



TECHNICAL 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: TB # 1 -2007 – Pre-season PRR changes, clarifications, etc.

Effective Date: Immediately

PRR

Article 1.7.14.2, p.17: Delete the last two sentences.

Article 1.7.14.3, p.17: Change the first sentence to read as follows; “The pit stop supervisor is responsible for the completion of a safe pit stop, and shall make sure that all personnel and equipment is clear of the car before it is lowered and/or released.”

Article 1.7.14.9, p.18: Change the section to read as follows; “The addition of lubricants and coolant is permitted provided the Technical Manager is notified prior to the addition, and is satisfied no additional leakage will occur when the vehicle re-enters the track. Refer to the individual rules for each series to determine when refueling is permitted.”

Article 2.7.3, paragraph 4, p.50: Change the second sentence to read as follows; “SCCA Pro Racing may allow cars prepared to the rules of another series to compete in World Challenge for a limited number of races before requiring that it be classified, homologated, and brought into line with the relevant World Challenge technical specifications.”

Article 2.7.8.3, p.53: Insert the following sentences after the first sentence of the paragraph; “Cars that finished in the top-10 in points in the preceding season shall have an approved data acquisition system installed before the first race the car competes in during the current season. Drivers that finished in the top-10 in points in the World Challenge series the preceding season, but are switching to a different model car, may still be required to have an approved data acquisition system installed before competing in his first race.”

Article 2.7.8.4, p.53: “Insert the following sentences after the first sentence of the paragraph; “Cars that finished in the top-10 in points in the preceding season shall have the series monitoring box installed, if required, before the first race the car competes in during the current season. Drivers that finished in the top-10 in points in the World Challenge series the preceding season, but are switching to a different model car for the current season, may still be required to have the monitoring box installed before competing in his first race.”

Article 2.7.8, p.53-55: Add a new article at the end of the section;

“2.7.8.10: Traqmate GPS-based Scrutineering system

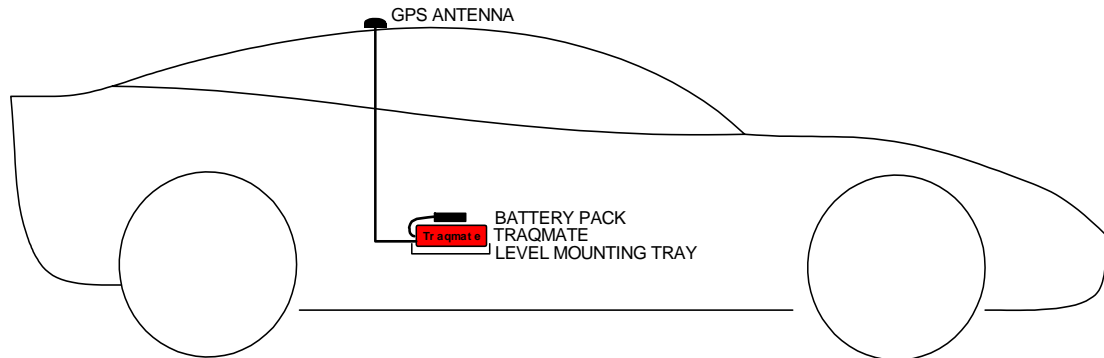
Every car that competes in World Challenge shall install the antennae and mounting box kit necessary for the Traqmate Sensor Unit (SU) to be installed by the Technical Staff. This kit is available online at the Track Systems Store <http://store.traqmate.com> as the *SCCA PRO RACING KIT*.



The SU mounting tray is to be mounted level when the vehicle is sitting on a level surface. It should be placed as close to the center of gravity of the vehicle as possible, and away from possible sources of water, or excessive heat. The Velcro should be installed in the center of the tray.

The GPS antenna is to be located in the center of the vehicle roof. The wire should be routed through the vehicle to the SU mounting tray. The wire may be routed through a door or window seal as long as the cable is not pinched or cut.

When SCCA Pro Racing wishes to monitor a vehicle, the Technical Staff will place the Traqmate sensor unit and battery pack in the tray, connect the antenna, and turn it on. The industrial Velcro and tray will hold the unit securely in place.



The kits will be required to be in all cars running a World Challenge event. They are required to be installed before the first official on-track session. Cars that do not have the required kit installed may be penalized.

Teams and drivers must be prepared to be selected to have a Traqmate system installed while on grid. It will be the teams' responsibility to make it easy for our technical staff to access the Traqmate system mounting area and have the antenna connection close to the SU mounting tray along with enough slack that it can easily be connected to the sensor unit."

Article 2.8.5, paragraph 2, p.56: Change the bold sentence added for 2007 to read as follows; "Additionally, if the weather is such that rain tires and dry tires have been, or may be, swapped, the technical staff will take that into account when measuring the bodywork."

Article 2.8.10, p.57: Change the section to read as follows; "The plus-tolerance for engine RPM limits is 2% of total time on track. This includes on-throttle and off-throttle spikes in RPM. On-throttle spikes are limited to 1-second per occurrence."

Article 2.12.3.1, p.77: Change the section to read as follows; "One, or two, piece ferrous rotors with a maximum diameter of 380mm and minimum thickness of 30mm front, and 25mm rear."

Article 2.13.3.1, p.82: Change the section to read as follows; "One, or two, piece ferrous rotors with a maximum diameter of 328mm and minimum thickness of 25mm front, and 6mm rear."

Article 2.15.8, p.84: Add the following sentence to the end of the section; "The series may use a *Promoter's Choice* to waive the addition of weight for a guest 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 extraordinarily beneficial to the series as a whole, including the regular teams, from a fan and/or media standpoint, etc."

Appendix M.2, p.124: Add the following sentence to the end of the section; “Teams wishing to use alloy steel material for the cage construction may submit a request for approval to do so along with a copy of their welding procedure, welding qualifications, and proof of use of the equipment necessary to work properly with alloy steel. Teams wanting to have an alloy cage installed by one of the facilities already approved should contact SCCA Pro Racing.”

