official SCCA member notification
Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

NOTE: This preliminary version of the Club Racing Board Minutes is provided at this time as a service to the membership. These items may be corrected and will not be official until published on the Fastrack page of the scca.com website on or about December 20.

CLUB RACING BOARD MINUTES | January 4, 2022
The Club Racing Board met by teleconference on January 4, 2022. Participating were John LaRue, Chairman; Jim Goughary, Paula Hawthorne, Peter Keane, Sam Henry, Tony Ave and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Chris Albin, Clay Turner and Dayle Frame, BoD liaisons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing, Rick Harris, Club Racing Technical Manager and Scott Schmidt, Series Tech Chief. The following decisions were made:

Member Advisory

GTX

1. #32039 (Club Racing Board) Remove restrictions from GTX-FIA GT3
In GTX-FIA GT3, remove all restrictions with Race Memo 22-02.
Attachment pending

EP

1. #32004 (Maximilian Opalski) Dual Classify ND2 Global Cup Car in EP and T3
In EP, Mazda MX-5 Global Cup (16-19) change Spec Line with Race Memo 22-01.
SEE ATTACHED
Attachment pending

T3

1. #32038 (Club Racing Board) Dual Classify ND2 Global Cup Car in EP and T3
MA: In T3, Mazda MX-5 Global Cup (16-19) change Spec Line with Race Memo 22-01.
SEE ATTACHED
Attachment pending

No Action Required

B-Spec

1. #31370 (Matt Downing) Provide data reports given to the B-Spec committee to the members
Thank you for your letter. Please see the response to letter # 31368 in current Fastrack.

F5

1. #31920 (Keith Joslyn) Class Name Change
Thank you for your letter. Please see the response to letter # 31896 in current Fastrack.

GCR

1. #31429 (Andrew Benagh) Allocation of Additional Rain Lights Per FIA Technical List
Thank you for your letter. Please see letter # 31318 in current Fastrack.

General

1. #31918 (Jared Lendrum) Benefits Package
Thank you for your letter and on behalf of your fellow SCCA members, thank you for your volunteer service! Your letter is very much on point with respect to the amount of time and effort that is expended as an SCCA volunteer. It also is unfortunately correct, to a degree, with regard to the fact that sometimes we as volunteers make decisions that not all of the members can

champion. Despite these factors (*no one said it was easy*) we believe that almost without exception SCCA volunteers find the experience highly rewarding. With respect to your suggestions, the CRB will certainly consider your ideas and work together with Staff on other ideas to increase our volunteer service and further improve the experience.

GTX

1. #31694 (SCCA Staff) Reclass original PX cars into GTX
Thank you for your letter. Please see letter # 31948 in January 2022 Fastrack.

ITC

1. #31741 (Frank Schwartz) Reclassify Mazda 2 from ITC to ITB
Thank you for your letter. The car has been classed according to the Improved Touring Process and is listed in both ITB and ITC, although with different minimum weights.

The IT Operations Manual that describes the classification of cars can be found on the SCCA.COM website.

2. #31752 (John McFarland) Mazda 2 in ITC-Not in favor
Thank you for your letter. The car has been classed according to the Improved Touring Process, which means that the car must be heavier if run in ITC than it is in ITB.

The IT Operations Manual that describes the classification of cars can be found on the SCCA.COM website.

3. #31753 (Carl Biondo) Adding B-Spec cars to ITC
We are giving line items to makes and models of cars that are eligible in B-SPEC. However, when classified in ITC, minimum weights are calculated according to the Improved Touring Process. Thank you for your interest in the Class.

The IT Operations Manual that describes the classification of cars can be found on the SCCA.COM website.

ST General

1. #31876 (Greg Amy) 9.1.4.H Revisions
Thank you for your letter.

STU

1. #31824 (Eric Thompson) AWD TIR Change Concerns
Thank you for your letter. There are currently no changes planned for AWD.

2. #31826 (Eric Thompson) Follow up to Letter 31824 AWD TIR Change Concerns
Thank you for your letter. There are currently no changes planned for AWD.

T1

1. #30653 (Randall Smart) re: letter 29192
Thank you for your letter. This car is outside of the scope of Touring. We suggest looking at the STU rules.

