Canadian Automobile Sports Clubs – Ontario Region

2026 Race Workshop
November 21, 2026

Agenda

1)Opening remarks and introductions

2)2026 review

3)Topics for discussion

4)2027 Planning

1. Opening remarks and Introductions

- **Ted Michalos, President CASC-OR**
  - president@casc.on.ca
- **Pat Cyr, Race Director**
  - racedirector@casc.on.ca
- **Chris Lawson, Regional Chief Instructor**
  - racecoach@casc.on.ca
- **John Bordin, Acting Regional Chief Scrutineer**
  - racetech@casc.on.ca
- **Richard Muise, Regional Executive Steward**
  - exec.steward@casc.on.ca
- **Paul Subject, Formula Driver's Rep**
  - paul@subjectmotorsports.com

2. 2026 Review

Special “thank you” to all of the officials, workers, volunteers that make regional racing possible…

2. 2026 Review

“Thank you” to our 2026 sponsors:

Our Media Partners:





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Our Platinum Sponsors

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Our Gold and Silver Sponsors



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Our Bronze Sponsors

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For all of our generous sponsors that help make Regional Racing a success in 2026…

Thank You!

2. 2026 Review

I. Report from Regional Chief Instructor

II. Report from Regional Chief Scrutineer

III. Report from the Regional Executive Steward

IV. Report from the Formula Classic Task Force

V. Detailed review of results from the Race Director

2. (I) Chief Instructor's Report

Chris Lawson

Regional Chief Instructor

2. (I) Chief Instructor's Report

- The Role of the Regional Chief Coach/Instructor
- Licence Activities
- Accreditation of Racing Schools
- Observations
- Granting of single event waivers
- Race Medicals

2. (I) Chief Instructor's Report

- Licence Activities
- I work closely with Jennifer at the CASC-OR office for the granting of A Licences, interviewing and approving new B Licence holders, A Licence upgrades and licence reinstatements.
- In 2026:
  - "A" Licenses Granted – 203 licence holders
  - "B" Licence Drivers Granted – 124 licence holders
  - 336 total race Licences
  - 1050 + emails plus many phone calls/Zoom meetings
  - Arranged 50+ driver observations

