



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: July 13, 2007
RE: WCTB # 7 -2007 – PRR changes, clarifications, etc.

Effective Date: Immediately unless noted otherwise at end of particular items

PRR

Article 2.7.2.3, Pg 49: Change the fourth sentence to read as follows; “The approximate BHP range in this class is 250-300, with the weight and restrictor varying to match the power of the individual drivetrain configurations.”

Note: this change in wording allows cars with engines larger than the current 2.8-liter limit to come into the class under “limited preparation” rules, thereby reducing the engine development costs for some cars.

Article 2.6.9.2, Pg 41: Add the following sentences to the end of the section; “For cars that have drivers running in the previous session, but wanting to keep the car inline for the start of qualifying, a member of the crew must get the car in line on the grid prior to the group moving to pit-out. The crew member must then drive the car to pit-out and keep the car in line at pit-out to keep their spot from pre-grid. The driver will have to get in the car while it is inline for that driver to keep their grid spot in line for the start of qualifying.”

Touring Car

BMW E90 325: Change the Appendix A base weight from 2750 to 2700 lbs.

Note: this change is to allow this car to use a dry sump and yet still run at the same weight it has been this year with a wet sump. It has been shown that the wet sump oil system is incapable of adequately lubricating the engine under race conditions.

Grand Touring

Porsche 997 GT-3 (2006+): Change the Appendix A base weight from 2750 to 2800 lbs.

Dodge Viper Comp Coupe: This vehicle will be split into two VTS sheets. One will be a full preparation spec and one will be a limited preparation spec. See updated Appendix A and VTS for individual specs.