T2

1. #31027 (George Biskup) Follow up to Letter 30965
Thank you for your letter. The 2021 Mustang Mach 1 is not classified in Touring 1 or Touring 2 at this point. We will consider classing it, but we need the letter writer to complete the appropriate VTS sheets and request classification.

T2-T4

1. #31036 (Dom Golia) Car Classification
Thank you for your letter. We suggest choosing the smaller engine option, without the supercharger. The car would fit nicely in T3 with some performance allowances. If you're interested in that path, please provide a letter with the proper VTS sheets so we can create a spec line.

2. #31329 (Harley Kaplan) ECU's in Touring
Thank you for your letter. Please see letter # 31067 in current Fastrack.

3. #31873 (Michael LaMaina) Adding 75lbs to the NC Miata in T4
Thank you for your letter. The performance adjustments published are the result thoughtful consideration, data collection and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.

4. #31922 (Tom Fowler) Touring Parity
Thank you for your letter. We will continue to monitor the class.

T4

1. #31357 (Derrick Ambrose) Request Motec M1 ECU Request
Thank you for your letter. Please see letter # 31067 in current Fastrack.

Not Recommended

B-Spec

1. #31355 (Robert Selck) Request to make BSAC meetings public
Thank you for your letter. The BSAC does not recommend that our meetings become public. Steps to improve transparency are being discussed at the CRB level and will be rolled out for all classes.

2. #31366 (Michael Fox) Request to sunset manufacturer kit shocks
Thank you for your letter. As a rule parts do not get "sunset" from our spec lines after they are not available. If replacement parts need to be added to spec lines to keep cars running please submit P/N and spec lines affected.

3. #31368 (Michael Fox) Request to make data publicly available
Thank you, Michael, for your letter. During the B-Spec Town Hall meeting at the 2021 Runoffs the community spoke strongly in favor of making public the data which is gathered by SCCA's Data Team. Accordingly, that data will be disclosed and discussed during the Data Seminar at this year's SCCA Convention. Sign up for the Convention can be found at https://www.scca.com/articles/2015683-registration-now-open-for-22-national-convention.

4. #31415 (Kent Carter) Obsolete Parts
Thank you, Kent, for your letter. Generally speaking, SCCA does not "sunset" parts which are designated in a spec line. If replacement parts are needed please submit the part number(s) and spec lines that would be impacted for consideration of the Advisory Committee.

5. #31812 (Charles Davis) Cold Air Intake Request for 09-13 Honda Fit
Thank you for your letter. BOP changes are being studied based on data from the 2021 Season and the runoffs. More information to follow.

6. #31828 (James Rogerson) Modify method of weighing for minimum weights
Thank you for your letter. The BSAC has discussed placement of ballast before and do not recommend changing anything at this time. We agree that it puts heavier drivers at a slight disadvantage but that would always be true even if we mandated placement and amount of ballast or weigh cars w/o driver.

7. #31829 (James Rogerson) HP to Weight
Thank you for your letter. There are very limited new vehicles that are B-Spec eligible and even fewer coming in the future.

8. #31840 (Steven Kaster) Restrictor Change Request for Ford Fiesta
Thank you for your letter. BOP changes are being studied based on data from the 2021 Season and the runoffs. More information to follow.

9. #31919 (Andy Doyle) Ford Fiesta Restrictor Change Request
Thank you for your letter. BOP changes are being studied based on data from the 2021 Season and the runoffs. More information to follow.

10. #31921 (Andy Doyle) Place Mini Models in T4
Thank you for your letter. BOP changes are being studied based on data from the 2021 Season and the runoffs. More information to follow.

F5
1. #31744 (Steve Jondal) F5 Weight Adjustment Request
Thank you for your letter. These changes are not recommended. The Club Racing Board will continue to monitor class performance and will make adjustments if warranted by the data.

2. #31880 (Rick Eskola) Weight Reduction Request
Thank you for your letter. These changes are not recommended. The Club Racing Board will continue to monitor class performance and will make adjustments if warranted by the data.

3. #31895 (Darrel Greening) Weight Reduction for all Rotax Powered F500 Cars
Thank you for your letter. These changes are not recommended. The Club Racing Board will continue to monitor class performance and will make adjustments if warranted by the data.

