



PARTICIPANT BULLETIN

TO: SCCA Pro Racing Speed World Challenge Participants
FR: Shawn Passen; SCCA Pro Racing Technical Director / (614) 419 – 2851 / spassen@sccapro.com
DT: April 26, 2007
RE: WCPB # 8 – 2007: Lowe's Motor Speedway Tire Configuration and Race Format.

Scrubbed Tires Required

For the Lowe's Motor Speedway event both qualifying and race will be required to be run on scrubbed in and heat cycled tires. We will not be conducting tire marking for this event. We will just be checking for scrubbed tires on pre-grid and a car will not be permitted on track with new tires for qualifying and the race.

We highly suggest you plan your tire usage before the Miller Motorsports event and heat cycle your tires during the Miller event. This will give the tire proper time to cure.

Race Format

The race format is being finalized at this point and time, but competitors should plan on a mandatory pitstop around mid race. This pitstop will require a tire change. The pitstop will not be conducted under a green situation and teams will be given a reasonable time to complete the process. Teams should plan on having the crew, equipment, and tires to conduct a safe tire change while on pit row.

Tire Orders

Since this change in format may increase tire consumption at the Miller Motorsports event, teams that are planning on using more than normal amount of tires should contact Vilven Tire with their tire requirements. Teams are strongly recommended to contact Vilven Tire by Friday the 27th to give them enough time to shave, load, and transport these extra tires to the Miller Motorsports event. Failure to do so may result in a lack of tires to properly run the Lowe's Motor Speedway event.

Vilven Tire contact phone number: (800) 251-0017

Starting Tire and Suspension Settings

We have been working with Toyo Tire USA and Toyo Tire Japan to come up with starting suspension settings and tire pressures for the Lowe's Motor Speedway event based on our testing earlier in the year. We are working on finalizing this information and will be sending out another Participant Bulletin with these recommendations. These suspension setting maybe outside the normal range of adjustment for some cars in the series. It is highly recommended that teams try to achieve these setting with their cars before arriving at Lowe's Motor Speedway. This will allow teams time to modify their suspension, if needed, at their shops instead of trying to complete the process at the track. The main setting of concern will be the left side camber. This will be much more positive than most teams are accustomed to running.

Roof Numbers

Roof numbers, which will be the same as the hood numbers the series provides, should be installed above the C pillar on the right side so Timing and Scoring and fans can see the car numbers.

