



**CANADIAN AUTOMOBILE SPORT CLUBS
ONTARIO REGION**

**Appendix N, Section F – PIRELLI Tire
Super Touring / Grand Touring**

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Appendix N, Section F – PIRELLI Tire Touring

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Red bold, italics text indicates significant changes or amendments.

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APPENDIX N, SECTION F – PIRELLI TIRE TOURING

1 DEFINITION

1.1.1 Classification

- a) The PIRELLI Tire Super Touring and Grand Touring series shall be comprised of closed wheel vehicles derived from production vehicles and approved by CASC-OR.
- b) Vehicles shall be classified in classes as follows:

PIRELLI Tire Super Touring	PIRELLI Tire Grand Touring
i. GT1	iv. GT3
ii. GTU	v. GT4
iii. GT2	vi. GT5

2 REGULATIONS AND SPECIFICATIONS

- 2.1.1 Cars shall comply with the CASC-OR GCR and Race Regulations as well as the Regulations herein.
- 2.1.2 Steering wheel locks shall be removed.

3 CLASSIFICATION CRITERIA

3.1 BRACKETS

3.1.1 Cars shall be classified as follows:

- a) Canadian Tire Motorsport Park
 - i. GT1: 1m, 22.999s or faster**
 - ii. GTU: 1m, 23.000s and slower**
 - iii. GT2: 1m, 27.000s and slower
 - iv. GT3: 1m, 31.000s and slower
 - v. GT4: 1m, 35.000s and slower
 - vi. GT5: 1m, 40.000s and slower
- b) Shannonville Motorsport Park (Pro Track)
 - i. GT1: 1m, 07.999s and faster**
 - ii. GTU: 1m, 08.000s and slower**
 - iii. GT2: 1m, 10.000s and slower
 - iv. GT3: 1m, 14.000s and slower
 - v. GT4: 1m, 16.000s and slower
 - vi. GT5: 1m, 18.000s and slower
- c) Shannonville Motorsport Park (Long Track)
 - i. GT1: 1m, 46.999s and faster**
 - ii. GTU: 1m, 47.000s and slower**
 - iii. GT2: 1m, 50.000s **and** slower
 - iv. GT3: 1m, 54.000s **and** slower
 - v. GT4: 1m, 58.000s **and** slower
 - vi. GT5: 2m, 02.000s **and** slower
- d) Calabogie Motorsports Park (Stadium Track)
 - i. GT1: 1m, 11.999s and faster**
 - ii. GTU: 1m, 12.000s and slower**
 - iii. GT2: 1m, 14.000 and slower
 - iv. GT3: 1m, 16.000 and slower
 - v. GT4: 1m, 19.000 and slower
 - vi. GT5: 1m, 21.000 and slower
- e) Calabogie Motorsports Park (Full Track)
 - i. GT1: 2m, 10.999s and faster**
 - ii. GTU: 2m, 11.000s and slower**
 - iii. GT2: 2m, 14.000s and slower
 - iv. GT3: 2m, 17.000s and slower
 - v. GT4: 2m, 22.000s and slower
 - vi. GT5: 2m, 27.000s and slower

The Race Director may re-classify a car at **their** discretion. That decision can be appealed at Race Committee.

3.2 NEW ENTRIES

- 3.2.1 Cars not previously raced in Ontario Region may register as unknown class (GT-?) but must be officially classed before their first race session. It is the responsibility of the entrant to set their class after publication of the practice/qualifying times. The updated car classification is to be given to registration using the Class Declaration form.

3.3 CLASS DECLARATION

- 3.3.1 Competitors shall be responsible for the choice of class and proper listing of class on the event entry form. Correct class designation shall be shown on the car at all times.

3.4 BREAK-OUTS

- 3.4.1 A Competitor who, during qualifying, achieves a lap time which is officially timed as less than the break-out time for the class entered, shall be listed in the results as "B/O" and shall be placed behind the slowest qualified car in the class.
- 3.4.2 A competitor who, during a race, achieves a lap time which is officially timed as less than the break-out time for the class entered, shall lose one (1) lap for each break-out.
- 3.4.3 Official lap times are considered to be any lap times recorded by electronic means and or manual system input by the official event timer. Any lap not timed will not be counted in the competition results.

