

2010 World Challenge Technical Bulletin 1



To: World Challenge Participants
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Regarding: 2010 Pro Racing Regulations

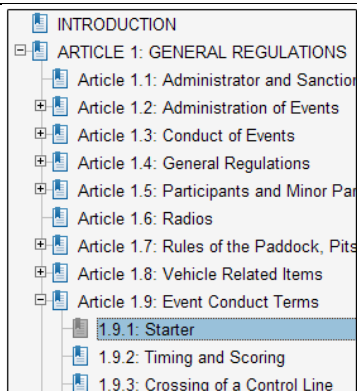


The 2010 Pro Racing Regulations are now available online at <http://www.scca.com/contentpage.aspx?content=69>. Print copies will be mailed to competitors with registered vehicles in February. Appendix A is now available online as well at <http://www.world-challenge.com/competitors/>.

SCCA Pro Racing has significantly revised the PRR for 2010. A number of changes were made with the intent to make the rulebook easier to use for returning competitors, and easier to understand for new competitors.

This Technical Bulletin summarizes the major changes to the PRR related to World Challenge, and is only intended to assist in understanding the changes to the PRR. Reading this Technical Bulletin is not an adequate substitute for reading the 2010 PRR.

Electronic Version



The PRR posted online will be updated throughout the season to reflect changes made in Technical Bulletins. We recommend using the electronic version as it will provide users a complete, up to date PRR.

The bookmarks available in the electronic version can now be expanded an additional level, to aid in quickly locating rules.

References to other PRR Articles are highlighted in green, and can be clicked to jump directly to the referenced Article.

Class Restructuring

World Challenge has been restructured into three classes: Grand Touring (GT), Grand Touring Sport (GTS), and Touring Car (TC). As a result the Authorized Modifications Article has been rewritten, with fewer modifications permitted than in 2009. Many permitted modifications have been moved into the GT Specific Technical Regulations section, to allow vehicles competing in GT the same modifications as permitted in 2009.

Currently the GTS and TC Specific Technical Regulations are relatively short, as the GTS and TC class share essentially the same regulations.

Vehicles built to the 2009 and older TC regulations will be permitted to run in GTS. The additional modifications these vehicles were allowed will be added to their VTS sheets. These vehicles may also be homologated into the current TC class, with fewer modifications permitted.

Specifics on Article renumbering and relocation related to this class restructuring will not be provided in this bulletin, questions can be directed to the Technical Department.

Article 2 Restructuring

Article 2 has been restructured into a more logical order. This is intended to make the PRR easier to read for new competitors, and to make regulations easier to find for returning competitors and officials. The series specific Article for MX-5 Cup has been similarly restructured.

Below is an outline of the new structure of Article 2. Articles have been moved from the 2009 location in accordance with this structure. Specifics on Article renumbering and relocation will not be provided in this bulletin, questions can be directed to the Technical Department.

Article 2.1: Purpose and Intent

An overview of the World Challenge series.

Article 2.2: Points and Awards

Regulations regarding points or awards.

Article 2.3: General Procedures

Procedures primarily for off track activity: Team Representative, Number Registration, Event Registration, Parking and Paddock, Pit Assignments, Rules Change Requests.

Article 2.4: Competition Procedures

Procedures primarily for on track activity: Practice, Qualifying, Race, Starts, Tire Usage, Lights, etc.

Article 2.5: Series Identification and Presentation

Decals, patches, flags, and vehicle appearance.

Article 2.6: Vehicle Eligibility

Which vehicles are eligible to compete in World Challenge, and an overview on permitted modifications.

Article 2.7: Safety

Required vehicle safety modifications.

Article 2.8: Competition Configuration

Required vehicle modifications and equipment: Transponders, Tires, Fuel, GPS Monitoring, Video, etc.

Article 2.9: Authorized Modifications

Permitted vehicle modifications.

Article 2.10 / 2.11 / 2.12: TC / GTS / GT Specific Technical Regulations

Permitted vehicle modifications for specific classes.

Article 2.13: Weight

Regulations regarding vehicle weight, including the REWARDS and Team Compensation Weight systems.

Article 2.14: Technical Procedures

Procedures for enforcing specific Articles.

In-Car Cameras: Article 2.8.5

The In-Car Camera rules will have additional revisions made before the beginning of the season. Teams competing in only a few events may have fewer requirements on in car video. Details will be released in a future Technical Bulletin.

