontiac — **DP**

Lowe's Fernandez Racing

Closed bodywork

Mid-engined

Driven by: Adrian Fernandez (MEX)/Mario Haberfeld (BR)

Result: 3rd
Grid: 6th (1:28.882)

Sponsors: unknown

Colours: unknown

Tyres: Hoosier

Miller 9 Hours — **2.9.2006**

12

Riley Mk XI #022 - Pontiac — **DP**

Lowe's Fernandez Racing

Closed bodywork

Mid-engined

Driven by: Adrian Fernandez (MEX)/Mario Haberfeld (BR)/Vítor Meira (BR)

Result: 35th - did not finish
Grid: 9th (2:39.632)

Sponsors: unknown

Colours: unknown

Tyres: Hoosier

Photo updated: 26/05/2012

Photo by courtesy of: Kirk Hoffman

Daytona November Test — **7.11.2006**

12	Photo Not Available (contribution appreciated)	**Riley Mk XI #022** - Pontiac	DP
		RVO Motorsports	Closed bodywork / Mid-engined
		Driven by: Roger Schramm (USA)/Jack Baldwin (USA)	**Result:** started, result unknown
		Sponsors: unknown	**Colours:** unknown / **Tyres:** Hoosier

Homestead Test — **6.12.2006**

12	Photo Not Available (contribution appreciated)	**Riley Mk XI #022** - Pontiac	DP
		RVO Motorsports	Closed bodywork / Mid-engined
		Driven by: Roger Schramm (USA)/Jack Baldwin (USA)/Bill Lester (USA)	**Result:** 20th
		Sponsors: unknown	**Colours:** unknown / **Tyres:** Hoosier

Daytona Test — **6.1.2007**

12	Photo Not Available (contribution appreciated)	**Riley Mk XI #022** - Pontiac GM LS6 V8/90° 2v OHV 4988 cc N/A	DP
		RVO Motorsports	Closed bodywork / Mid-engined
		Driven by: Roger Schramm (USA)/Jack Baldwin (USA)/Bill Lester (USA)	**Result:** 27th
		Sponsors: unknown	**Colours:** unknown / **Tyres:** Hoosier

Daytona 24 Hours — **Rolex 24 at Daytona** — **28.1.2007**

12		**Riley Mk XI #022** - Pontiac GM LS6 V8/90° 2v OHV 4988 cc N/A	DP
		RVO Motorsports	Closed bodywork / Mid-engined
		Driven by: Roger Schramm (USA)/Jack Baldwin (USA)/Bill Lester (USA)/Justin Bell (GB)/John Heinricy (USA)	**Result:** 47th - did not finish *Grid: 23rd (1:46.662) - 21st fastest qualifier*
		Sponsors: unknown	**Colours:** unknown / **Tyres:** Hoosier

Photo updated: 13/04/2007 — **Photo by courtesy of: Michael O. Crew**

400 kms Homestead — **24.3.2007**

12	Photo Not Available (contribution appreciated)	**Riley Mk XI #022** - Pontiac GM LS6 V8/90° 2v OHV 4988 cc N/A	DP
		RVO Motorsports	Closed bodywork / Mid-engined
		Driven by: Roger Schramm (USA)/Bill Lester (USA)	**Result:** 35th *Grid: 20th (1:18.222)*
		Sponsors: unknown	**Colours:** unknown / **Tyres:** Hoosier

Virginia 400 Kilometres — **VIR 400** — **29.4.2007**

12		**Riley Mk XI #022** - Pontiac GM LS6 V8/90° 2v OHV 4988 cc N/A	DP
		RVO Motorsports	Closed bodywork / Mid-engined
		Driven by: Roger Schramm (USA)/Justin Bell (GB)	**Result:** 18th *Grid: 20th (1:54.964)*
		Sponsors: unknown	**Colours:** unknown / **Tyres:** Hoosier

Photo updated: 22/12/2010 — **Photo by courtesy of: Michael O. Crews**

400 kms Laguna Seca [DP] — **U.S. Sports Car Invitational Laguna Seca** — **20.5.2007**

12	Photo Not Available (contribution appreciated)	**Riley Mk XI #022** - Pontiac GM LS6 V8/90° 2v OHV 4988 cc N/A	DP
		RVO Motorsports	Closed bodywork / Mid-engined
		Driven by: Roger Schramm (USA)/Justin Bell (GB)	**Result:** 18th - did not finish *Grid: 13th (1:23.849) - 17th fastest qualifier*
		Sponsors: unknown	**Colours:** unknown / **Tyres:** Hoosier

Watkins Glen 6 Hours — **26th Running Sahlen's Six Hours of The Glen** — **9.6.2007**

12		**Riley Mk XI #022** - Pontiac GM LS6 V8/90° 2v OHV 4988 cc N/A	DP
		RVO Motorsports	Closed bodywork / Mid-engined
		Driven by: Roger Schramm (USA)/Justin Bell (GB)	**Result:** 17th *Grid: 16th (1:48.779)*
		Sponsors: unknown	**Colours:** unknown

Tyres: Hoosier

Photo updated: 10/07/2008 **Photo by courtesy of: Mark Windecker**

Mid-Ohio 400 Kilometres — **Emco Gears Classic** — **23.6.2007**

12

Riley Mk XI #022 - **DP**

Pontiac GM LS6 V8/90° 2v OHV

4988 cc N/A

RVO Motorsports

Closed bodywork

Mid-engined

Driven by: Roger Schramm (USA)/Justin Bell (GB)

Result: 18th

Grid: 16th (1:21.062)

Sponsors: unknown

Colours: unknown

Tyres: Hoosier

Photo updated: 10/07/2008 **Photo by courtesy of: Mark Windecker**

1000 km Miller — **15.9.2007**

12

Riley Mk XI #022 - **DP**

Pontiac GM LS6 V8/90° 2v OHV

4988 cc N/A

RVO Motorsports

Closed bodywork

Mid-engined

Driven by: Roger Schramm (USA)/Justin Bell (GB)/Bill Lester (USA)

Result: 38th

Grid: 20th (2:45.838)

Sponsors: unknown

Colours: unknown

Tyres: Hoosier

Photo updated: 06/06/2012 **Photo by courtesy of: Larry Knight**

Daytona November Test — **12.11.2008**

12

Photo Not Available
(contribution appreciated)

Riley Mk XI #022 - **DP**

Pontiac GM LS6 V8/90° 2v OHV

4988 cc N/A

RVO Motorsports

Closed bodywork

Mid-engined

Driven by: Justin Bell (GB)/Tonis Kasemets (EST)/Roger Schramm (USA)

Result: started, result unknown

Sponsors: unknown

Colours: unknown

Tyres: unknown

Daytona Test — **5.1.2009**

12

Photo Not Available
(contribution appreciated)

Riley Mk XI #022 - **DP**

Pontiac GM LS6 V8/90° 2v OHV

4988 cc N/A

RVO Motorsports

Closed bodywork

Mid-engined

Driven by: Paul Dallenbach (USA)/Tonis Kasemets (EST)/Bill

Result: 20th

		Lester (USA)/Roger Schramm (USA)	
		Sponsors: unknown	**Colours:** unknown **Tyres:** Pirelli

Watkins Glen 6 Hours	Sahlen's Six Hours of The Glen	6.6.2009

91		**Riley Mk XI #022** - Pontiac GM LS6 V8/90° 2v OHV 4988 cc N/A	DP
		RVO Motorsports	Closed bodywork Mid-engined
		Driven by: Roger Schramm (USA)/Paul Dallenbach (USA)	**Result:** 13th *Grid: 16th (1:45.455)*
		Sponsors: unknown	**Colours:** unknown **Tyres:** Pirelli

Photo updated: 13/10/2009 **Photo by courtesy of: Mark Windecker**

Screen resolution: 1280x720 Window resolution: 1280x577 Colour depth: 24

Your likely location: United States

Dave Watson

From: <jackbaldwin[redacted]
To: <rschramm[redacted]
Cc: <dwatson[redacted]
Sent: Sunday, August 06, 2006 8:12 AM
Subject: Fw: Riley Grand-Am Sale

—— Original Message ——
From: Steve Miller
To: jackbaldwin[redacted]
Sent: Thursday, August 03, 2006 6:19 PM
Subject: Riley Grand-Am Sale

Jack,

As promised, here's the outline of what we will be selling;

Chassis #22
Currently running as car #12 in the Rolex series in complete form, extensively modified in critical tuning areas and ready to run with CRD Development engine running Bosch mapping (good for 07) with less than 1000 miles. 400

Chassis #23
Unused chassis (brand new) with some used components and ready to run with CRD Development engine with less than 1000 miles. 400

45

Spares;
Spare CRD Development engine — 20K + 15 + 15 + 15 342K / 30K
Complete nose assembly, rear bumper with frame, front splitter, 57 gear ratios, std radiator, rad exit duct, 15 Fr and 15 Rr BBS wheel rims, 65K

5K 1K

Pit Equipment;
Cherry Picker, engine cradle, toe bars, set-up pad (no scales), fuel rig stand, Ride Height tools, Motec Software and (3) laptop computers, Motec download cables, Bosch ECU diagnostics cables (2), flash card holder for data logger, 10K

All track setup data will be given over to the buyer of the package.