4 RECLASSIFICATION

- 4.1.1 A competitor who, during any qualifying or race session, achieves a lap time which is officially timed as more than two (2) seconds less than the break-out time for the class entered OR who breaks out more than three (3) times in a single session, shall be listed in the results as "B/O" and shall be reclassified to the next faster class for the rest of the year, effective for the next session for the car/driver.
- 4.1.2 Competitors may change the class designation, provided application in writing to the Clerk of the Course is made at least one hour prior to a qualifying session or race and only if they have not been reclassified due to breakouts as outlined **in Section 4.1.1** above.
- 4.1.3 Should the reclassification change a car from Grand Touring to Super Touring, the car will not gain an additional session (should Super Touring sessions be scheduled after Grand Touring) but will join Super Touring for the following session in schedule sequence.
- 4.1.4 When class designation is changed during an event as outlined in **Sections 4.1.1** or **4.1.2** above, the competitor shall be gridded for Race 1 based on their qualifying time or gridded at the back of their new class for the subsequent races if the reclassification occurs during a race. Competitors that are reclassified shall be allowed to retain points already gained toward the overall PIRELLI Tire GT championship.
- 4.1.5 The competitor is responsible for also updating the class decals on their car before the next session they are on track. Failure to update the decals may result in a penalty.
- 4.1.6 CASC-OR will publish a class change form, which shall be used for this purpose.
- 4.1.7 Should a competitor downgrade to a slower class than the preceding season, they must obtain the approval of the Race Director before the event, or from the Clerk of the Course during an event. Should they breakout from the lower class during the year, they will automatically revert to the higher class retroactively to the start of the current year. Championship points will not be awarded in the new class for an event that have already been completed.

5 NEW TRACKS AND TRACK CONFIGURATIONS

For the first event at a track, or track configuration, for which break-out times have not been established, there shall be no break-out during qualifying. Break-out times for each class shall be established as two seconds less than the average of the best qualifying lap times achieved by the three fastest cars entered for the class, rounded down to the nearest even second. The CASC-OR Race Director may set or alter these break-out times.

The Race Director shall determine if a change to a track is considered a new track configuration. The decision is not appealable.

6 PIRELLI TIRE PRIZE FUND

6.1 GENERAL

- 6.1.1 The PIRELLI Tire Championships are for all (non-VARAC) GT Sprint classes. **All** eligible competitors (see **Appendix O – Race Ontario Series Regulations**, Section 4.1.1), **regardless of which tire brand is used**, will accumulate championship points.
- 6.1.2 To be eligible for the PIRELLI Tire Championship sponsorship funds the competitor shall register for the series using the following link: [2026 PIRELLI Tire Championship \(motorsportreg.com\)](https://motorsportreg.com). Also see Section **6.2** below.
- 6.1.3 To receive the PIRELLI Tire sponsorship funds, the Competitor must use PIRELLI Tires **during every official PIRELLI Tire series session in which they participate**.
- 6.1.4 To receive the PIRELLI Tire sponsorship funds, the Competitor must purchase their tires from the PIRELLI-appointed tire suppliers Braidan Motorsport (braidantire.com) or Touchette Motorsports (touchettemotorsport.ca), **or one of their approved resellers**. Competitors **shall submit** their proof of purchase from either of these appointed vendors **before the end of the last race weekend of the season**.
- 6.1.5 **All** Competitors **in the PIRELLI Tire Touring grids** shall display all sponsorship decals as shown in the applicable diagram in Appendix M – Car Preparation, Section 4.2, **regardless of what tires are used**.
- 6.1.6 To receive the PIRELLI Tire sponsorship funds, the Competitor must compete in a minimum of four CASC-OR race weekends at a minimum of two of the three CASC-OR circuits. If the competitor competes at all three circuits, they will receive a bonus of \$250.
- 6.1.7 A series door panel for car number will be optional in 2026. It will be mandatory in 2027. Competitors displaying the door panel will receive \$250 from the sponsorship fund.**

6.2 POINTS FUND DISTRIBUTION

6.2.1 YEAR END FUND DISTRIBUTION

To be eligible to receive a payout from the PIRELLI Tire Year End Fund, drivers must compete in a minimum of **4** events. **Only cars that compete using PIRELLI Tires during the season are eligible.**

The Year End Fund Distribution for each driver is computed from the number of accumulated points in the series.

For the points distribution, each driver will receive a pro-rated percentage of the PIRELLI Tire Year End Fund, based on their total championship points in the PIRELLI Tire Touring series. Drivers may accumulate points in different classes as long as in aggregate they compete in the minimum 3 required events when all of their classes are taken into consideration.

For the purposes of an example, assume the accumulated points for all drivers who were eligible for the PIRELLI Tire Year End Fund was 5000 points. If the available Year End Fund was \$15,000 then each point would be worth 15000 / 5000, or \$3 per point. If a PIRELLI Tire Touring class entrant had accumulated 360 points total from a minimum of 3 events, they would be entitled to receive \$1,080.