Rule Changes: Article 2

Below is a summary of major changes to rules in Article 2. Text from the 2009 PRR is highlighted blue, new text for the 2010 PRR is highlighted red.

Article 2.2.3.3: Rookie of the Year (Previously 2.4.1.3)

Change the Article to:

The World Challenge Rookie of the Year honors the GT and TC rookie with the most Drivers' Championship points at the end of the season.

To be eligible for Rookie status, a driver may have competed in no more than three (3) World Challenge races (in any category) in a single previous season and no more than five (5) World Challenge races in his career and not won a race in a previous season.

The purpose of the Rookie program is to recognize drivers that are early in their professional racing careers. Eligibility is subject to approval by SCCA Pro Racing, which will take into account previous racing experience.

Article 2.8.2.3 (Previously 2.8.10.1.1)

Change the Article to list Frisby Race Tire and Treadzone as official tire suppliers. A schedule of which supplier will be at each event will be released before the beginning of the season.

Article 2.8.4: GPS Monitoring (Previously 2.6.6)

An engine monitoring harness is now required for all vehicles. The TraqData connectors are no longer required, and the required wiring for naturally aspirated vehicles has been simplified.

A requirement for 3 inches of clearance above the GPS Mounting Tray has also been added.

Article 2.9.1.1 (Previously 2.11.1.3.7, 2.12.1.6.2)

Ride height will now be specified in Appendix A, and may be adjusted to equalize performance.

Article 2.12.3.1 (Previously 2.8.1.1)

Add the following to the end of the Article:

Aftermarket side skirts may be used provided that they meet the min. ride height, have no openings/ducts in them other than for jacking insert(s), are no wider than the approved fascias, do not extend any higher than the bottom of the door and do not reinforce the chassis, and do not extend beyond the plan view profile of the car as viewed from above.

Article 2.12.10.2 (Previously 2.8.7.2)

Change the Article from:

The battery must be located within the rollcage structure, from side-to-side and front-to-back. The battery may also be located under the floor pan if located between the axles.

To:

Batteries may be relocated, provided the location is protected in the event of a collision.

Article 2.13.1.5 (Previously 2.13.5)

Change the beginning of the Article from:

All cars will have a weight distribution limit specified in Appendix A...

To:

Cars may have a weight distribution limit specified in Appendix A...

Article 2.13.2.5 (Previously 2.14.5)

The REWARDS Weight Assignment Schedule has been modified.

In addition, Marsh Racing's PRR Change Request regarding this Article has been approved. The following text is removed from the Article:

... A driver must complete the same number of race laps as the race winner completed, minus one, to be eligible to remove REWARDS weight.

Article 2.13.2.7 (Previously 2.14.7)

Change the third paragraph to:

SCCA Pro Racing may waive the addition of weight for a driver entering his first race of the season after the first three races when it is deemed that having that driver compete in a World Challenge race is beneficial to the series. This may also be applied to a car/driver combination where the car is new to the series.

Rule Changes: Article 1 and Appendices

Below is a summary of major changes to rules in Article 1. Text from the 2009 PRR is highlighted blue, new text for the 2010 PRR is highlighted red.

All Articles

Change all instances of "Court of Appeals" and "court" to "Board of Appeals" and "board."

Article 1.4.1

Change the first sentence from:

Only properly entered and licensed drivers meeting Article 1.5 shall be allowed to drive in timed sessions.

To:

Only properly registered Car/Driver Combinations with drivers licensed per Article 1.5 shall be allowed to drive in timed sessions. Car/Driver Combinations which are not compliant with the PRR may not be allowed on track in timed sessions.

Article 1.4.4.15

Change the final sentence from:

The TECHNICAL MANAGER's decisions are final and non-protetable.

To:

The decisions of the TECHNICAL MANAGER are final and may not be protested or appealed.

Article 1.5.8.2

Change Article from:

Drivers issued an FIA License by a Foreign ASN must possess a letter of authority from their ASN giving permission to race in the U.S., and must also possess an International Medical Card (available from their ASN).

To:

Drivers issued an FIA License by a Foreign ASN must possess a letter of authority from their ASN giving permission to race in the U.S. They must also possess an International Medical Card (available from their ASN) and submit a copy of their medical history and physician's examination.

Article 1.5.9.2

Change second from last requirement on the list from:

Driver must have competed in at least three (3) National events, or equivalent, in the past 12 months prior to application, or have a letter of recommendation from another SCCA Pro Racing recognized sanctioning body and a resume of experience.

