



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: February 2, 2007
RE: WCPB # 2-2007 – Some specific compliance items for teams to check before their first race, and a summary of significant changes and clarifications published in 2007 PRR

Compliance Items to double check on your car(s)

Towards the end of the 2006 season we began to notice that several cars began placing the screening used to protect their radiators in front of the bodywork openings. The rules specify that all screens and close-out panels be mounted behind the bodywork opening in order to maintain the distinct OE appearance. Please make sure that all screens and close out panels are mounted correctly before showing up to your first race.

Summary of changes/clarifications for 2007

All of the changes and clarifications listed below are published in the 2007 PRR. This summary is intended to be a quick reference of the changes and clarifications, but does not in anyway indemnify the participants from being familiar with the entire 2007 PRR.

1.4.2.6: A note was added to the end of the section;

Note: If the qualifying session must be cancelled, the grid will be determined on driver points. If no points have been established for the season, the grid may be determined by practice times, or other procedure as determined and announced by SCCA Pro Racing. If qualifying is cancelled, no points will be awarded for qualifying.

1.4.5.6: Fire-resistant underwear is required with all suits with an SFI rating less than 3.2A/10, or the FIA equivalent.

1.7.12.7: No crewmembers shall stand on the pit lane wall, or on pit equipment that is not specifically designed to have people standing on it (ie. Scoring stands). Anybody sitting on the pit lane wall shall keep their legs behind the pit lane wall.

1.7.14.3: The first sentence was revised;

The pit stop supervisor shall be personally responsible for making sure that all personnel and equipment is clear of the car before releasing it.

1.9.1: STARTER: The first sentence was revised;

To be considered a starter, a car must receive the green flag at the start, or be on the starting grid when the start lights signal the start of the race.



1.10.5: CHIEF STEWARD: The CHIEF STEWARD shall be the executive responsible for the general conduct of all aspects of competitions at an event for which he has been assigned. He shall ensure that all provisions of the PRR (and, where sanctioned, the FIA Code) are conformed to. He may use all informational resources available to him to ensure that the PRR is being adhered to. These resources include, but are not limited to; data collected from the vehicles, video, photography, verbal and/or written reports from officials, corner workers, etc. The CHIEF STEWARD may appoint assistants and designees as needed.

1.10.6.6: The TECHNICAL MANAGER will use all informational resources available to him to ensure that vehicles are in compliance with the PRR and VTS sheet. These resources include, but are not limited to; data collected from the vehicles, video, photography, verbal and/or written reports from officials, corner workers, etc.

1.10.11: JUDGES: The CHIEF STEWARD may appoint start judges, or other judges of fact, as required by the series or event. Decisions of judges may not be protested.

1.12.2.2: A protest against the validity of an entry, qualification of an entrant, driver, or automobile shall be lodged no later than four (4) hours before the start of the qualifying segment, or race segment, of the competition.

1.12.2.3: A protest against any mistake, or irregularity, occurring during a competition shall be made within 30 minutes of the conclusion of the on-track segment of the competition.

1.12.2.4: A protest against the results of a segment of the competition shall be made within 30 minutes of publication, posting, or distribution of the results.

2.3.1: SCCA Pro will award Championship points and maintain the point standings to determine a Drivers' Champion in each vehicle class. Points will be awarded to finishers based on their final position at each event as follows:

| | | | | |
|----------------|----------------|----------------|----------------|----------------|
| 1 - 35 points | 2 - 32 points | 3 - 29 points | 4 - 26 points | 5 - 23 points |
| 6 - 20 points | 7 - 19 points | 8 - 18 points | 9 - 17 points | 10 - 16 points |
| 11 - 15 points | 12 - 14 points | 13 - 13 points | 14 - 12 points | 15 - 11 points |
| 16 - 10 points | 17 - 9 points | 18 - 8 points | 19 - 7 points | 20 - 6 points |
| 21 - 5 points | 22 - 4 points | 23 - 3 points | 24 - 2 points | 25 - 1 point |

2.6.1.3: Car Numbers: There was a change to the rules regarding hood numbers;

The number on the hood shall be placed within six inches (6") of the edge of the left-front corner of the hood/fender.

