

World Challenge Technical Bulletin 1



To: World Challenge Participants
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Date: February 19, 2008
Regarding: Pre-season rule changes and clarifications



Article 1.3.1.3, p5: Change fourth sentence to read as follows; "Entry fees are non-transferable from one team to another."

Article 1.5.4.2, p13: Correct section to read as follows; "Upon knowledge of pregnancy, a driver must cease racing until cleared by their personal doctor and SCCA Pro Racing to resume competition."

Article 1.5.9.1, p14: Correct section to read as follows; "A physical examination is required of each competitor applying for a Pro license, in the following manner:

- every five (5) years for those 16-39 years of age
- every three (3) years for those 40-49 years of age
- every two (2) years for those 50-59 years of age
- every year for those 60 years of age and older"

Article 1.7.19.1, p20: Add the following note to the end of the section; "Note: Due to time constraints, the procedure described above may not apply during time certain events."

Article 2.6.4.2, p41: Change the fifth paragraph to read as follows; "Parking spaces may be assigned according to requests of the track management. For each event, a limited number of preferred parking spaces with maximum exposure, etc. will be reserved for purchase by teams that have special sponsor, charity, or promotional needs for an event. Teams wishing to purchase a preferred spot for their special event should contact the parking staff at least two weeks before parking starts so that the team may select the spot they would like out of the available spots assigned to the World Challenge series. If no preferred spots are purchased, the parking order will revert to the normal procedures listed above."

Note: This change was recommended by several teams as a way to give teams not normally in the top-10 in points a way to get better exposure for their special events.

Article 2.7.8.5, p58: Change first and second sentence to read as follows; "For 2008, the preferred data acquisition systems are Motec, Stack and EFI. The preferred engine management systems that will exempt a naturally aspirated car in the top-10 in driver's points from using a monitoring box are Motec, Pectel and EFI."

Article 2.9.3.16.1, p69: Change second sentence to read as follows; "A mechanical, or electrical, water pump may be used."

Note: This rule is being changed because additional research has shown that the reduction in parasitic loss by using an electric water pump is negated by the increase in parasitic loss from having to use an alternator with larger amperage output. Additionally, using an electric water pump allows the coolant to keep circulating once the engine is shut-off so that the engine cools off quicker, and hot spots do not form.

Article 2.9.3.20, p70: Correct last sentence to read as follows; "Forced induction cars may not have a minimum compression ratio less than 0.2 points below the maximum compression ratio, or 0.2 points above the maximum compression ratio, listed on the VTS sheet."

Article 2.9.11.1, p77: Change section to read as follows; "All cars competing in a World Challenge event shall have a digital in-car video camera system from Chase Cam (<http://www.chasecam.com>). Currently, they offer the PDR100 and PDR-100-RS. The PDR-100-RS offers some different connections and features, but both systems are acceptable. Additionally, each team shall provide the series officials with four memory cards (3 – 2 gigabyte memory cards, 1 – 4 gigabyte memory card) to swap between sessions. Each team will own their memory cards, but the series will maintain possession of the four memory cards during the season.

Camera Mounting – The mounting position of one camera will be mandated. Teams may purchase a second camera to go with their recording system, and the mounting position of that camera will be free. The primary camera shall be mounted underneath the upper parallel tube of the main roll hoop. This camera shall point forward and record the track ahead of the car. The camera shall also be centered so that the steering wheel of the car and the entire front windshield are recorded during each on-track session. Additional cameras may be installed in the car provided they do not interfere with the recording of the mandated video. All cameras and recording units must be rigidly mounted to the car in such a way that it will withstand a sustained 25-G deceleration.

Camera Usage - The camera must be turned on and recording for every on-track session. Every team shall submit the memory card for each of their cars to the appropriate series official(s) within 30-minutes of the end of each on-track session. The series official(s) will mark down that the card was received for each car, and give the team member a blank card for the next session. Teams may download the video from their car within the allotted 30-minute time frame, but must be sure to not erase the video from the memory card. Teams that do not turn in their memory card(s) within the 30-minute time limit, or that turn in a blank memory card will be penalized. This is to insure that no team is tampering with the video.

Note: Chase Cam is investigating the best way to have the in-car camera start recording automatically so that the teams are not at risk of forgetting to turn on the camera.

Rental Cameras – The series will have a limited number of video systems for rent if a small team that does not regularly compete in World Challenge needs to rent one. The rental of the in-car video system will operate much as the rental of the transponders do. Teams will come to the series transporter and fill out the paperwork, along with providing us with a credit card number, to rent the equipment for the duration of the event. At the end of the event, teams will return the equipment prior to leaving the track, or their credit card will be charged for the cost of the equipment."

Article 2.12.3.3, p83: Correct Wilwood 6-piston caliper part number to read as follows; "Wilwood 120-9398 (this supercedes 120-3030 & 120-3031)."

Article 2.13.2.3, p87: Change second sentence to read as follows; "Cars using a wet sump system may remove 10 lbs. from their Appendix A base weight."

Note: This rule is being changed because additional research has shown that a 3-stage dry sump system does not produce enough vacuum to significantly reduce the parasitic loss due to oil windage. The maximum seen is an approximate average reduction of 0.5-1.0 horsepower across the rpm range. However, a 3-stage dry sump system does significantly improve the life of an engine.