To:

Driver must have competed in an SCCA Pro series, or at least three SCCA Club Racing National events, or equivalent, in the past 12 months prior to application, or have a letter of recommendation from another SCCA Pro Racing recognized sanctioning body and a resume of experience.

Article 1.7.10 and Article 1.7.11

Change Article 1.7.10 from:

All pit spaces are "claimed" on a first-come, first-served basis, except as provided for in individual series, or individual event, regulations. To stake a "claim," display a board with your number on the pit lane side of the pit wall or pit rail to indicate your pit location. Display of a number board in this manner is a valid means of "staking claim" to that particular pit space as well as a means of assisting the SCCA Pro Racing staff working the pit lane. Disputes will be settled by the CHIEF STEWARD.

To:

Pit spaces will be assigned by the series officials and must be used during all official sessions.

The previously specified procedure was not used by any SCCA Pro Racing series. The related Article 1.7.11 is deleted.

Article 1.10.6.2

Change Article from:

The TECHNICAL MANAGER may order the inspection and disassembly of any entered automobile to ascertain its conformance with the PRR.

To:

The TECHNICAL MANAGER may order the inspection and disassembly of any entered automobile at any time or location of his choosing to ascertain its conformance with the PRR.

Article 1.10.12

Add a new Article:

1.10.12: SERIES MANAGER

1.10.12.1: Shall serve as the liaison between the scheduled race tracks, competitors, SCCA Pro Racing, and series vendors.

1.10.12.2: Shall coordinate and oversee the operations of all SCCA Pro Racing Staff and volunteers on race weekends.

1.10.12.3: Shall develop and disseminate, via email and website posting, event schedules, supplemental regulations, and any other pertinent information concerning race weekend activities.

Article 1.11.2.3.3

Add the following to the end of the Article:

The Chief Steward may, during a competition, summon a car to pit lane for an infraction and held in the penalty box for a period up to one minute. Such penalties shall be served under green course conditions. Following a caution period the penalized car must receive the green flag on course before entering pit lane.

Article 1.12.5

Change Article from:

Distribution of awards shall commence after the period for receiving protests has elapsed. When a protest which would affect distribution of awards has been lodged, distribution of any awards affected by the protest shall be withheld until it has been settled. The CHIEF STEWARD, when notified of intentions to appeal his decision, shall order awards, which may be affected by the outcome of the appeal, to be withheld pending the decision of the Court of Appeals. During this time, the results of the competition shall be considered provisional.

To:

Distribution of awards shall be provisional with final distribution held until all protest, appeals, etc. are passed or settled.

Article 1.13.1

Change Article from:

Provided that all available protest procedures have been exhausted, any entrant, or other participant, shall have the right to appeal to the SCCA Pro Racing Court of Appeals appointed as per Section 1.13.5; 1) Any decision, or penalty, rendered by the CHIEF STEWARD in which he, or it, was named as a party, or 2) Any decision concerning a protest filed by such entrant or participant. The SCCA Pro Racing President, and/or the chairman of the court of appeals shall, in their sole discretion, determine whether an appeal is well-founded, and shall be heard by the court, and whether the appeal fee should be returned, or forfeited. The decision whether, or not, to hear an appeal, and the ultimate decision by the Court of Appeals shall be final, binding and not subject to further appeal, or legal process.

To:

The appeal process exists to decide only those matters for which a reasonable decision could not be achieved through available procedures. Provided all such procedures have been exhausted, any entrant or other participant shall have the right to request an appeal regarding: 1. Any, decision or penalty rendered



by the Chief Steward in which they were named as a party. 2. Any decision concerning a protest filed by such entrants or participants, except as decided by the Technical Manager (see Article 1.12.3.1).

The SCCA Pro Racing President shall, at his sole discretion, determine whether an appeal shall be heard by the Board of Appeals, and whether the appeal fee should be returned, or forfeited. The decision whether or not to hear an appeal, and any decisions by the Board of Appeals shall be final, binding and not subject to further appeal or legal process

Due to time constraints, logistics and year-end award banquets, appeals may not be heard concerning decisions at the final events of the year.

Article 1.13.6

Change the fourth sentence from:

The Parties may present their case personally, be represented by an advocate, or may submit the case to the court on documents without personal appearance.

To:

The parties may present their information to the committee themselves, via their team representative, or in written documents.

Appendix C

Add the following text:

All fire systems shall be serviced and recertified by the manufacturer every two years.