2.6.4.2: Parking Order: Due to the size of the series, there is frequently not enough room to park all teams in the main World Challenge paddock area assigned to the series by the track and/or lead series of the weekend. The series will try to secure the best overflow area possible for those teams that there is not room for in the main paddock area. The following factors will be used to determine where and when a team will be parked;

Any team with a driver in the top-10 in points, for TC and GT, will have a preferred paddock space reserved for them. While we will try to park these teams first, sometimes the layout of the paddock area will require that other teams be parked first. Teams with drivers in the top-10 in points, whose transporters are not present when it is their turn to park, will forfeit their reserved spot if leaving the spot open would hinder the rest of the parking process.

When parking begins, the team transporters present will be written down and divided into lists of single-car and multi-car teams. The transporter drivers must be present when it is time for that transporter to be parked, or they will be passed over in the parking order. Teams that do not have the required information listed in Article 2.6.1.5 on the back of their transporter may miss being put on the list, and be delayed in being parked.



Teams with multiple World Challenge cars will be parked before single-car teams so that we can get the most cars in the main paddock area. The only single-car teams that will be parked at the same time as the multi-car teams are those teams in the top-10 in points. Once all the multi-car teams are parked, then single car teams will be parked. Teams with 3+ World Challenge cars entered will be given priority for “garage” style parking under their awning.

Parking spaces may be assigned according to requests of the track management. Parking spaces may also be assigned by special request for teams with special sponsor, charity, or promotional needs. Teams needing additional space for one of the above reasons must contact the staff at least two weeks before parking starts so that they can work it into the parking plan if possible.

Teams that will be late to arrive for parking due to promotional activities promoting the series and/or event may have a spot reserved for them provided that the team notifies the series officials of the promotional activity, and approximate time of arrival at the track, in advance.

Article 2.6.4.3: Size of Paddock Space Allocated to Each Team: The series will attempt to give each team their desired amount of individual paddock space. However, single-car teams should be prepared to share a canopy with another single-car team. Otherwise, the single-car teams will be the last teams to be parked so that the series officials will be able to see how much space will be left once the multi-car teams are parked. Single-car teams are strongly encouraged to make arrangements to run two, or more, cars out of their canopy before the series officials are forced to assign single-car teams to share a canopy. Single-car teams not wanting to share a canopy must be prepared to work in a paddock space not more than 20’ wide, including parking for the transporter. Although it is rarely possible, the series will attempt to give teams enough space to leave their tailgates down.

Motor coaches and support vehicles will only be permitted in the paddock if space permits. Teams wanting to bring in a motor coach, or other support vehicle, must contact the series officials at least two weeks before parking starts. No motor coaches, or support vehicles, will be parked in paddock until all team transporters are parked so that the series officials can be sure of what space is available. Teams wanting to bring a motor coach are encouraged to contact the track ahead of time and arrange to a designated spot for their motor coach so that they do not risk not having a spot for their motor coach available. Transporters, motor coaches, etc. with slide-outs will not be able to extend their slide-outs unless space permits, or the slide-out opens up under the canopy. If extending the slide out(s) would prevent the parking of another team in that row, the slide-out(s) will have to stay retracted.

At tracks where there is no viable overflow area we will limit entries to fit into the space the promoter assigns to us, and may limit the canopy sizes. If we have to limit entries, preference will be given to teams with two, or more, cars under one canopy.

2.6.9.9: If a driver will not start the race with the same car he qualified with, that driver will lose his qualifying times and start the race from the back of the grid. The team representative must notify the CHIEF STEWARD, or TECHNICAL MANAGER, in writing, at least two hours before the start of the race, of the team’s decision to not start the race with the car it qualified with. This will allow the grid to be rearranged.

2.6.9.10: Alternate Qualifying Procedure: When time and space in pit lane permit, we will be trying an alternate qualifying procedure during the 2007 season. The alternate qualifying procedure will be as follows;

Each class will have a 20-minute session of qualifying, divided into two (2) 10-minute sessions for a total of four (4) 10-minute sessions. For the first qualifying session for each class, the first ten grid positions will be reserved for the ten drivers with the most points. During the first 10-minute session of qualifying all Touring Cars will go on track to get a qualifying time. At the end of the first 10-minute session, all Touring Cars will come into pit lane. The



cars with the 10-fastest lap times will enter parc ferme which will be against the outer pit wall. The rest of the Touring Cars will be released from pit lane to go back to tech, or their paddock. All the GT cars will then go out for the second 10-minute session to get a qualifying time. At the end of the second 10-minute session, all GT Cars will come into pit lane. The cars with the 10-fastest lap times will enter parc ferme which will be against the outer pit wall. The rest of the GT cars will be released from pit lane to go back to tech, or their paddock.