[redacted]

Steve Miller
General Manager
Fernandez Racing LLC

Bill [redacted]

[redacted]

Tom Anderson -
Call Steve Miller

8/7/2006

FERNÁNDEZ Racing

October 13, 2006

RVO Motorsports
1911 Windsor Road
Loves Park, IL 61111
Attention: Roger Schramm
cc: Dave Watson

BILL OF SALE:

Fernandez Racing LLC hereby sells the following racing cars and equipment to RVO Motorsports.

1 Riley Grand Am Daytona Prototype chassis 024
2 CRD Pontiac Grand Am engines CRD-493, CRD-498
All items of Package 1 listed on exhibit A of Letter of Intent dated August 18, 2006 between Fernandez Racing LLC and RVO Motorsports LLC. Including spare nose assembly, with nose bag; 2 side pod cover bags; engine cover bag; bodywork stand; quick jack and TPMS sensor system included on chassis 022.

Sold "As Is", no warranty expressed or implied on any item here with.

[redacted]

PAID IN FULL OCT 13, 2006

Signature

Signature

Thomas M. Anderson
Printed name of representative for
Fernandez Racing, LLC

DAVE WATSON
Printed name of representative for
RVO Motorsports, LLC

October 13, 2006
Date

Date

6835 Guion Road, Indianapolis, IN 46268 • (317) 299-5100 • Fax (317) 280-3051
www.fernandezracing.net

Daytona Prototype Chassis Setup

Track	Daytona	Event	Test	Date	11/15/07	Session	afternoon
Driver	Schramm	Chassis	L-024	Engine	RD 499 sp	Miles	0
	Lester Bell						

Split Len	Split Ang	Diveplane	Ft kickers	Louvers
3/4 ext	0.0	no	yes	8

Camber	-2.1	Ride Hgt	1.970	Ride Hgt	1.970	Camber	-2.10		
Caster	6.6	F AR Bar	2.0_sft	Firm		Caster	6.6		
Toe	.120o	L Blade	50	R Blade	50	Toe	.120o		
Pirelli		Droop Lim	na	Droop Lim	na	Pirelli			
Code	8891	LF Spring	400	RF Spring	400	Code	8891		
Dia.	25.65	Wheel Rt.	324	Wheel Rt.	324	Dia.	25.65		
Setup PSI	25	Shocks	Pen	Shocks	Pen	Setup PSI	25		
Cold PSI	22	Shock ID	P21	Shock ID	P22	Cold PSI	22		
Hot PSI	29					Hot PSI	29		
		Bump Rbr	0.75	Bump Rbr	0.75				
Rake In	0.610	Pack Gap	0.400	Pack Gap	0.400	Tilt Deg	0.00		
Rake Deg		Gas Pres	130	Gas Pres	130				
		Set	L5,H5,R5	Set	L5,H5,R5				

F Scoop	Open	F Press		F Mast	750	F Rot	med	F Pad	Pagid rs5
R Rest	1.25	R Press		R Mast	.750	R Rot	med	R Pad	Pagid rs5
Jim Duncan									
Setup Fuel	11g	Driver	180	LF Wgt	547	RF Wgt	554	Setup Wgt	2415
Start Fuel	11g	Body On?	No	LR Wgt	660	RR Wgt	654	Tech Wgt	2158
Fuel Wgt	77.00								

Wedge %	50.27								
Front %	45.59								
Right %	50.02								
Camber	-1.5	Ride Hgt	2.580	R AR Bar	0.50	Camber	-1.5		
Toe	.060i	Rock Link	yes	Blade	Soft	Toe	.060i		
Pirelli		LR Spring	1000	RR Spring	1000	Pirelli			
Code	8892	Wheel Rt.	689	Wheel Rt.	689	Code	8892		
Dia.	27.73	Shocks	Pen	Shocks	Pen	Dia.	27.73		
Setup PSI	25	Shock ID	P23	Shock ID	P24	Setup PSI	25		
Cold PSI	22					Cold PSI	22		
Hot PSI	29	Bump Rbr	0.75	Bump Rbr	0.75	Hot PSI	29		
		Pack Gap	0.600	Pack Gap	0.600				
		Gas Pres	130	Gas Pres	130				
		Set	L5,H5,R5	Set	L5,H5,R5				

Main ang	Gurney	Spoiler ang	Sp Gurney	Sp length	Sp hole
9.00	.75 taper	42.0	1.250	6.87	lower

R&P	12 : 36	Drop	1 : 1	Avg R Dia	27.73	RPM	7,100	Diff	100pl		6 plates
1st	12 : 37	2nd	16 : 36	3rd	17 : 30	4th	18 : 26	5th	23 : 28	6th	26:27
MPH	63.3		86.8		110.6		135.2		160.4		188.0
Drop	NA		1,919		1,531		1,289		1,116		1,044

Other

Low front roll center (big spacer on top)

L.050 - R.050 camber shims

High rear roll center(Spacer on bottom) **NO** Anti-Squat

2 Batteries

Car w/body, no driver

0 0 — 0 total

0 0 — 0 left

0 rear

0 diag

(2)

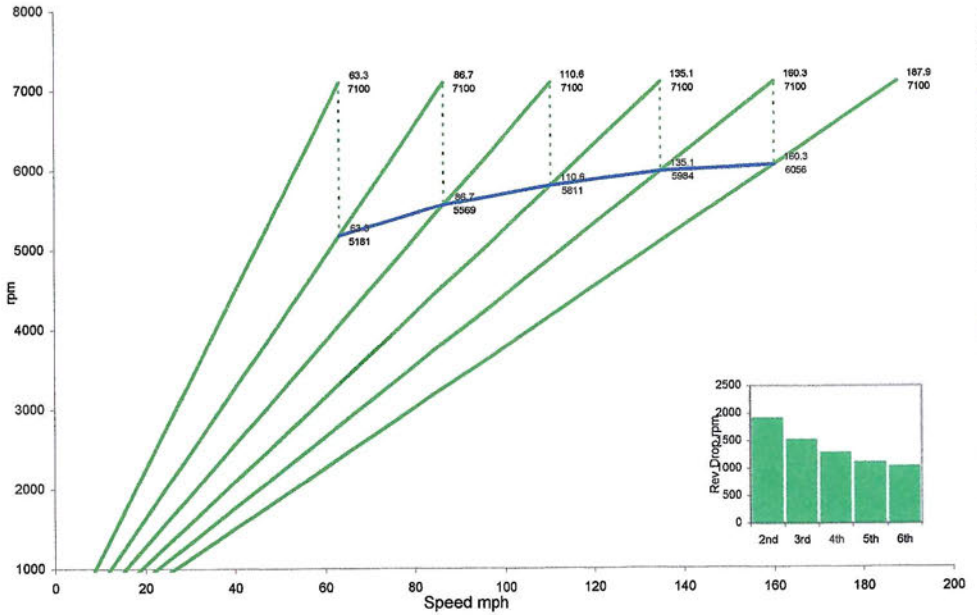
Xtrac Basic 386 Gear Ratio Calculator

Track	Daytona Int'l Speedway
Date	11/15/2007
Session	Box 56
Team	RVO
Car	~~1st~~ 2nd

