



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: May 8, 2007
RE: WCTB # 5 -2007 – PRR changes/clarifications and competition adjustments

Effective Date: Immediately

PRR

Article 1.3.5.4, p.7: Replace the second sentence with the following sentences; "Driving schools that use cars still having the interiors intact, and not having a data acquisition system installed on the car, are not prohibited. Teams/Drivers may participate in track test days within the seven prior days if they do not use equivalent equipment to their race class."

Article 1.4.5.5, p.11: Change section to read as follows; "Only one-piece driving suits made of fire-resistant material and certified to SFI spec 3.2A/5, or greater, or FIA spec 8856-2000, which effectively covers the body, including neck, ankles and wrists, will be accepted. Only multi-layer driving suits will be permitted. Single-layer suits are prohibited."

Article 1.4.5.6, p.12: Change section to read as follows; "Fire-resistant underwear is required with all FIA spec 8856-2000 suits, and all suits with an SFI rating of less than 3.2A/10. Only fire-resistant underwear consisting of a long sleeve top and long pants are allowed. Fire-resistant short sleeve tops and short pants are prohibited."

Note: We have recently verified that the FIA requires long underwear to be used with all of their suits. Therefore, the only suits eligible to be used without long underwear are suits rated to SFI 3.2A/10.

Article 2.7.8.10, added in WCTB#1-07: Change second paragraph to read as follows; "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, and/or excessive heat. The SU mounting tray should be attached to the vehicle with a flathead fastener such as a Phillips flat head or Torx floorboard screw, etc. This is to insure the SU sits flush in the mounting tray when installed. The Velcro shall be installed in the center of the tray."

Note: Mr. Glenn Stephens of Track Systems has had the opportunity to inspect the systems installed in many of the cars competing in the series. He has put together a list remedies for the installation errors he has seen. It is as follows;

1. Tray must be oriented so that the open ends face to the front and rear of the vehicle.
2. Tray must be level in forward/back and side/side directions.
3. Tray must be rigidly mounted in center of vehicle in such a way that SCCA Pro Racing personnel may have access to tray through passenger door.
4. Tray must have 1" of clearance toward the rear of the vehicle and 2.25" clearance to the front of the vehicle.
5. Tray should not be mounted within 2' of a high-powered ignition system or radio transmitter.
6. Bottom of tray must not have any round screw heads or rivet heads protruding above the level of the hook and loop fastening material.



7. No other items may be attached to the tray.
8. Antenna must be mounted external to the vehicle in a horizontal plane with clear view of the sky, preferably in center of roof.
9. Antenna may be fixed to roof with magnet, through-hole and nut, 2-sided hook and loop, 2-sided tape, or racer tape along the edges.
10. Top side of antenna should not be obscured by any material.
11. Antenna wire may be bundled loosely and secured within the vehicle. Antenna wire connector should be available with 8" of play at the tray for connection of the Traqmate device.

Article 2.9.9.5, p.69: Change section to read as follows; "Water spray brake cooling systems are approved for use on street circuits in Touring Cars. GT cars may use water spray brake cooling systems on all circuits. Water mist may be sprayed into the streams of cooling airflow ducted/directed towards the brakes, or onto the components of the brake system. The amount of water carried for injection into the brake duct is limited to two (2) gallons. Water-cooled calipers are forbidden."

Article 2.12.3.5, p.78: Delete this section and renumber all subsequent sections.

Grand Touring

Dodge Viper Comp. Coupe: Change required restrictor size from 30% to 20%. Change Appendix A base weight from 3100 lbs. to 3125 lbs.

Note: The data shows that some additional fine tuning of this vehicle's specifications is still required after the loss of ABS since last season. The gearbox rules remain unchanged from the start of the season.

Porsche 996 & 997 GT-3: Change Appendix A base weight from 2850 lbs. to 2750 lbs.

Note: These cars had the highest weight for their tire sizes, and seem to fall off pace more through the race than other cars. This weight change will bring the weight of the car more inline with the size of tires it is using.

