

Meeting Summary for 2026 Pre-Season Drivers' Meeting

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Quick recap

This meeting, chaired by CASC President Ted Michaelis, focused on communicating rule changes and updates for the 2026 racing season. The discussion covered significant changes including the reduction from 7 to 6 race groups per event to provide more time for incident management, the addition of a new event in June, and modifications to the GT1 and GT2 class structure with the introduction of a new GTU class. Key concerns were raised about PIRELLI tire requirements for prize fund eligibility and the optional door panels, with several drivers expressing concerns about costs and aesthetics. The meeting also addressed changes to Miata Cup regulations moving closer to SCCA Spec Miata standards, and discussions about Shannonville track breakouts, particularly for the GT2 class. Multiple technical clarifications were noted regarding tire requirements and series decals for guest drivers.

Next steps

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- Submit a letter/application to Pat for a waiver regarding the use of 2023 PIRELLI tires for prize fund eligibility.

Ann (registration)

- Update the registration system to allow reclassification for GTU/GT1 as needed and assist drivers who need help reclassifying their cars.

Richard Muise

- Note the discrepancy between the PIRELLI prize fund requirements in the regulations and on the website regarding the minimum tire purchase, and update the regulations to ensure consistency.
- Make a note to rework the door panel/number panel rule language for 2027 to clarify applicability to all cars, not just PIRELLI-funded drivers, as raised by Doug.
- Set up a public feedback form (e.g., Google Form) on the CASC website for 2027 regulation change submissions, with a clear deadline after celebration, and communicate this process to members.

Collaboration

- CASC (Ted)/Richard Muise: Revisit and reconsider the GT2 Shannonville breakout time with the relevant group (including Chris as chief instructor) and make a determination on whether to revert/adjust the breakout before the next event.
- Pat (or relevant official): Ensure a supply of required PIRELLI door panel/number panel decals is available at scrutineering for competitors.
- CASC (Ted)/organizing team: Post the meeting transcript and slides (and recording if available) for members who could not attend.

Summary

Zoom Technical Setup Challenges

The meeting began with casual conversation among participants, including updates on personal schedules and weather. CASC discussed technical difficulties with setting up co-host permissions in Zoom, which were not available due to account settings. The group decided to use screen-sharing as a workaround to present materials and manage participant access. AJ clarified that co-host functionality might not be available on the free Zoom platform, and the meeting continued with participants joining and technical adjustments being made.

2026 Racing Season Rule Changes

The meeting, chaired by Ted Michaelis, focused on communicating rule changes and the updated schedule for the 2026 racing season. Key decisions included reducing the number of race groups from seven to six at most events to allow more time for incident management and better utilize red flags, except at Calabogie where seven groups will be maintained due to the longer day format. The schedule was adjusted to include a new event in June, and the BARC Weekend was selected for an open-wheel-only event to increase participation in that category. The changes aim to balance event viability, competitor satisfaction, and financial sustainability across different racing groups.

CASC Regulatory Process Updates

Richard Muise explained the regulatory process for CASC, highlighting that while initial regulations were rewritten in 2015 by a committee he edited, the process has since evolved into an annual cycle starting in November with feedback collection. He noted that the current process is becoming difficult to manage due to increasing input volume, and announced plans to implement a new system for 2027 regulations where anyone can provide feedback through a form on the CASC website following the annual celebration event. The goal is to make the process more transparent and public, with

driver reps serving as an alternative channel for those unsure how to use the online form.

2026 Racing Regulations Updates

Richard Muise presented the 2026 racing regulations changes, including updates to helmet requirements with Snell SA 2025s becoming available October 1st, 2015 helmets expire December 31, 2026, and the prohibition of rotary molded fuel cells based on ASN Canada's regulations. Key changes to racing grids were discussed, particularly the split of GT1 into GT1 and GTU classes to address performance disparities, with GTU set at 123-126.99 seconds and GT1 at 122.99 seconds and below. The implementation of optional door panels for car numbers was debated, with concerns raised about paint damage and visibility, though CASC clarified it was an effort to provide additional value to PIRELLI as their current contract ends this year.

Pirelli Super and Grand Touring Series Tire and Panel Requirements

The meeting focused on tire requirements and door panel mandates for the racing series. CASC clarified that while two sets of Pirelli tires must be purchased, a waiver application can be submitted to Pat for existing purchases. The group discussed the classification changes between GTU and GT1 classes, with CASC confirming that GTU is now the 1.23-1.2699. Concerns were raised about the mandatory door panel requirement, with Doug questioning why it would apply to all cars when it's only mentioned for Pirelli-funded drivers in the rulebook. CASC acknowledged these concerns and indicated the requirement would be reworked for next year, reminding everyone it is optional for 2026. Jim B also raised concerns about the four-event requirement for tire prize money, suggesting it could be reconsidered as it might be too costly for some drivers.

Miata Canada Cup Racing Regulations and Series Updates

The meeting focused on updates to racing regulations and series changes. Key decisions included moving closer to SCCA Spec Miata regulations, eliminating multi-class divisions except for NA and NB cars, and adding a guest GTU class series. New additions to the schedule included BMW running at the CSER touring car races in June and the Performance Cup Canada series running at four events with guaranteed minimum entries. The meeting also addressed upcoming government compliance checks for racing radios and their frequency regulations.

GT2 Breakout Time Changes Discussion

The group discussed changes to GT2 breakout times at Shannonville, with Chris expressing concern about why only the GT2 class was modified while other classes remained unchanged. Richard Muise explained that data analysis by Bill Bryant

indicated GT2 cars at Shannonville were not performing in line with their performance at CTMP, leading to the adjustment. The discussion raised questions about the fairness and rationale behind changing breakout times for a single class and track, with concerns about creating an unfair advantage for specific cars or drivers. The conversation concluded with a debate about whether to maintain or eliminate breakout times at certain tracks like Shannonville and Calabogie due to limited data and participation.

Track Classifications and Breakout Discussions

The meeting focused on discussions about track breakouts and classifications, particularly regarding GT1 and GTU classes. Doug raised concerns about the methodology used for determining lap times, suggesting a comparison with spec series like the 1600s, while CASC acknowledged this approach had not been considered previously. The group discussed enforcement of series decals for guest drivers, with CASC confirming that while decals are required, non-point-scoring drivers would not be refused entry. The conversation ended with a discussion about the placement of GTU within the class hierarchy, with a majority supporting keeping GT1 as the top class for 2027, though this remains a temporary arrangement.