Engine rpm	7100	rpm
Wheel Dia	704	mm
Final Drive	12:36, Final Drive	

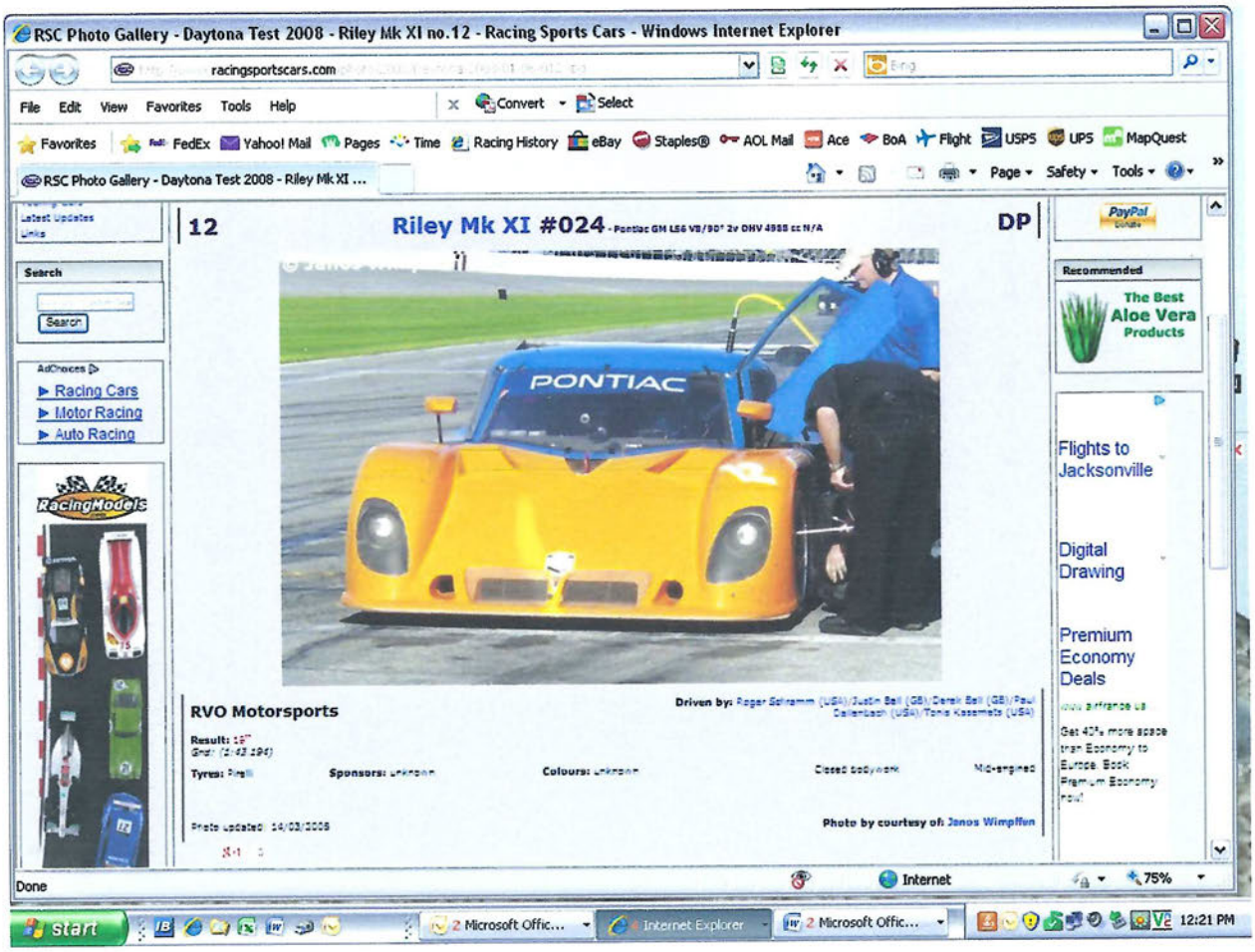
Output Units: mph

	Cluster	SN	Ratio	Speed mph at 7100rpm	rpm Drop to	rpm Split	Speed in mph at rpm 4000	rpm at Speed mph 100
1st	12:37, 1st Integral	535	3.083	63.3	7100		35.7	11218
2nd	16:36, 1st - 2nd Collared	611	2.250	86.7	5181	1919	48.9	8186
3rd	17:30, 2nd - 6th	648	1.765	110.6	5569	1531	62.3	6420
4th	18:26, 2nd - 6th	849	1.444	135.1	5811	1289	76.1	5255
5th	23:28, 2nd - 6th	939	1.217	160.3	5984	1116	90.3	4429
6th	26:27, 2nd - 6th	649	1.038	187.9	6056	1044	105.9	3778
Rev	18:38, Reverse	na	2.111	92.4	na	na	52.1	7681



Ratio List issue 14,

Name	Ratio	Gear	Input	Output	Speed in mph at 7100rpm	rpm relative to speed in 3rd
12:40, 1st Integral	3.333	1st Integral	12	40	58.5	6311
12:37, 1st Integral	3.083	1st Integral	12	37	63.3	5305
14:40, 1st Integral	2.857	1st Integral	14	40	68.3	4395
14:37, 1st Integral	2.643	1st Integral	14	37	73.8	3533
14:35, 1st Integral	2.500	1st Integral	14	35	78.1	2958
16:38, 1st - 2nd Collared	2.375	1st - 2nd Collared	16	38	82.2	2455
16:36, 1st - 2nd Collared	2.250	1st - 2nd Collared	16	36	86.7	1953
16:35, 1st - 2nd Collared	2.188	1st - 2nd Collared	16	35	89.2	1701
17:37, 1st - 2nd Collared	2.176	1st - 2nd Collared	17	37	89.7	1657
16:33, 1st - 2nd Collared	2.063	1st - 2nd Collared	16	33	94.6	1198
16:32, 1st - 2nd Collared	2.000	1st - 2nd Collared	16	32	97.6	947
16:31, 1st - 2nd Collared	1.938	1st - 2nd Collared	16	31	100.7	695
18:34, 1st - 2nd Collared	1.889	1st - 2nd Collared	18	34	103.3	500
18:33, 2nd - 6th	1.833	2nd - 6th	18	33	106.4	276
16:29, 2nd - 6th	1.813	2nd - 6th	16	29	107.7	192
19:34, 2nd - 6th	1.789	2nd - 6th	19	34	109.1	100
17:30, 2nd - 6th	1.765	2nd - 6th	17	30	110.6	0
18:31, 2nd - 6th	1.722	2nd - 6th	18	31	113.3	-171
19:32, 2nd - 6th	1.684	2nd - 6th	19	32	115.9	-324
20:33, 2nd - 6th	1.650	2nd - 6th	20	33	118.3	-462
19:31, 2nd - 6th	1.632	2nd - 6th	19	31	119.6	-536
17:27, 2nd - 6th	1.588	2nd - 6th	17	27	122.9	-710
19:30, 2nd - 6th	1.579	2nd - 6th	19	30	123.6	-747
18:28, 2nd - 6th	1.556	2nd - 6th	18	28	125.5	-841
21:32, 2nd - 6th	1.524	2nd - 6th	21	32	128.1	-969
20:30, 2nd - 6th	1.500	2nd - 6th	20	30	130.1	-1065
19:28, 2nd - 6th	1.474	2nd - 6th	19	28	132.4	-1171
18:26, 2nd - 6th	1.444	2nd - 6th	18	26	135.1	-1289
21:30, 2nd - 6th	1.429	2nd - 6th	21	30	136.6	-1352
22:31, 2nd - 6th	1.409	2nd - 6th	22	31	138.5	-1431
20:28, 2nd - 6th	1.400	2nd - 6th	20	28	139.4	-1467
21:29, 2nd - 6th	1.381	2nd - 6th	21	29	141.3	-1544
20:27, 2nd - 6th	1.350	2nd - 6th	20	27	144.6	-1669
22:29, 2nd - 6th	1.318	2nd - 6th	22	29	148.0	-1797
20:26, 2nd - 6th	1.300	2nd - 6th	20	26	150.1	-1870
22:28, 2nd - 6th	1.273	2nd - 6th	22	28	153.3	-1979
23:29, 2nd - 6th	1.261	2nd - 6th	23	29	154.8	-2027
21:26, 2nd - 6th	1.238	2nd - 6th	21	26	157.6	-2119
23:28, 2nd - 6th	1.217	2nd - 6th	23	28	160.3	-2202
21:25, 2nd - 6th	1.190	2nd - 6th	21	25	163.9	-2310
22:26, 2nd - 6th	1.182	2nd - 6th	22	26	165.1	-2345
23:27, 2nd - 6th	1.174	2nd - 6th	23	27	166.2	-2377
20:23, 2nd - 6th	1.150	2nd - 6th	20	23	169.7	-2473
22:25, 2nd - 6th	1.136	2nd - 6th	22	25	171.7	-2528
25:28, 2nd - 6th	1.120	2nd - 6th	25	28	174.2	-2594
28:31, 2nd - 6th	1.107	2nd - 6th	28	31	176.3	-2646
21:23, 2nd - 6th	1.095	2nd - 6th	21	23	178.2	-2693
23:25, 2nd - 6th	1.087	2nd - 6th	23	25	179.5	-2727
26:28, 2nd - 6th	1.077	2nd - 6th	26	28	181.2	-2767
19:20, 2nd - 6th	1.053	2nd - 6th	19	20	185.4	-2865
26:27, 2nd - 6th	1.038	2nd - 6th	26	27	187.9	-2922
24:24, 2nd - 6th	1.000	2nd - 6th	24	24	195.1	-3077
25:24, 2nd - 6th	0.960	2nd - 6th	25	24	203.3	-3238
23:22, 2nd - 6th	0.957	2nd - 6th	23	22	204.0	-3252
28:26, 2nd - 6th	0.929	2nd - 6th	28	26	210.2	-3364
25:23, 2nd - 6th	0.920	2nd - 6th	25	23	212.1	-3399
30:27, 2nd - 6th	0.900	2nd - 6th	30	27	216.8	-3479



