



# ***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:** April 7, 2007  
**RE:** TB # 4 -2007 – Changes and clarifications to the PRR and/or Appendix A

**Effective Date: Immediately**

## **PRR**

**Article 2.7.8.10, added in WCTB#1-07:** Change the second paragraph to read as follows; “The SU mounting tray is to be mounted level when the vehicle is sitting on a level surface. Note, some teams may need to make a bracket to give the mounting tray a level position. The longest side of the mounting tray needs to be mounted parallel with, and as close as possible to, the longitudinal centerline of the vehicle. 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.”

Change the third paragraph to read as follows; “The GPS antenna is to be mounted to the outside of the roof in the lateral center of the roof, and as close to the longitudinal center of the car as feasible. The antenna wire shall then be routed through the vehicle to the SU mounting tray in preparation for the installation of a sensor unit. The antenna wire may be routed through a door or window seal, as long as the cable is not pinched or cut.”

**Article 2.9.2.6, p.59:** Change the section to read as follows; “Both front windows shall be down, and preferably removed, whenever the vehicle is on track. The OE window opening shall not be blocked in any way except that a single NACA-duct may be mounted in a single-plane piece of Lexan for the purpose of directing extra air into the cockpit in order to cool the driver, etc. The total plan view of the Lexan with a NACA-duct installed shall not exceed 100 in<sup>2</sup>. Any NACA-duct used shall be of the size to use a single hose in the 2.0” – 3.0” range. The NACA-duct and hose shall not be modified in a way that would restrict air flow through the duct/hose. If used in conjunction with rain tires, 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. If during the course of an on-track session, the track begins to dry and a team installs dry tires, the window need not be removed.”

Note: The intent of this rule is to only allow a portion of the window opening to be closed off if a NACA-duct is being used. Any vertical lips at the trailing edge of the Lexan insert need to be trimmed now that full inserts are allowed for use in the rain.

**Article 2.9.2.9, p.59:** Change the third sentence to read as follows; “One NACA-duct may be may be mounted in each side window for the purpose of getting more air into the cockpit in order to cool the driver, direct air through oil coolers, etc.”

**Article 2.9.3.20, p.65:** Add the following sentences to the end of the section; “Naturally aspirated cars do not have a minimum compression ratio. The engine must simply be equal to, or less than, the maximum listed on the VTS sheet. Forced induction cars may not have a minimum compression ratio less than 0.2 points below the maximum compression ratio listed on the VTS sheet.”



**Article 2.10.7, p.73:** Add the following sentence to the end of the section; "Seat backs may be mounted to the rollcage by using an industrial adhesive to bond a metal, force distributing, plate onto the back of the seat and then attach the metal plate to a support that attaches to the rollcage."

**Article 2.12.2.4, p.77:** Change section to match current operating procedures by removing the third sentence.  
(Note: The specification adjustments for using or not using, approved alternate gearboxes are now dealt with on Appendix A and the VTS sheet.)

**Article 2.12.3.3, p.78:** Add the Alcon #CAR-9534 series of 6-piston calipers to the approved list. This is a supercession of the T/A-6 series of calipers.

**Article 2.13.2, p.82:** Add the following section to the end of the article; "2.13.2.8: Touring Cars utilizing forced induction, which must use the OE intake system parts, may use aftermarket hoses and clamps (i.e. silicon hoses, spring loaded clamps, etc.) to replace the OE rubber hoses and clamps. Any hoses used shall have the same length and I.D. as the equivalent OE part."

**Article 2.13.3.2, p.82:** Add the PFC ZR39 series of calipers to the approved list of 4-piston/4-pad calipers. This is a supercession of the ZR28 series of calipers.

**Appendix F.5, p.116:** Change the approved locations of the second cut-off switch to be; "...along A-pillar, along B-pillar, or on the windshield cowl."

**Appendix G.2, p.117:** Change the approved locations of the second cut-off switch to be; "...along A-pillar, along B-pillar, or on the windshield cowl."

**Appendix J.3, p.119:** Correct section by deleting the last sentence.  
(Note: SFI, in addition to the FIA, now certifies 2" lap belts.)

**Appendix K, p.121:** Change the second sentence to read as follows; "The net must be fastened securely to the roll cage and/or chassis. Please reference figure 19 at end of appendices."

**Appendix M.1.7.1, p.123:** Correct the first sentence to read as follows; "The roll cage shall attach to the vehicle structure within the cockpit/trunk area at eight (8) points."

**Appendix M.3.2, p.124:** Change first sentence to read as follows; "All joints of the roll cage shall be welded the full 360-degrees around the tube. This applies to both the required and any optional tubing elements."

**Appendix M.10, p.126:** Change the end of the second sentence to read as follows; "..., the ends of the additional tubes, or gussets, shall not be positioned more than 200mm (7.87") from the corners of the windshield."

### **Grand Touring**

**Dodge Viper Competition Coupe:** Change Appendix A base weight from 3200 lbs. to 3100 lbs.  
(Note: During the review of the Sebring data it has become obvious that the loss of the ABS system has negatively affected this car much more than the addition of the 305 front tires has helped it, and therefore this car is at a performance deficit.)

