



# ***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:** June 8, 2006  
**RE:** TB # 5 -2006 – PRR changes, clarifications, etc.

**Effective Date:** Immediately

## **PRR**

**Article 2.9.3.7, p.61:** Insert the following sentence after the end of the second-to-last sentence of the section; “Any openings in the intake manifold that are not being used in conjunction with another system (i.e. the brake booster) shall be permanently sealed with epoxy, etc. so that no additional air may be introduced after the air metering device, or throttle body/restrictor.”

**Article 2.9.3.7.1, p.61:** Change first sentence to read as follows; “If a team has an intake air system that does not consist of a single round throttle body that team shall provide a sealing device designed to work with their particular intake air system to the SCCA Pro Racing officials upon request in order that a stall test may be performed.”

**Article 2.9.3.7.2, p.61:** Change article to read as follows; “The stall test will performed as follows;

- 1) All air pressure and metering sensors in the intake system shall be disconnected, and wheel chocks will be put in place to hold car in place during the stall test.
- 2) Each car shall demonstrate the ability to idle, unassisted, at less than 2200 rpm for at least ten (10) seconds. Once the team has started the car and it is idling, all team members shall step away from the car.
- 3) Once the car has demonstrated its ability to idle, an SCCA Pro Racing official will rev up the engine and hold it between idle and 2500 rpm, and then signal for the stall test to begin.
- 4) Once the seal plate and pressure gauge are placed over the throttle body/intake opening the engine must rapidly stall. The pressure drop must be equal to ambient pressure, minus 150 mbar, as indicated on the pressure gauge. The pressure drop must be maintained for a minimum of 0.5-seconds.

Failure to meet any one of the above criteria is grounds for penalties to be issued.”

**Article 2.9.9, p.67:** Add the following section to the end of the article; “2.9.9.12: Brake line locks, electric, hydraulic, etc., may be used to aid in holding the car in place during the standing start.”

## **Grand Touring**

**Chevrolet Corvette C6 (2005-):** Increase the required restrictor percentage from 40% to 45%. Reduce the rpm limit from 7400 to 7100.

## **Touring Car**

**BMW E46 325:** Increase the maximum rear weight distribution limit from 48% to 50%.

