



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: August 17, 2007
RE: WCTB # 8 -2007 – PRR changes, clarifications, etc.

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

PRR

Article 1.7.14.3, pg 17: Change the third sentence to read as follows; “A team and/or driver may be penalized if its car contacts any equipment, other cars, or personnel while in pit lane.”

Article 14.3.8, pg 9: Change the section to read as follows; “If cars are moved to the back of the grid, they will be gridded in the following order;

- 1) Cars without a qualifying time, but being permitted to start by Chief Steward, will be gridded in order of their fastest practice lap.
- 2) Then, cars moving to the back of the grid voluntarily (i.e. due to changing more than one tire, changing an engine, etc.) will be gridded in order of their fastest qualifying lap.
- 3) Then, cars being penalized after qualifying due to non-technical infractions will be gridded in order of their fastest qualifying lap.
- 4) Then, cars being penalized due to technical infractions will be gridded in order of their fastest qualifying lap.

Article 2.6.10, pgs 43-45: Add the following section to the end of the Article;

“2.6.10.8: Performing Work Prior to Start of Race

When pre-grid officially closes, all significant work, such as that requiring the car to be raised, etc., must be completed and cars should be ready to roll off of pre-grid at any time after closing of pre-grid. Any additional work of this type must be performed in pit lane, and that car will be required to start the race from pit lane. From the time that pre-grid closes, until the 3-minute signal, clearing the starting grid, is given, the only work that may be performed are those tasks pertaining to getting the driver belted in and situated, checking connections (hoses, wiring, etc.), taping air duct openings, and adjusting the suspension settings. A jumper battery may also be plugged in until the 3-minute signal is given. Under no circumstances is a car to be jacked up, or any fluids added, while on the starting grid.”

Article 2.7.3, pgs 49-50: Add the following sentence to the end of the first paragraph; “Cars models homologated by the FIA into an international GT-3 series, or by a national ASN into a national GT-3 series, will be eligible to be homologated into the World Challenge series. These cars will be required to go through the normal series homologation process and will be required to meet World Challenge safety specifications.”

Change the first sentence of the third paragraph to read as follows; “A vehicle will be in FULL ELIGIBILITY for World Challenge competition from the time it is homologated, until the end of the fourth year after the body style goes out of production throughout the world, or until the car is declassified by SCCA Pro Racing.”

Appendix E.14, pg 112: Replace the second sentence with the following sentences; “Internal volume of the main structure of the car where driver and passengers are seated, and any cargo is carried. This area is defined by the roof, floor, doors, sides, windows, deck lid, and firewall.”

