



PARTICIPANT BULLETIN

TO: SCCA Pro Racing Speed World Challenge Participants
FR: Aaron Coalwell; SCCA Pro Racing Technical Manager / (678) 388 – 9876 / acoalwell@sccapro.com
DT: July 31, 2007
RE: WCPB # 11-2007 – Clarification of rumors regarding the split specifications for Viper Comp Coupe and of #30 GT post-qualifying weight at Mid Ohio

Splitting of Viper Comp Coupe Specifications

There have been a lot of rumors and misinformation regarding what the splitting of the Viper Comp Coupe specification into full-prep and limited-prep actually means. Some people think that when we split the specifications, the full-prep Viper was given several allowances. This is not the case as we simply removed the items pertaining to the limited-prep car, and then republished the VTS sheet. Everything that the full-prep Viper is permitted to do to the chassis has been allowed since the beginning of 2005 when we elected not to tie our Viper specifications to the Viper Racing League (VRL). These chassis modifications are those listed within the PRR, and is no more extensive than what any other GT car may do. Until now, no team has prepared a Viper chassis to the limits of the rules within the PRR, and that may have contributed to the confusion.

GT #30 Post-qualifying weight

There was a rumor going around that the #30 GT car was underweight and we allowed them to simply add fuel back into the car to make the minimum weight. This is completely false.

When the #30 GT car was initially weighed it was below the minimum weight. However, the rear weight percentage was also off from where it usually is. This indicated that more fuel was pumped out of the car than you can typically get out of the saddle fuel tanks in the Corvette. This occurred because of where we were paddocked at Mid Ohio, and where the #30 car was parked for the stall test and to pump out its fuel tanks. The #30 car was parked in the grass, across the face of a hill, so that the right side of the car was drastically below the left side. The fuel system in this car is set-up so that a pump transfers fuel from the left tank to the right tank whenever the fuel pump is turned on. Another fuel pump then sends fuel from the right tank to the engine. With the car sloping drastically to the right, more fuel was transferred to the right tank than you can get when the car is level.

We put the car on a level surface and had the team put five gallons back in the car. We then had them pump out the fuel again until the fuel flow aerated. We shut off the pump for 15-20 seconds and then turned the pump on again until it aerated again. This is our standard procedure for checking that the fuel tank is pumped out. Once we did this, the #30 car made the minimum weight.

One of the contributing factors to this issue was that the driver of the #30 car left the track to fly to a Grand-Am race in Alabama before he was weighed. Our records taken at Sebring showed the driver weight to be 190-lbs. However, after the race the driver weighed in at 198-lbs, which would have given the car plenty of margin after qualifying. Please note that the driver was fined for leaving prior to weighing in after qualifying.

Allowing the team to add fuel back in on a level surface and then pumping it back out is no different than when we allow cars with leaking/empty radiators to refill the radiator if necessary.