Photographer - Janos Wimpffen Daytona test January 6, 2008

Riley Mk XI #024 - Pontiac GM LS6 V8/90° 2v OHV 4988 cc N/A

Driven by:

Roger Schramm (USA) Justin Bell (GB) Derek Bell (GB)

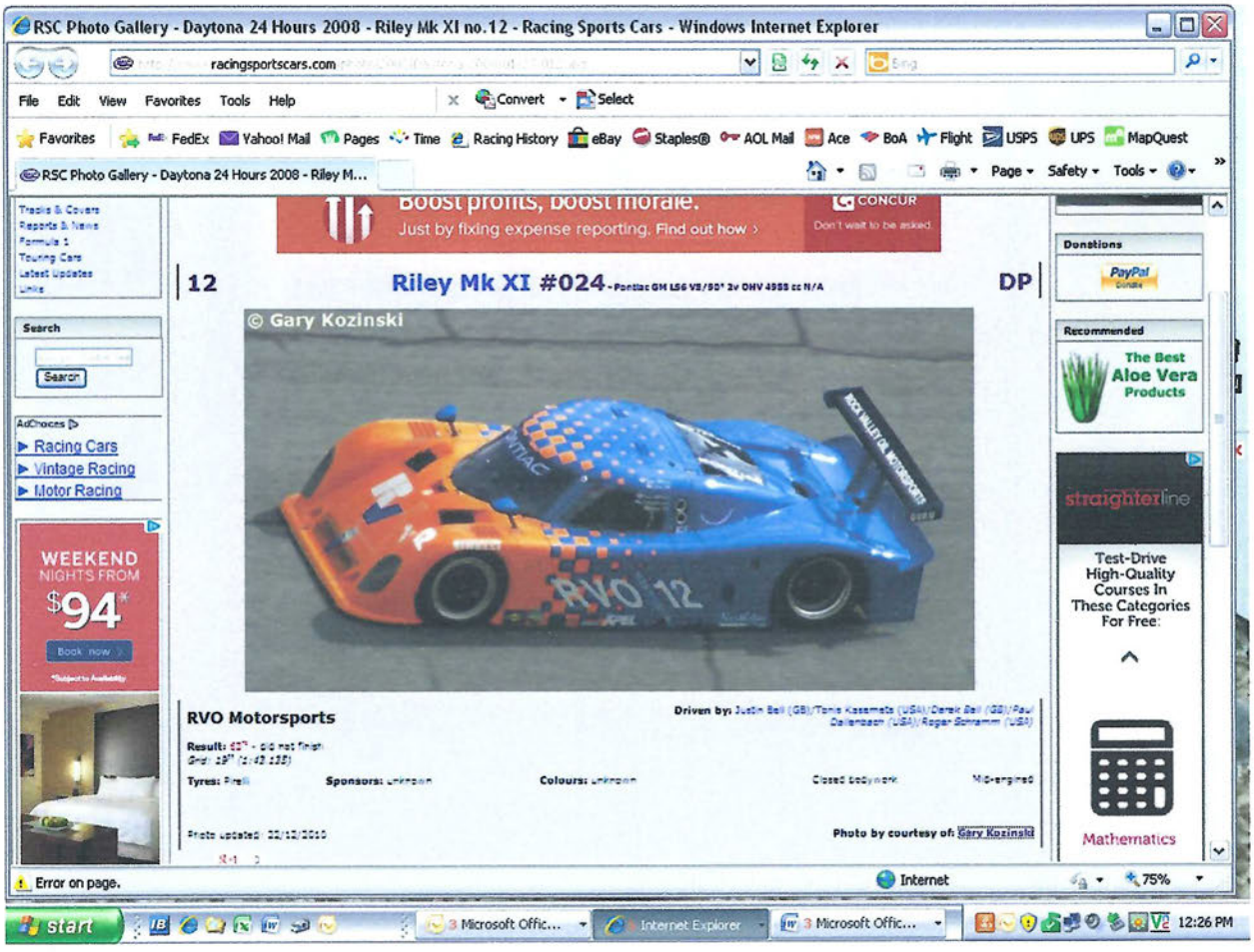
Paul Dallenbach (USA) Tonis Kasemets (USA)

Result: 19th
Grid: (1:43.194)

Tyres: Pirelli

RVO
BOUGHT
L-24

OCT 13, 2006



January 27, 2008 Rolex Daytona 24 Hours

Riley Mk XI #024 - Pontiac GM LS6 V8/90° 2v OHV 4988 cc N/A

Result: 63rd - did not finish
Grid: 19th (1:43.135)

Tyres: Pirelli

Driven by: Justin Bell (GB) Tonis Kasemets (USA) *Derek Bell (GB)*

Paul Dallenbach (USA) *Roger Schramm (USA)*

Photo by courtesy of: Gary Kozinski EMAILED

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2009 Ferrari 43

Daytona November Test — **15.11.2007**

12	Photo Not Available (contribution appreciated)	**Riley Mk XI #024** - Pontiac GM LS6 V8/90° 2v OHV 4988 cc N/A	DP
		RVO Motorsports	Closed bodywork; Mid-engined
		Driven by: Roger Schramm (USA)/Justin Bell (GB)/Bill Lester (USA)	**Result:** finished, position unknown
		Sponsors: unknown	**Colours:** unknown; **Tyres:** Pirelli

Daytona Test — **Test Days at Daytona** — **6.1.2008**

12		**Riley Mk XI #024** - Pontiac GM LS6 V8/90° 2v OHV 4988 cc N/A	DP
		RVO Motorsports	Closed bodywork; Mid-engined
		Driven by: Roger Schramm (USA)/Justin Bell (GB)/Derek Bell (GB)/Paul Dallenbach (USA)/Tonis Kasemets (EST)	**Result:** 19th
		Sponsors: unknown	**Colours:** unknown; **Tyres:** Pirelli

Photo updated: 14/03/2008 — **Photo by courtesy of: Janos Wimpffen**

Daytona 24 Hours — **Rolex 24 at Daytona** — **27.1.2008**

12		**Riley Mk XI #024** - Pontiac GM LS6 V8/90° 2v OHV 4988 cc N/A	DP
		RVO	Closed bodywork

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News

		Dallenbach (USA)/Roger Schramm (USA)	
		Sponsors: unknown	**Colours:** unknown **Tyres:** Pirelli

Photo updated: 15/12/2019 **Photo by courtesy of: Gary Kozinski and Fred Lewis**

250 miles Homestead	**Gainsco Grand Prix of Miam**	**29.3.2008**

12	The Car Did Not Show Up	**Riley Mk XI #024** - Pontiac GM LS6 V8/90° 2v OHV 4988 cc N/A	**DP**
		RVO Motorsports	**Closed bodywork** **Mid-engined**
		Drivers listed: Justin Bell (GB)/Roger Schramm (USA)	**Result:** did not arrive
		Sponsors: unknown	**Colours:** unknown **Tyres:** Pirelli

Daytona November Test	**12.11.2008**

20	Photo Not Available (contribution appreciated)	**Riley Mk XI #024** - Pontiac GM LS6 V8/90° 2v OHV 4988 cc N/A	**DP**
		RVO Motorsports	**Closed bodywork** **Mid-engined**
		Driven by: Tonis Kasemets (EST)/Bill Lester (USA)/Roger Schramm (USA)	**Result:** started, result unknown
		Sponsors: unknown	**Colours:** unknown **Tyres:** unknown

Watkins Glen 6 Hours	**Sahlen's Six Hours of The Glen**	**6.6.2009**

20		**Riley Mk XI #024** - Pontiac GM LS6 V8/90° 2v OHV 4988 cc N/A	**DP**
		RVO Motorsports	**Closed bodywork** **Mid-engined**
		Driven by: Paul Dallenbach (USA)/Roger Schramm (USA)	**Result:** did not start *Grid: (no time)*
		Sponsors: unknown	**Colours:** unknown **Tyres:** Pirelli

Photo updated: 13/10/2009 **Photo by courtesy of: Mark Windecker**

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FEATHERLITE INC.