4. #31997 (Jeff Jorgenson) 2022 Rule Change Request
Thank you for your letter. These changes are not recommended. The Club Racing Board will continue to monitor class performance and will make adjustments if warranted by the data.

FA
1. #31870 (Keith Roberts) Tatuus USF-17 should be classed in FX (USF2000)
Thank you for your letter. The Club Racing Board does not recommend this change. The Tatuus USF-17 is outside the FX performance envelope.

FC

1. #31909 (Charles Yesnick) FC Quartermaster Flywheel
Thank you for your letter. The Club Racing Board does not recommend this change. The flywheel rule has been in place for many years, and no problems with supply or cost currently exist.

P2

1. #31861 (JOHN MACINTYRE) GCR Prototype 2 - Restrictions Section #A
Thank you for your letter. The Club Racing Board does not recommend these changes. P2 is intended to be a relatively low-cost sports racing class that avoids the use of expensive technology, while P1 is considered to be the premier sports racing class that promotes advanced technology in design and innovation. One of the purposes of the differing class philosophies is to maintain a performance gap sufficient to justify having two classes. Carbon fiber chassis springs and composite polymer shock absorbers are outside the P2 class philosophy.

GCR

1. #31725 (Don Walsh) Request change in fuel testing
Thank you for your letter. Current rule is appropriate as written. There are other two-stroke fuel additives on the market that do not impact the fuel dielectric reading as significantly as the product you are using does.

2. #31926 (John Masse) Competition License Application
Thank you for your letter. This proposal would require registrars to have access to state DMV information for each driver to determine potential suspension status. Additionally, some minor Full Competition Licensed drivers are too young to have state DMV licenses.

3. #31927 (John Masse) Competition License Application and Renewal
Thank you for your letter. Please see letter # 31926 in current Fastrack.

GT3

1. #31707 (Greg Amy) K24 Alternate Weight Allowance
Thank you for your letter. This request is not within the GT3 philosophy.

2. #31805 (Daniel Snow) Fiat Spider 2000 turbo engine
Thank you for your letter. This engine is not recommended at this time.

3. #31806 (Daniel Snow) Fiat weight reduction
Thank you for your letter. This weight reduction is not felt to be justified.

4. #31820 (Daniel Snow) Fiat X/19 1.5 Weight
Thank you for your letter. This weight request is not believed to be appropriate.

5. #31821 (Daniel Snow) Fiat 124 Spider Engines
Thank you for your letter. Engines under 2.0L are no longer being classified into GT3.

GTL

1. #31421 (Peter Zekert) Request help for small (ex-GT5) engines in GTLite
Thank you for your letter. This request is not recommended. Upon reviewing RUNOFF'S collected data, not all small bore GTLite cars are at the disadvantage that you refer to.

2. #31546 (Rusty Bell) SIR Update for Toyota 2TC & 3TC Engines
Thank you for your letter. The engines listed in your request are classified correctly within their parameters of displacement and number of valves within the GTLite class.

3. #31878 (Peter Zekert) Simplifying Wheelbase Requests in GTL
Thank you for your letter. Not Recommended as the CRB will review any request for wheel base change when requested.

GTX
1. #31643 (Chris Taylor) Allow SRO TC cars as-is
Chris, thank you for your letter. The CRB believes that such change is unnecessary at this time. The classes will continue to be monitored.

IT General
1. #31765 (Anthony Biondo) Request to Reconsider Classing Mazda 2 in ITC #2
Thank you for your letter. The car has been classed according to the Improved Touring Process.
The IT Operations Manual that describes the classification of cars can be found on the SCCA.COM website.

ITB
1. #31510 (Andrew Benagh) Request hub modification on the VW Rabbit Spec Lines
Thank you for your letter. The Improved Touring philosophy doesn't provide for parts allowances on an individual vehicle basis. The parts for this specific vehicle are still available.

ITC
1. #31764 (Anthony Biondo) Request to Reconsider Classing Mazda 2 in ITC
Thank you for your letter. The car has been classed according to the Improved Touring Process.
The IT Operations Manual that describes the classification of cars can be found on the SCCA.COM website.

