

## World Challenge Participant Bulletin #12-08



**To:** World Challenge Participants  
**From:** Aaron Coalwell, World Challenge Technical Manager  
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**Date:** May 5, 2008  
**Regarding:** Pre-Race Testing Limitations

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We have received several requests for clarification of the limitations regarding pre-race testing. Therefore, we have decided to take this opportunity to remind teams what the rules in Article 1.3.5, page 7, says regarding pre-race testing.

### 1.3.5: PRE-RACE TESTING

**1.3.5.1:** SCCA Pro Racing is not responsible for any accident, or injury, occurring during pre-race testing not sanctioned by SCCA Pro Racing.

**1.3.5.2:** Unless otherwise provided by SCCA Pro Racing, the race organizer/promoter/track is prohibited from permitting pre-race testing by any SCCA Pro Racing team during the seven (7) calendar days prior to the first day of official sessions that the team will be competing in. If the track is available for pre-race testing, only one day is allowed, and that test day must be the day before the SCCA Pro Racing official sessions are scheduled to start. All entered teams must be permitted to participate on an equal basis. SCCA Pro Racing is not responsible for running the promoter test days, and has no say regarding what groups/cars are permitted to run together in the test day sessions. The most we can do is advise the promoter what groups/cars run best together. It is the team's responsibility to determine the availability of the track for such testing.

**1.3.5.3:** Teams that participate in pre-race testing, not authorized in Article 1.3.5.2, will be subject to penalties as defined in Article 1.11.2.

**1.3.5.4:** Sanctioned SCCA Regional and National events are not prohibited. Driving schools that use cars still having the interiors intact, and not having a data acquisition system installed on the car, are not prohibited. Teams/Drivers may participate in track test days within the seven prior days if they do not use equivalent equipment to their race class. Equivalent equipment is defined as those car models currently classified to compete in the class that a team competes in (i.e. a World Challenge GT team may not test an IMSA GT-3 Cup car when other World Challenge teams are not permitted to test because the GT-3 Cup car is classified in the World Challenge GT class).

Teams should pay special attention to the types of cars that may be used within the seven day period leading up to official sessions. The rules listed above apply to all tracks, but are especially important when we have a major reconfiguration of the course we will be using as we have with the upcoming race at Miller Motorsports Park.

Miller offers school cars with the interiors intact, and without data systems. Any World Challenge driver participating in one of the track schools must be sure to use one of the cars without data to comply with the rules.