SALES DEPARTMENT

December 10, 2001

Cust # please

53' TRANSPORTER
SPECIFICATIONS
2C051191

Model:	1075
Length:	53'
Outside width:	102"
Inside width:	98 ½"
Overall height:	13' 6"
Upper deck to Header:	53"
Floor height:	25 13/16"
Internal drop:	28"
Deck length:	11', Lounge area to be 13'
King pin setting:	36"
Upper coupler height:	48"
Axle setting:	45' king pin to center of rear axle, 10'1" spread axle.
Side panels	.090 rivetless side sheets. Trailer is to be painted one color.
Side posts:	Aluminum hat posts.
Roof:	.040" one piece aluminum.
Roof lining:	Insulated and lined with white aluminum. Lining is to be rivetless.

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Roof bows:	Aluminum on 24" centers.
Viewing platform:	12-foot tread plate aluminum viewing platform with fold up side rails and corner seats. Ladders are to stack one over the other on curbside wall of upper deck at rear. Platform is to have a cat 5 network cable to the rear streetside with RJ45 female ends. One VGA cable located in the left front corner in a weatherproof box located under the roof rail with the other end to terminate in the junction cabinet. Female end is to be in the weatherproof box and the male end in the junction box, ends are to be Sub-D 15 pin high density. Two repeater car antennas are to be located on the left side of trailer also. One located in the rear corner and the second located ahead of front corner. Each cable is to start in the repeater cabinet and have BNC male connectors.
Upper deck side wall lining:	White rivetless aluminum.
Main trailer floor:	3/16" 5052-H34 aluminum plate floor.
Upper floor:	3/16" aluminum plate. Upper deck opening height is to be 53". Upper deck is to have a 32" X 32" access hole with stainless steel sliding door. Door is to have Teflon slides and slide to the rear of trailer. Telescoping ladder is to be stored on side door. Front access hole is to be over top of stairwell headed into lounge. Storage area above lounge is to have a removable cargo net. Upper deck flooring is to have stringers from cross members to cross members at the tire treads.
Suspension:	Two 25,000 lb. Axles with Turner HT250US.135 air ride, centrifuge hubs and full air outboard drum brakes (16 ½" X 7"). Dump valve on each axle and an over-ride kit to lift trailer.
NACA ducts:	Two located at each tire location per floor plan. Front ducts are to be intake ducts and the rear ducts are to be exhaust vents.
Outside storage compartments:	Nitrogen storage access located on street side of trailer behind drop per print. Trailer is to also have outside storage between axles on both sides of trailer; compartment on street side is to house lift gate controls and 2 – 20# Lp tanks with automatic crossover valves. Curbside storage is to be open. Front storage compartment in the S-drop enclosure.
Wheels:	(8) Alcoa aluminum, 4 polished outer wheels and 4 mill finish inner wheels.
Tires:	(8) Michelin 275/80R 22.5 16 ply.
Windows:	None.
Slack adjuster:	Automatic.
Emergency spring brake:	Yes.
Landing gear:	Dual 2-speed landing gear located in stainless drop enclosure with storage.
Marker lights:	Seven located on top and bottom rail both sides. Lights are to be L.E.D.
Brake/stop lights:	Three each side of gate on both top and bottom. Lights are to be L.E.D.

Side turn lights:	Centered on bottom rail of trailer both sides.
Lift gate lights:	(4) 12-volt lights, same size as tail lights, recessed in lift gate. Lights are to be hooked with the side back-up lights and are to be controlled from the cab of the tractor.
Power converter:	45-amp converter located at panel box with battery.
Electrical:	100-amp electrical service with shore power adapter located in generator compartment at front of trailer. 100-amp service box is to be located upper deck with enclosed cabinet.
Brakes:	16 ½" X 7" full air.
Top and bottom rails:	Extruded aluminum.
Cross members:	4" heavy duty extruded aluminum (3" steel tubing located in sub-frame area and 4" I beams located in king pin area)
Side door:	Trailer is to have a 36" double seal split door on the curbside per drawing with smoke pocket door located inside of split door. Pocket door area is to be open with no interior wall.
Headroom box:	Trailer is to have an angled headroom box with a roll-up door. Door is to be as large as possible.
Internal rear door:	Aluminum header is to be located as close as possible for maximum clearance. Black snap-in naugahyde covers for lower sections. Cover is to be split in the center. Upper deck is to have a half aluminum roll-up door.
External rear door:	6000# all aluminum electric screw lift gate reinforced at front and rear for concentrated loads in middle of lift gate with 3 HP motor and remote control. Rear bumper is to be diamond plate. Chain cover doors and hinges are to be stainless. Pigtail for lift gate is to be a flush mount 7-way pin connector. Inspection cover at rear of trailer is to have a 1/8" foam gasket to dampen the noise.
Tie-down system:	Airliner track located in main trailer floor from rear of trailer to 30" in front of inner fenderwell. A short section is to be installed from 16" behind Nitrogen cabinet to 32" behind Nitrogen cabinet. A section of track is to be installed to the rear of side door against sidewall and on street side against wall in shock room. Track is to be 28" apart inside to inside in main aisle. Airliner tie down track is to be secured with ¼" X 20 X ¼" counter sunk or flat head allen head bolts with flanged lock nuts. Engine compartments are not to have airliner track. Upper deck is to have D-Rings located per floor plan and positioned to face the car. Main aisle is to have two D-Rings installed; the first one being 8" back to center of D-Ring from Nitrogen cabinet and offset 2" to the street side of the trailer from center and positioned to be pulled towards rear of trailer; the second one being 12'8" from the first one except centered in the aisle and positioned to be pulled forward. Flush covers are to be provided for D-Rings in main aisle floor when not in use. Featherlite is to furnish 24 round ring airliner clips.
Back-up lights:	Located ahead of and behind axle assembly on both sides and on lift gate and controlled in tractor.