HP
1. #31925 (Mike Ogren) Toyota 1.6 Twin Carb Spec Line Change
Thank you for your letter. This change is not recommended. Building to the currently specified compression ratio is the responsibility of the engine builder, and it is believed that the car will be competitive as classified, once that is accomplished.

2. #31936 (Jose Fabian) Request to reclassify Suzuki Swift GTI 1.3 Twin Cam
Thank you for your letter. Moving this Level 1 FP classification down to HP is not recommended. Creating a new Level 2 HP classification for this vehicle could be considered, if requested.

SM
1. #29563 (Gordon Kuhnley) Miata Hubs or Similar Solve a lot of Issues, Let's Make Them Legal
Thank you for your letter. SMAC does not recommend this change. There are extremely limited options in the market for steel aftermarket roller bearing style hubs and come with a cost of over $1200.00. SMAC does not feel opening up an expensive part like that is good for the average racer as they may feel they need to move to a more expensive option just to be competitive. Mazda has re-released their competition hub with extensive testing and updates to address past concerns which should give the community a more cost-effective solution for those who wish to use an upgraded front hub.

2. #30633 (Nick Leverone) Minimum Weight
Thank you for your letter. A comprehensive BOP evaluation is currently taking place that will take into account vehicle weights. We will not be recommending making any weight changes to the class until the BOP evaluation has been completed.

3. #30868 (Jason Crouse) Request restrictor plate sizing or weight adjustment
Thank you for your letter. A comprehensive BOP evaluation is currently taking place that will take into account vehicle weights and plates. We will not be recommending making any weight changes or plate changes until the BOP evaluation has been completed. Upon completion of the BOP evaluation SMAC will be revisiting if a weight or plate change to any model year SM would be beneficial for the class.

4. #30978 (Jason Crouse) Request for NB1 and NB2 Parity Adjustment
Thank you for your letter. A comprehensive BOP evaluation is currently taking place that will take into account vehicle weights and plates. We will not be recommending making any weight changes or plate changes until the BOP evaluation has been completed. Upon completion of the BOP evaluation SMAC will be revisiting if a weight or plate change to any model year SM would be beneficial for the class.

5. #31517 (Nick Leverone) Minimum Weight
Thank you for your letter. A comprehensive BOP evaluation is currently taking place that will take into account vehicle weights and plates. We will not be recommending making any weight changes or plate changes until the BOP evaluation has been completed. Upon completion of the BOP evaluation SMAC will be revisiting if a weight or plate change to any model year SM would be beneficial for the class.

6. #31518 (Nick Leverone) Restrictor Plate for 99-00
Thank you for your letter. A comprehensive BOP evaluation is currently taking place that will take into account vehicle weights and plates. We will not be recommending making any weight changes or plate changes until the BOP evaluation has been completed. Upon completion of the BOP evaluation SMAC will be revisiting if a weight or plate change to any model year SM would be beneficial for the class.

STL
1. #31758 (Denny Stripling) FRS/BRZ/86 Competitive Disadvantage in STL
Thank you for your letter. Your request is not consistent with class rules, however, the committee believes there are other changes that could be made to make the car more competitive that are within class rules.

2. #31792 (Louis Boustani) Alternate Dash in STL
Thank you for your letter. Not recommended at this time.

STU
1. #31644 (Chris Taylor) Remove Restrictor from TCA Cars
Thank you for your letter. Not consistent with class philosophy.

2. #31647 (Eric Heinrich) Request to Remove BMW S54B32 OEM from STU Table B
Thank you for your letter. At this time it is not recommended.

3. #31872 (Jeronimo Esteve) ABS Clarification Request
Thank you for your letter. Power assisted brake systems and ABS systems are not the same. Currently there are no provisions for changing systems, even within same manufacturer.

T1

1. #30432 (Tim Myers) Request to Classify Ferrari 458 Challenge Car in T-1
Thank you for your letter. We don't wish to class this car in T1.