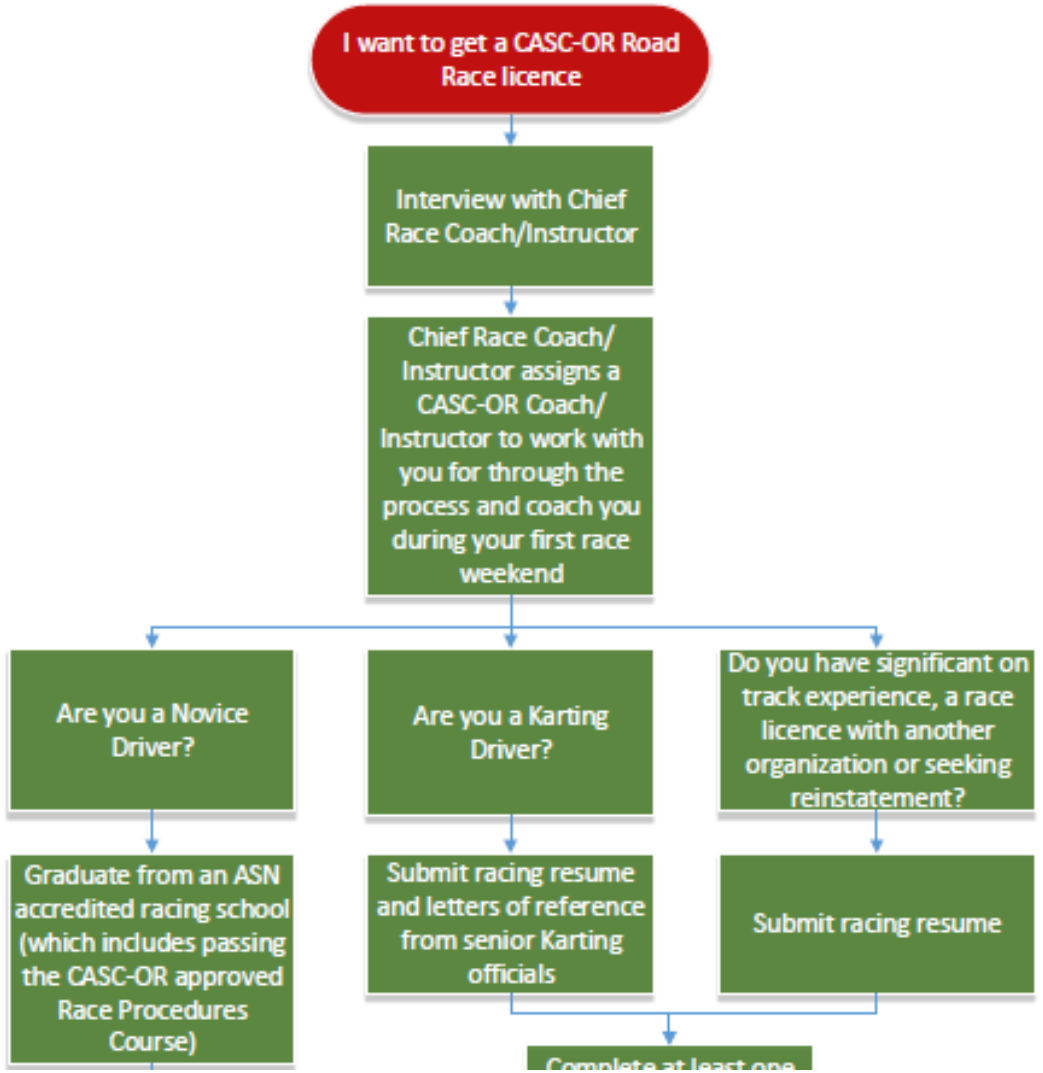
2. (I) Chief Instructor's Report

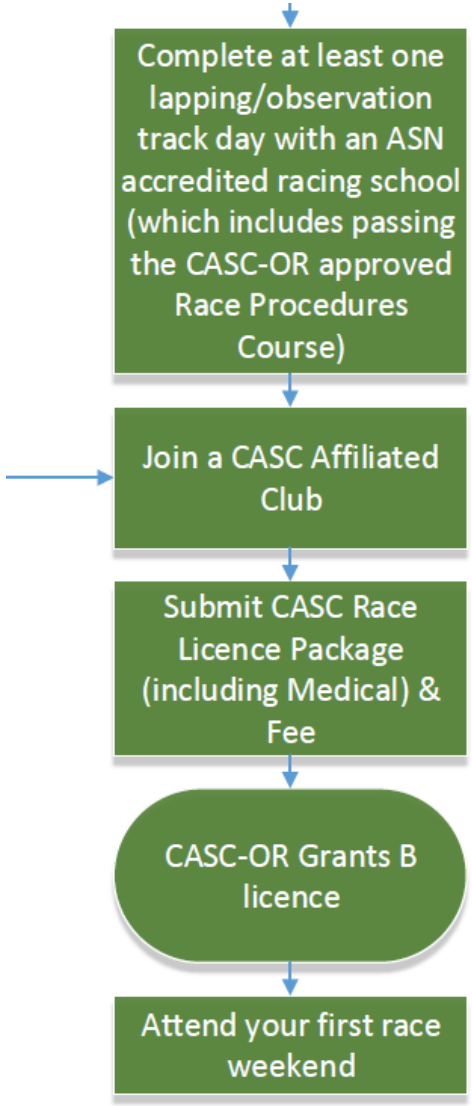
- <u>Accreditation of Race Licence Schools</u>

- I work closely with accredited CASC-OR race schools

    - Auto Eclectic Motorsports
    - Brack Driving Concepts (Shannonville)
    - BMW Trillium (CTMP)

How to get a CASC-OR Road Racing licence




Complete at least one lapping/observation track day with an ASN accredited racing school (which includes passing the CASC-OR approved Race Procedures Course)
Join a CASC Affiliated Club
Submit CASC Race Licence Package (including Medical) & Fee
CASC-OR Grants B licence
Attend your first race weekend

2. (I) Chief Instructor's Report

- <u>Granting of Single Event Waivers</u>

- I work closely with the Registrar to grant special one Event waivers to selected drivers from other racing organizations that do not have reciprocal licence status with CASC-OR or require special permission to participate in a CASC-OR Event.

2. (I) Chief Instructor's Report

- <u>Race Medicals</u>
- Working closely with CTMP Medical Doctors to facilitate medicals
- We setup a race medical clinics in Spring of each year
- Plans are to run another Medical day in 2027, March or April

2. (I) Chief Instructor’s Report

- Any questions?
- Comments?

2. (II) Chief Scrutineer's report

John Bordin

Acting Regional Chief Scrutineer

(regrets)

2. (III) Regional Executive Steward's Report

Richard Muise

Regional Executive Steward

Recruitment

- Stewards for summer and winter activities are needed. We need people who care about ensuring fairness & safety.

Driving Standards

- A common complaint in past few years are driving standards. Many drivers have expressed dissatisfaction with contact.
- CASC-OR has been using SCCA GCR Appendix P – Racing Room and Passing Guidelines.
  - Clear, amateur-racing based guidelines with diagrams.
  - Emphasis on what the lead driver can see.
- ASN Canada is discussing adapting the FIA Driving Standards Guidelines.
- Agree on what standards and make it part of education (schools) and briefing media (social media, YouTube, etc).