Generator comp:	Stainless steel generator compartment located on front of trailer with louvered doors. Compartment is to have two removable ladders.
Generator:	20 KW Kohler diesel powered generator, located in stainless steel enclosure on front of trailer with 50-gallon fuel tank mounted low. Generator controls, gauges and light switches are to be located on the left side of the stairwell into lounge at top of stairs. See floor plan for additional fuel fill, fuel gauge and stainless steel doors. **All switches are to be lighted switches.**
Air compressor:	5 Hp air compressor with internal and external outlets. On/off lighted switch is to be located with generator controls. Air compressor is to have an auxiliary 30-gallon tank located on top of lounge area in storage area. Auxiliary tank is to have an external drain in generator compartment to drain condensation from both tanks.
Fuel fill:	12-volt fuel fill located in generator compartment with tank having cap directly on tank with no filler neck.
Lp storage:	2 – 20# Lp tanks with automatic changeovers located in streetside spread axle compartment.
Satellite dish:	Satellite dish is to be located above generator. Dish is to be controlled by remote in lounge area. Featherlite is to install a second coax line from the dish to the entertainment cabinet.
Exterior outlets:	One located on each side of trailer at rear in pocket wall, two located under bottom rail on curbside, one located under roof rail on streetside at viewing platform with DB-15 female VGA cable and one at front of trailer on curbside of generator compartment. All of these outlets are to be 110-volt. One 20-Amp, NEMA-L5 and one 30-Amp, NEMA-L5 located at the rear of trailer per plan.
Exterior air outlets:	Located per floorplan under bottom rail on curbside, one located on each side of trailer at rear and one under generator compartment. Outlets are to be type "C".
Exhaust fans:	Two located in upper deck on streetside of trailer and one on curbside with thermostats.
Cabling:	See customer-supplied sheet for weather station, repeater, pi radio, and network wiring. Customer is to approve wiring diagram prior to production.
Network cabling:	Network hub located in cabinet to rear of TV with upper deck access door. Trailer is to have two network outlets in lounge in counter, one to fax machine, one in shock dyno area, one at viewing platform and one in repeater cabinet. Wiring is to be cat 5 wire with RJ45 female ends. Each network outlet is a double outlet.
Pi radio cable:	Three Data lines to start in the junction cabinet with two terminating in the wire chase in lounge counter. The third line is to terminate at the fax machine location. Fourth Pi cable is to start in the fax machine space and terminate in the upper deck next to floor on the right side of trailer inside of roll-up door.
Cable access:	An inch and a half gap is to be left between back of helmet cabinet and shock dyno computer cabinet desktop to run cables from monitor shelf to computer cabinet.

Load lights: None

Side door step: Fold down step is to be installed below 36" side door.

NOTE: Special notice is to be made of all center aisle measurements and shock dyno measurements.

TRAILER INTERIOR
WORK AREA

Cabinets: Ivory Cirrus laminate cabinets, gloss finish Pionite AW 841 with matching doors. Doors are to edged in black 3MM PVC, have black trigger latches and a 1 1/2" gloss black accent stripe located below the trigger latches. Cabinets are to be located per floorplan. Curbside cabinets are to be full height with no center dividers or floors. Back walls of cabinets are to be gloss white aluminum lined with 2" wide by ¼" thick Teflon strips 12" from floor and ceiling. Cabinets are to have a minimum of 39" clear width. Front curbside cabinet is to have a full height split cabinet door on the front-end panel. Overhead cabinets are to be 12" clear height and 14" clear depth over engine compartment. Trigger latches are to have striker plates as described by customer sheets.

Crew lockers: Four located on each side of trailer at rear. Each compartment is to have an individual lock.

Shock dyno area: Located per floorplan in front streetside corner of workarea. Area is to be enclosed with swinging walls and solid pocket door. Pocket door is to store into wall at left side of lounge entrance. Dyno area is to consist of a counter top, shock dyno area, and a computer cabinet. Dyno is to set on top of enclosed nitro storage area with wall set back 12". Shelf for computer monitor is to be 20" deep. See customer supplied drawing. Shock Dyno computer cabinet is to have vents at rear on right side under lounge closets. Computer cabinet is to have power strip mounted inside cabinet near top of CPU compartment and is to be switched on and off by lighted switch on back of desktop wall. Network connection should also be in this cabinet and terminate in the junction cabinet with RJ45 female ends.

Lista cabinets: One MWC1350-3 and two MP450-4 Lista cabinets located per floorplan on streetside of trailer. Cabinets are to be level at the top with cabinets above, measurement of cabinets per floorplan with flip-up doors. Lista cabinets are to be pearl gray in color.

Welder cabinet: Located per floor plan on street side of trailer over first engine compartment. Cabinet is to have single door opening to shock room wall and be same depth as engine compartment and 220 and 110VAC outlet. Welder cabinet is to house a Dynasty 300DX welder. Cabinet is to have a VGA cable located in the back wall. Cable is to terminate in the junction cabinet and have Sub-D 15 pin male and female ends.

Engine cabinets: Located per floor plan on street side of trailer. Area is to have 34-1/2" clear height and 155 1/2" clear width. Cabinets are to have lift-off doors with back wall being lined with white aluminum. Engine compartments are to be open with no dividers. Front section is to be 72" clear and rear is to be 82" clear. There is to be two shelves hung under counter of engine compartment as shown in customer supplied drawing. Featherlite is to install customer supplied engine racks.

Radio cabinet: Located per floorplan over curbside inner fenderwell with vented doors. Cabinet is to have six 110-volt outlets and a lighted switch.

Repeater cabinet: Located at the rear curbside of workarea. Radio cabinet is to have four 110-volt duplex receptacles, car stereo with CD player and the return air from the air conditioning system. Cabinet is to have two vented doors. Five types of cabling and wiring are to terminate in repeater cabinet. Two coax cables as described in viewing platform along with one stranded six-wire telephone line, one data line and one additional coax cable. These three lines are to terminate in upper deck on right side of trailer just inside of roll-up door at floor level. The stranded six wire phone line is to have RJ12 female ends, the data line is to have Sub-D 9 pin male and female and the coax cable is to have BNC male and female. Repeater cabinet is to also have a Cat 5 cable with RJ45 female ends to terminate in junction cabinet.

Cart storage: Located per floorplan on curbside of trailer. Cart cabinets are to have tie down system installed as detailed by customer drawings and pictures. Aluminum mill finish sheet (0.040" thick) is to be installed on back of door on forward most cabinet 18" from floor to 70" from floor. End door is to have Aluminum sheet (0.040" thick from the bottom of door to 18" from floor. Back of cart storage and ceiling is to have white aluminum with no underlayment. Ceiling lining is to be installed after tie down clips are installed. Cabinets are to be full height with no center dividers or floors. Back walls of cabinets are to have 2" wide by ¼" thick Teflon strips 12" from floor and ceiling. Cabinets are to have a minimum of 39" clear width. Front cabinet is to have a full height split cabinet door on the front-end panel. 1 ½" X 1 ½" X 1/8" striker plates are to be bolted.

Nitrogen storage: Located behind drop wall with streetside exterior access. Shock dyno equipment is to be located above per print. Nitrogen bottle tray should be for 10" diameter by 62" tall bottles. Nitro compartment door is to have a 15 ¾" height cutout.

Workbench area: Located per floorplan, workbench tops and wire chases are to be brushed stainless with the backsplashes being mirrored stainless steel.

Vise receiver: Vertically mounted 12" long vise receiver located per floorplan in streetside workbench. Receiver tube is to be 2".

Electrical: 100-amp service with panel box located in front streetside corner of upper deck. Panel box is to be enclosed in a formica box.

110 volt outlets: Located per floor plan in face of wire chase. Upper deck of trailer is to have one outlet on each side at rear, middle access hole, and one on curbside of lounge kick-up. Welder, radio, wall of shock room on other side of welder cabinet (48" high), back of shock dyno computer cabinet, behind shock dyno monitor, and repeater cabinets are to have additional 110-volt outlets.

220 volt outlets: One 220-volt **SINGLE-PHASE** outlet for shock dyno and one located in welder cabinet.

Air outlets: Located per floorplan on top of the wire chase over engine compartment. Outlets are to be a type "C".

Lower level lights:	Recessed lights in center aisle with chrome inserts. 12-volt lights located near front of work area. All overhead cabinets are to have corner mount lights located underneath. Recessed lights between cross tubes in shock room with chrome egg carton lenses.
Upper level lights:	Six angled fluorescent lights with 12-volt lights per print. Upper deck is to have two 24" thin lights, one each side, located inside of rear frame mounted vertically.
Rear entrance:	Trailer is to have stainless rear entrance with "Transported by Featherlite Trailers"
Pocket doors:	Located at rear entrance area of trailer, doors are to be solid with mirror stainless steel sheeting. Doors are to have a 16" tall by 16" wide one-way glass window centered 64" from floor of trailer in each door. Pocket doors are to start 3 15/16" from rear of trailer. Pocket door rollers are to be National brand rubber rollers.
Ceiling lining:	Gloss white aluminum.
Floor covering:	Floor covering is to be black round raised dot rubber disco tile.
Refrigerator:	110 volt - 12 volt - Lp, 6.3 cubic foot, located on curbside of trailer over inner fenderwell. Lp tank is to be located in spread axle compartment. Refrigerator is to be vented to the outside of trailer with two exterior vents.
Microwave:	Microwave convection oven located in overhead cabinets.
Toaster:	Located per floorplan under overhead cabinets above food counter.
Range hood:	Located below microwave with NO exterior vent.
Cook top:	NONE
Coffee maker:	Located per floorplan under overhead cabinets above food counter.
Air conditioning:	Located per floorplan in workarea and dyno room. Compressor units are to be located in a recessed pan above lounge area. Front air conditioner is to be a Type L with SMX in shock dyno room. Air vents to shock room and center aisle with return air in rear of cabinet. Vent cover is to fold-up and be the same size as the welder door. Rear air conditioner is to be located above repeater cabinet with return to draw thru radio and repeater cabinets.
Car stereo:	Located in repeater cabinet with four speakers evenly spaced in center aisle ceiling.
Naugahyde curtain:	Located to the rear of side door and over the end panel of the front curbside cabinet.