2. #30445 (Andrew Aquilante) 911 997 GT3 Classed in T1 -FP
Thank you for your letter. This car hasn't proven to be an over dog in T1. We will continue to monitor the class

3. #30618 (Thomas DeWitt) Fender Flares
Thank you for your letter. A weight penalty for fender flares is not recommended at this time

T2

1. #31661 (Andrew Aquilante) Help Camaro SS (6th Gen) 2016+
Thank you for your letter. This change is not recommended at this time

2. #31662 (Andrew Aquilante) Tire/Wheel size on Mustang S550 (2015 +)
Thank you for your letter. This change is not recommended at this time

3. #31663 (Andrew Aquilante) Tire/Wheel size on Mustang S550 (2015 +)
Thank you for your letter. This change is not recommended at this time

T2-T4

1. #29428 (Touring Committee) Consider changes to sway bar rules for touring T2-T4
Based on responses from the WDYT, the TAC has opted not to change the sway bar rules at this time.

2. #30980 (Glen Morris) Request for T3/SPB Reclassification
Thank you for your letter. When comparing race results, it looks like the Spec Boxster is faster than T4. There are also some allowances that don't fit with our definition of T4: Flywheels, lighter batteries, accusump, adjustable shocks, no ride height limit, 8.5" wide wheels, etc. Because of this, the TAC has favored leaving it in T3 and allowing items like better tires to speed it up.

T3

1. #31886 (Patrick Womack) BMW Z4M Adjustment
Thank you for your letter. The performance adjustments published are the result thoughtful consideration, data collection and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.

2. #31887 (Patrick Womack) BMW Z4M Wheels
Thank you for your letter. The performance adjustments published are the result thoughtful consideration, data collection and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring

out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.

3. #31888 (Patrick Womack) BMW Z4M Wheels
Thank you for your letter. The performance adjustments published are the result thoughtful consideration, data collection and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.

T4
1. #31892 (Richard Mooney) Mx5 Suspension Weight Penalty
Thank you for your letter. We have made changes recently and will continue to monitor the class.

Recommended Items
The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.

B-Spec
1. #31351 (Frank Schwartz) Request spring attachment
In GCR, Section 9.1.10.E.36., change as follows:
"Suspension: competitors may use the OEM suspension, any part of the manufacturer upgraded suspension kit or any B14 Bilstein shock or strut with no modifications except as required for mounting. Any part required to adapt the B14's to the car must be submitted for approval by the CRB and added to the individual spec line. Any spring up to a maximum spring rate of 500 pounds may be used. *Spring are allowed to be strapped or zip tied to the body. The purpose of the strap should be to keep the spring in place when the axle goes into rebound. The strap can serve no other function*. ~~Competitors must use the OEM bump stops or the bump stops provided in the manufactures kit.~~ Adjustable sway bar end links may be used on all cars. Front sway bars may be disconnected and removed."

IT General
1. #31162 (Kirk Knestis) Request to Mandate 200TW Tires for Improved Touring
Effective 07/01/2022 In GCR section 9.1.3.D.8.a.7, change as follows:
"~~Original equipment wheels supplied by the manufacturer for the year(s), make, model andtrim level(s) of the car as listed on the spec line may be used regardless of size unless notedotherwise on the vehicle's spec line. Note that this allowance does NOT permit the use oftires of a greater section width or aftermarket wheels of the stock size when larger than listedin D.7.1.a.6.~~ *Tires may not have a UTQG rating of less than 200.*"

Taken Care Of
B-Spec
1. #31626 (Jonathan Wickert) Request to omit Bump Stops
Thank you for your letter. Please see letter # 31351 in current Fastrack.

2. #31827 (James Rogerson) Spring Retainers
Thank you for your letter. Please see letter # 31351 in current Fastrack.

EV General
1. #31774 (Clifford Rassweiler) Proposed Rules for a Prototype Electric class
Thank you for your letter and support of the class. We appreciate your support and assistance.

GCR
1. #31695 (Kevin Coulter) Support for Letter 30990
Thank you for your letter. Please see letter # 30990 in current Fastrack.

2. #31908 (Jonathan Spiegel) Tire Warmers
Thank you for your letter. Please see letter #30855 in January 2022 Fastrack.

3. #31930 (Steven Pounds) Comment on Recommended Item #31697
Thank you for your letter. Please see letter # 31928 in current Fastrack.

HP
1. #31910 (Steve Sargis) HP Adjustments
Thank you for your letter. The concerns you bring up are absolutely warranted, but in relation to two new HP classifications that were incorrectly initially published with the wrong carburation specs in the January Preliminary Fastrack (Letter #31665 & #31802). This error was corrected before the final version of the January Fastrack was posted, so the issue has been taken care of, and no further action is needed at this time.