The Touring cars being held in parc ferme will then go out for the third 10-minute session to set the grid order of the top-10 positions for the TC race. At the end of the third 10-minute session, the Touring cars will come into pit lane and be released to go back to tech, or their paddock. Then the GT cars being held in parc ferme will go out for the fourth 10-minute session to set the grid order of the top-10 positions for the GT race. At the end of the fourth 10-minute session, the GT cars will come into pit lane and be released to go back to tech, or their paddock.

While the cars are in parc ferme between qualifying sessions, no work may be done on the cars. If a car is unable to go into parc ferme when directed, that car will forfeit its opportunity to go back out for its second qualifying chance. That car will then start the race in 10th place. If more than one car is unable to go to parc ferme, those cars will be gridded in ascending order from 10th place according to their original qualifying times.

2.8.6: A new sentence was added to the end of the paragraph;

Teams participating in the electronic sealing program need to notify the technical staff when they change engines so the seal log may be updated. They may do this by tuning in one of the seal request forms.

2.8.10: The plus-tolerance for engine RPM limits is 2% of total time on track. This includes on-throttle and off-throttle spikes in RPM.

2.9.2.6: A new sentence was added to the end of the paragraph;

In rain conditions, the front window openings may be partially, or wholly, closed off with clear Lexan, or equivalent, to minimize the amount of water entering the car.

2.9.3.3: A new sentence was added to the end of the paragraph;

Beryllium is not permitted to be used for valve seats, unless it is the stock material, or permitted on the VTS sheet. Otherwise, valve seat material is free.

2.9.7.2: The battery must be located within the survivor-cell of the car. It shall also be mounted within a spill proof, non-conductive, battery box.

2.9.7.4: The following paragraphs were added onto the end of the paragraph;

The headlights shall be used by the drivers to flash the cars ahead when preparing to pass slower cars. Any car using rain tires shall have its headlights on while on track. Additionally, if it starts getting dark to the point where visibility is reduced all cars shall turn their headlights on. At least one headlight must be operational at all times.

2.9.8.14: The stock wheelbase is listed on each vehicle's VTS sheet. The actual wheelbase being used may be adjusted within the tolerances given due to pick-up point relocation, approved alternate control arms(if applicable), etc.

2.9.10.4.2: All cars shall go on-track for qualifying with the tires they had marked, unless using rain tires. All cars shall start the race on the same set of marked dry tires that they qualified on, or on the set of dry tires the team had marked prior to qualifying if "rain" tires were used in the qualifying session.



2.12.3.4: Anti-Lock Braking Systems in GT: As of January 1, 2007, no cars in GT may use an ABS system. Any cars visiting from a series that allows the use of ABS must get approval per Article 2.7.3 to run a race without disconnecting the ABS system.

2.12.5: GT Wheels: The wheel material is limited to aluminum, magnesium, or steel, and the alloys of those materials. No modifications (including grinding) are allowed on a vendor-supplied wheel.

- Minimum Weights: 18 x 9 – 16.5 lbs.
18 x 10 – 17.0 lbs.
18 x 11 – 17.5 lbs.
18 x 12 – 18.0 lbs.
18 x 13 – 18.5 lbs.
- Design: single or multi-piece

2.13.5: TC Wheels: The wheel material is limited to aluminum, or steel, and the alloys of those materials. No modifications (including grinding) are allowed on a vendor-supplied wheel.

- Minimum Weight: 17 x 8 – 15.0 lbs.
- Design: single or multi-piece

2.14.7: An official driver weight, with driving equipment on, will be taken and kept on file so that each car can be weighed without the driver by using a surrogate. However, if the weight of the car is within +/- 5 lbs of the Appendix A minimum weight, the actual driver must get into the car with his driving gear to get a more accurate weight. A car/driver may be penalized if the driver is needed to get an accurate weight, but he has left the track prior to his car being weighed.

2.16 Note: Any driver that has won a race in any of the series listed in section 2.4.3.1 in the five seasons preceding the current season, or that has been required to carry REWARDS weight during the current, or preceding, season is not eligible to take advantage of the Team Compensation System.

M.4.4: The minus variance of tubing wall thickness due to manufacturing tolerances is limited to .010”.

