

2010 Formula Enterprises Technical Bulletin 1



To: Formula Enterprises Participants
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Regarding: PRR Changes: Points, Tire Use

A Drivers' Championship points structure has been added, and the tire rules have been modified. Details are below. Version 6 of the PRR is available online at <http://www.scca.com/contentpage.aspx?content=69>.

PRR Changes

Article 7.2: Points and Awards

Change the Article from:

SCCA Pro Racing will award Championship points and maintain points standings to determine a Driver Champion. Details will be added at a later date via technical bulletin.

To:

7.2.1: SCCA Pro Racing will award Championship points and maintain the point standings to determine a Drivers' Champion. Points will be awarded drivers based on their final positions at each event as follows:

Position:	1	2	3	4	5	6	7
Points:	125	110	102	96	92	88	84
Position:	8	9	10	11	12	13	14
Points:	80	76	72	68	64	60	56
Position:	15	16	17	18	19	20	21
Points:	53	50	47	44	41	38	36
Position:	22	23	24	25	26	27	28
Points:	34	32	30	28	26	24	23
Position:	29	30	31	32	33	34	35
Points:	22	21	20	19	18	17	16
Position:	36	37	38	39	40	41	42
Points:	15	14	13	12	11	10	9



Position:	43	44	45	46	47	48	49
Points:	8	7	6	5	4	3	2
Position:	50	51	52	53	54	55	56
Points:	1	1	1	1	1	1	1
Position:	57	58	59	60			
Points:	1	1	1	1			

7.2.2: Championship Points will be awarded to Drivers qualifying in the top five grid positions as follows:

Position	1	2	3	4	5
Points	8	6	4	2	1

7.2.3: 3 points will be awarded to any driver who leads a lap and 3 points to the driver leading the most laps. In case of a tie the driver with the highest-finishing position is awarded the point.

7.2.4: Ties in the final point standings in any of the Championships will be decided based upon the number of first place finishes in class; then, if necessary, the number of second place finishes, etc.

7.2.5: A driver must be classified as a starter to score Championship points.

Article 7.4.1: Tire Use

Change the Article from:

7.4.1: Tire Use

7.4.1.1: A competitor shall start the race on tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to (e.g. on the false grid), during, or immediately after (e.g. as the car leaves the track) a qualifying session.

7.4.1.2: For races with more than one qualifying session, a competitor shall start the race on any marked tires from any qualifying session for the race.

7.4.1.3: If a competitor chooses to start the race on any tires that were not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions.

7.4.1.4: A complete set of four (4) rain or wet track tires may be used at the competitor's discretion for any race. Rain tires may be in new or used condition and require no special marking if used as a complete set of four.

To:

7.4.1: Tire Use



7.4.1.1: Teams shall leave their tires used for qualifying, and/or the race, mounted on the car until the car has cleared the post-session technical inspections, or if the car is not required to go through a post-session technical inspection, released from pit lane by a staff member.

7.4.1.2: The TECHNICAL MANAGER will mark four (4) shaved dry tires per car prior to qualifying. The TECHNICAL MANAGER will specify one, or more, periods of time on the schedule when all teams must have their tires laid out and prepared to be marked at their paddock. The technical staff will come around to the individual team paddock areas to mark each team's tires during the specified time(s). Once a team's tires have been marked they may be put away. Teams not being prepared to have their tires marked during the specified time may be penalized.

7.4.1.3: All cars shall start the race on the same set of marked dry tires that they qualified on, or on the set of dry tires the team had marked prior to qualifying if rain tires were used in the qualifying session.

7.4.1.4: Teams may change one dry tire without penalty after qualifying.

After the start of the presentation lap, or formation lap, cars may enter pit lane and change tires. These cars will be held at pit-out and released after the start of the race and after the field clears pit-out. Tires may be changed as needed after the start of the race.

7.4.1.5: If a team changes more than one marked dry tire once the qualifying session begins, that car will lose all qualifying times and be moved to the back of the grid. If the team notifies the TECHNICAL MANAGER of this change in time to have the grid sheets corrected and reprinted the car in question may start at the back of the grid. However, if a car shows up on the pre-grid with more than one unmarked tire without informing the TECHNICAL MANAGER of the change in time to correct and reprint the grid sheets, that car shall start the race from pit lane after the field clears pit-out.

7.4.1.6: When to use rain tires is the decision of the crew chief of each team. If the crew chief decides to use rain tires in all or a part of qualifying, but not in the race, the car shall start the race on the set of four (4) dry tires that were marked prior to qualifying. If the crew chief decides to use the four (4) marked dry tires in qualifying, but not in the race, the car may start on any set of rain tires, new or used. If the crew chief decides to use rain tires in both qualifying and the race, any combination of rain tires, new or used, may be used.