2. #31912 (Christopher Crisenbery) 1500 Carburetors
Thank you for your letter. Please see response to letter #31910 in current Fastrack.

Prod General
1. #31830 (Ian Green) Request for Clarification to Allow Factory Idle Air Control
Thank you for your letter. Please see response to letter #31800.

T1
1. #30450 (David Mead) OEM Engine Designation is Ambiguous
Thank you for your letter. Recent changes were made. Reference letter #31697 in January 2022 Fastrack, in Appendix F where "OE", "OEM", "Aftermarket" and "Performance alternative" were defined. Touring rules will be updated to correct the use of these words soon.

T2-T4
1. #30654 (Rob Hines) #29428 (Touring Committee) Consider Changes to Sway Bar Rules
Thank you for your letter. Please see letter # 29428 in current Fastrack.

2. #30668 (Colin Koehler) Feedback to May Fastrack item: 29428 (T2-T4 Swaybars) Opposes
Thank you for your letter. Please see letter # 29428 in current Fastrack.

3. #31485 (Andrew Aquilante) Response to letter #29428 - Swaybar Input
Thank you for your letter. Please see letter # 29428 in current Fastrack.**T3**

1. #31965 (Jim Weidenbaum) Honda S2000 2-piece Rotor Option
Thank you for your letter. Please see recent rules change- letter #31564, in January 2022 Fastrack. "In T3 only - 2-piece front rotors with ferrous metal rotor disks and aluminum hats are allowed, must be within 2% of OEM diameter."

What Do You Think

F5

1. #31896 (Keith Joslyn) Class Name Change
Should the class name be changed to F600 (F6)? Please reply via the letter log system.

GCR

1. #32040 (Club Racing Board) Forward Facing Camera
What Do You Think: Future use of Forward Facing Cameras?
GCR section 9.3.11. CAMERA AND CAMERA MOUNTS currently requires Forward Facing Cameras in "All cars competing at Super Tour events and the SCCA Runoffs".

The CRB is considering the extension of Camera use to additional levels of SCCA Club Racing, with that in mind please respond to the following WDYT questions.

1. Require Forward Facing Cameras in the following SCCA Club Racing Events; Regionals, Conference Majors, Super Tours and Runoffs.
2. Require Forward Facing Cameras in Majors, Super Tours and Runoffs
3. Require Forward Facing Cameras in Super Tours and Runoffs

Please submit your response through the SCCA Letter Log system at CRBSCCA.com using the following field instructions:

- SEND LETTER TO: Club Racing Board
- CATEGORY: General
- TITLE: Forward Facing Camera
- RESPONSE: Provide your preferred option, either #1, #2, or #3 and indicate the areas of participation that you are involved in (Driver, Race Official, Car/Team Owner, Sponsor).

T2-T4

1. #31067 (Harley Kaplan) Request to Allow the Use of Aftermarket ECU's in Touring
The use of Performance Alternative ECUs is being considered in Touring. As time goes on, it is becoming harder and harder to overcome or modify the programming that comes in modern cars. To combat this, the TAC is considering allowing the use of aftermarket ECUs in one of 2 ways:
1-On a case-by-case basis- Problematic cars could be given an ECU allowance on the spec line. This would give us the ability to adjust parity by adjusting the spec line.
2-As a category rule with a penalty- We could allow aftermarket ECUs on all Touring cars with an appropriate penalty for choosing to use it.

RESUMES

1. #30225 (Michael Saia) Request to join Touring Advisory Committee
Thank you for your interest in joining the TAC. Your resume will be retained for possible future openings.

2. #31178 (Anthony (Coyote) Black) Production Advisory Committee Resume and Application.
Thank you for your interest in joining the PAC. Your resume will be retained for possible future openings.

3. #31204 (DANIEL SNOW) General Resume
Thank you for your interest in joining the PAC. Your resume will be retained for possible future openings.

4. #31994 (Aaron Johnson) PAC interest
Aaron Johnson has been added to the Production Advisory Committee.

2. #32034 (Club Racing Board) Frank Schwartz added to BSAC
Frank Schwartz has been added to the B-Spec Advisory Committee.