TRAILER INTERIOR
LOUNGE AREA

Lounge length:	13 feet.
Lounge entrance:	Located on curbside of trailer. Stairwell is to be 28" wide with a 24" laminate door to hinge form curbside. Stairwell steps are to be covered in black round raised disco tile. Center step is to hinge for access to storage below steps.
Side wall covering:	Walls are to be Pionite brand laminate, White Jaguar AW775 in a crystal finish. .
Front wall covering:	Large center mirror with small beveled edge mirrors on sides.
Ceiling covering:	Light gray leatherette.
Lights:	Chrome puck lights recessed in ceiling with flush mount lights located under overhead cabinets. Lighted light switches are to be located at the generator control panel.
Couches:	Located per floorplan on curbside and across front of trailer. Sofa and two rolling secretary chairs are to be made of black leather. Sofa base is to match cabinets with pullout drawers.
Counter tops:	Counter top is to be Sierra Dusk Corian with a recessed rear wire chase. Front edge is to have a Sierra Midnight accent.
Wire chase:	Located at rear of counter with lift out covers and thumbholes. Wire chase is to have an outlet strip, two cat 5 lines with RJ45 ends, a VGA cable with Sub-D 15 pin male ends and two Pi data lines with Sub-D 9 pin male and female ends. All lines and cables in wire chase as to terminate in the junction cabinet.
Air conditioning:	Cruise-Air system with evaporators located per print in overhead cabinets and condenser located in recessed pan. Lounge area is to have a second A/C unit located in the ceiling with discharge and return airs in ceiling. SMX is to be located on end wall of TV cabinet.
Floor covering:	Mattonella brand commercial tile. Trailer is to have KS 5012 tile. 9" X 9" tile with black grout lines.
Cabinets:	Cabinets are to be Opti gray crepe, Pionite AG 341in a suede finish with black slate doors and door edges. Doors are to be equipped with black button latches. Overhead cabinets above desk are to be large enough for three ring binders, minimum depth of 15". Front wall and streetside overhead cabinet are to have 14" vertical clearance.
Closets:	Located on rear wall of lounge area. Closet is to be divided into four sections with four doors. Each door is to be individually locked with different keys. Left side to have same key. The top two closets and the lower right closet is to have two clothes rods with the lower left cabinet having adjustable shelves.
Helmet storage:	Located under counter in rear streetside corner of lounge area. Helmets are to have a minimum of 14" height and 20 ¼" depth.

Entertainment equipment:	TV, VCR and 18" satellite system. Satellite dish is to be located on top of generator compartment with the controls in lounge area. Rear wall of entertainment cabinet is to be removable and accessible from the upper deck.
110 volt outlets:	Located in cabinet for television and VCR. One outlet strip located in wire chase in the desk and one outlet located at end of couch.
Cellular phone:	Trailer is to have two cellular systems. One system is the hand held, which is to be located on end wall of entertainment cabinet. The second system is for the fax machine which is to be located under the entertainment equipment.
Hard-line phone:	One located with cellular handset. Inlet for landline phone is to be at the front of trailer with 110-volt and air coupler.
Coat hook:	Located on wall in front streetside corner of lounge area.

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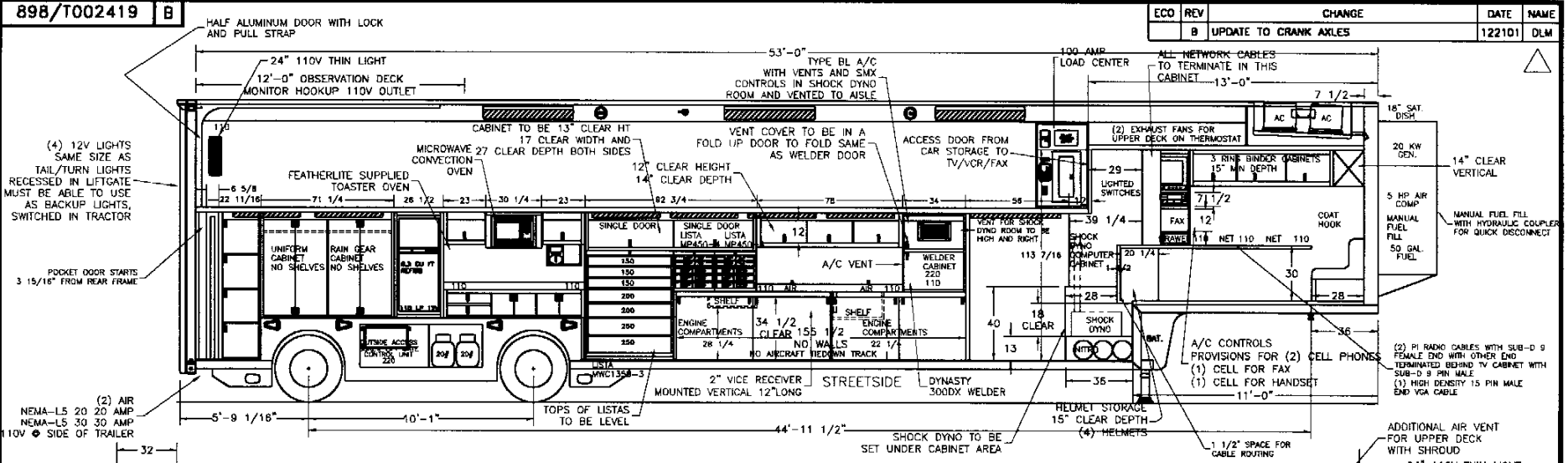
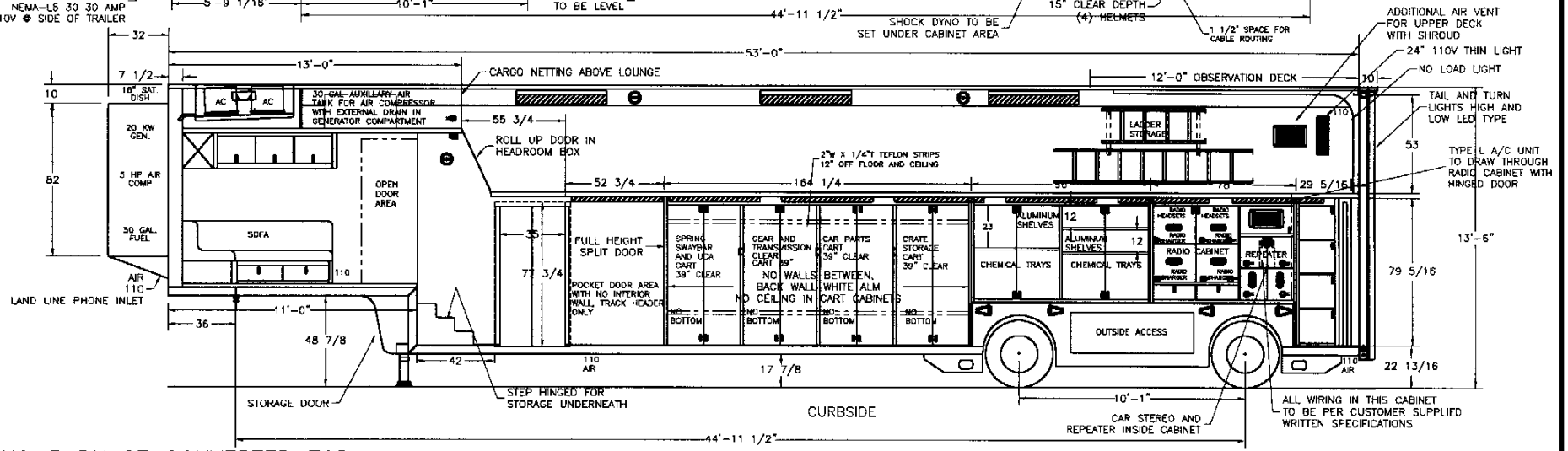
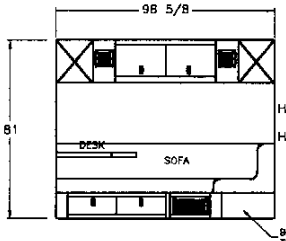
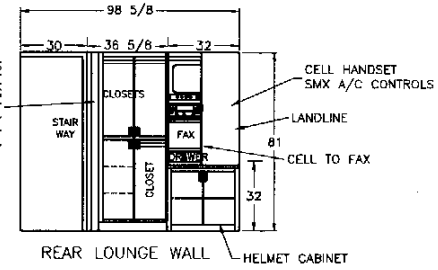
	B	UPDATE TO CRANK AXLES	122101	DLM

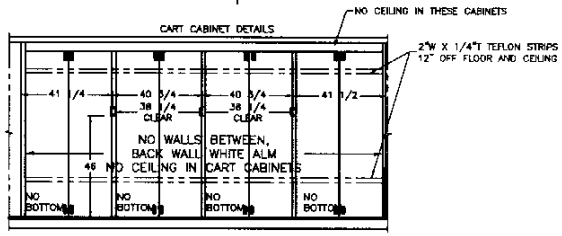




NO 3 PHASE CONVERTER FOR SHOCK DYNO







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REF. TOP VIEW DWG. 898/T002419 2 OF 2

CUSTOMER APPROVAL:
SIGNATURE:
DATE:
DELIVERY DATE CAN NOT BE ASSIGNED BEFORE FEATHERLITE HAS RECEIVED SIGNED PRINTS, COLORS AND SPECIFICATIONS. A DELIVERY DATE FROM 90 TO 120 DAYS FROM SIGNED APPROVAL CAN BE EXPECTED.

FEATHERLITE INC.

DRAWN BY	SCALE
BLOHM	NONE
DATE DRAWN	CHECKED BY
111201	BOB J

TITLE: TRANSPORT 53(0)L 10(1)C 45(0)KF T22.5 MB2 RACING CAR #36

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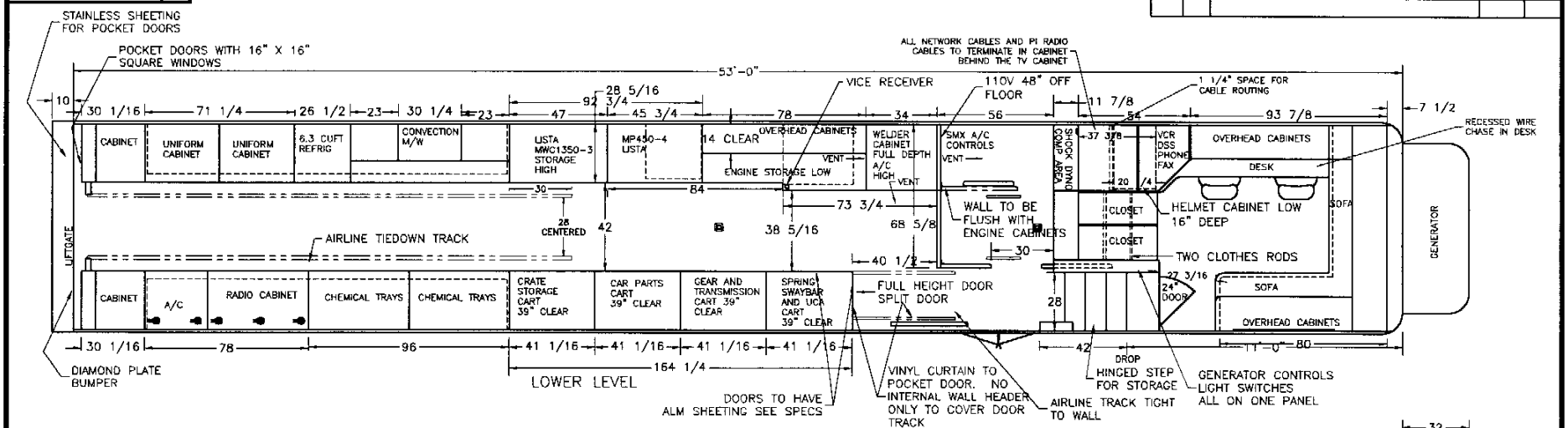

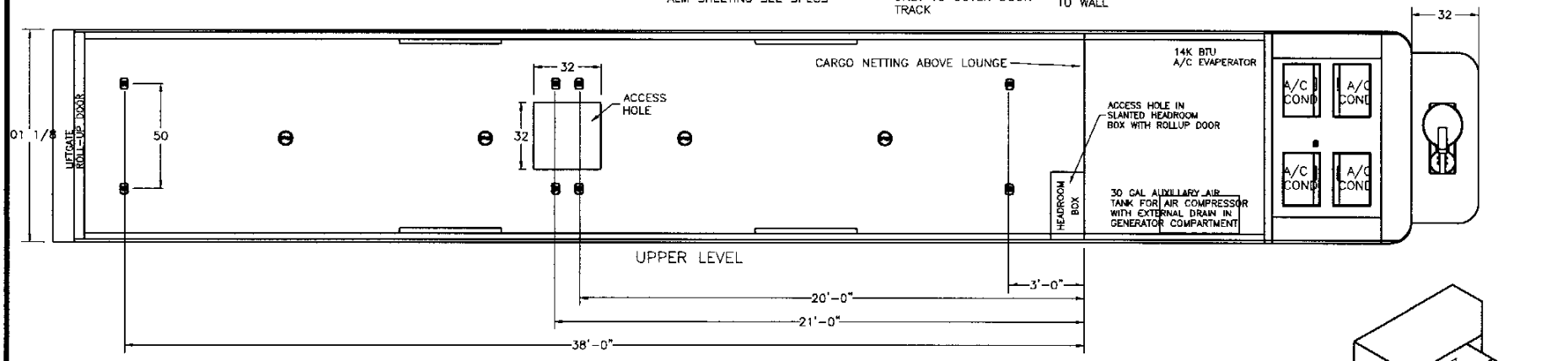

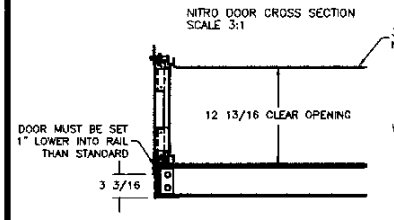

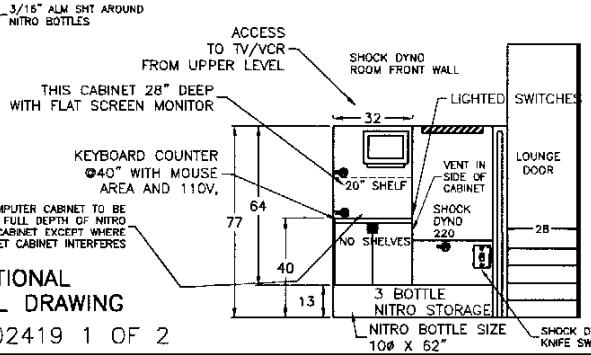

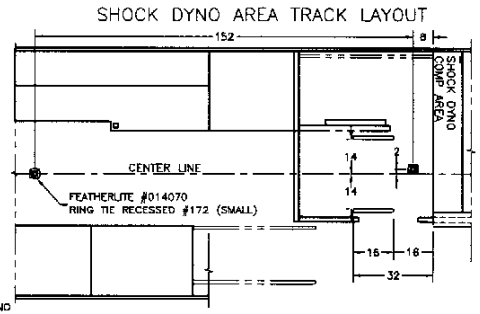

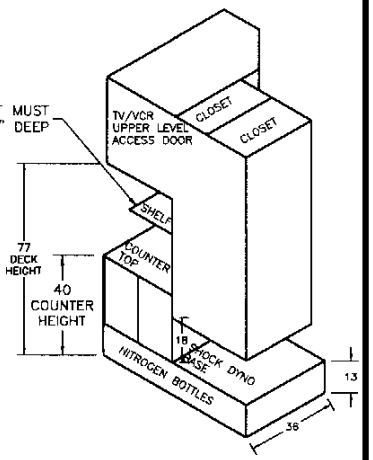

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