2027 Regulations

2027 Regulations

- SA2015 helmets are no longer accepted
- Reviewing starts, restarts and defining what is a jump start.
- No qualifying points for a Touring driver that breaks outs.
- Safety gear with two homologations will expire at the later of the two expiration dates.
- Update Gt Class names

Competitor Feedback

- Touring car door panels
- Track-bonuses (PIRELLI Tire prize funds, points, tow money, etc)?
- Minimum weights for Touring cars. SCCA GT1 and TransAm TA have minimum weights.
- Touring car: sandbagging
- Touring car: breakouts (next slide)

Break Outs

- Feedback on Breakout penalties has suggested we investigate a time penalty instead of a lap penalty.
- I.e., 5 or 10 seconds per breakout, vs deleting each lap.
- Must undo the lasting advantage of the breakout + punitive to discourage.

- Track brackets for 2027

2. (IV) Report - Formula Classic Task Force

Paul Subject

Formula Drivers' Rep

VARAC VP Formula Classic

Introduction

- Over the past several years, the Formula Classic/Formula Libre (FC/FL) grid has been declining and was not generating sufficient numbers to justify the class:
  - In 2022 the average FC/FL grid was 17.3 race cars per race weekend
  - In 2023 the average FC/FL grid was 14.6 race cars per race weekend
  - In 2024 the average FC/FL grid was 13.6 race cars per race weekend
  - In 2025 the average FC grid was 19.5 race cars per race weekend
- Recall January of 2025, Pat Cyr, CASC-OR Race Director, asked me to spearhead a task force to build the grid of FC/FL grid, this coincided with my election to the VARAC Board as VP of Formula Classic.
- The plan developed to form a task force to build the FC/FL grids.

The Steps for the FC Task Force in 2026

1. Continue the working committee of interested FC/FL drivers with the goal towards building the FC/FL grid.
2. Continue to engage with the F1200's to monitor their future growth and engage in their participation in the FC/FL grid.
3. Canvas FC/FL car owners using the VARAC and CASC-OR driver database to determine their interest in participating in the FC/FL grid.

The Steps for the FC Task Force in 2026

4. Revisit the VARAC Drivers Challenge points layout to determine if it will have any impact on improving FC grid numbers.
5. Review the number and location of FC events to optimize grid numbers.
6. Reach out to the regional race groups and clubs to determine the opportunity for cross participation on the FC grid.
7. Work closely with CASC-OR and the local clubs to develop joint and alternative strategies to build the FC grid.

Accomplishments of the FC Task Force in 2026

1. Form an FC/FL working committee: The Formula Classic Task Force had its first meeting on the 31st of March 2025 and has met every month since. Key accomplishments: reaching out to the FC/FL community to stimulate attendance, setting up a For Sale/For Rent page on the CASC-OR website, completing the VARAC Drivers Orientation Program video for all VARAC drivers which was uploaded YouTube earlier this year.
2. Engage with the F1200's: We regularly have 8 to 10 F1200's on the FC/FL grid which has helped build the FC/FL grid numbers.

Accomplishments of the FC Task Force

3. Canvas FC car owners using the VARAC and CASC-OR driver database: in 2025, we reached out to 50 drivers via email to set up phone interviews – we received some excellent feedback resulting in actions for the FC Task Force to undertake.
4. Revisit the VARAC Drivers Challenge points layout & reviewing the number and location of VARAC FC events: we worked with Ted Michalos, VARAC Race Director, to update the VARAC Drivers Challenge.

Accomplishments of the FC Task Force

5. Review the number FC/FL events to optimize grid numbers: we worked closely Pat Cyr to reduce the number of FC/FL race weekends to build the FC/FL grid numbers.
6. Reach out to the regional race groups and clubs to determine the opportunity for cross participation on the FC/FL grid. We regularly sent out emails and had in person conversations to stimulate FC/FL grid participation.

Accomplishments of the FC Task Force

7. Work closely with the CASC-OR and the local clubs:
   - In 2026, we renamed the CASC-OR Formula Libre Grid, the Formula Classic Grid and developed the Formula Classic race series as a race group within CASC-OR – we ended up with 23 entries – the series trophies will be awarded at the CASC-OR banquet.
   - Work closely with Pat Cyr and interface with local clubs to build/develop new drivers for the FC grids – we have 8 new drivers across the FC grids this season.
   - We staged the BARC-OC Open Wheel Invitational July 24th to 26th, 2026 – a great event – disappointing turnout.

Net Results From FC Task Force & Next Steps

- In 2026, the FC grid averaged 29 race cars per grid, up substantially from previous years (this number is skewed by the VGP, the Peter Jackson races, and the BARC-OC Open Wheel Invitational). Taking out those events, the average entries per event was 19 race cars.
- Our plan in 2027 is to continue the work of the FC Task Force by:
  - Continue interfacing with open wheel cars owners
  - Run the Formula Classic Series in 2027.
  - Focus on getting more new drivers into open wheel cars by continuing to promote the open wheel race cars for sale or rent and having fall/spring test days at Toronto Motorsports Park in a variety of open wheel cars for prospective drivers.
  - Promote the 2027 BARC-OC Open Wheel Invitational with Special Guests July 23rd to 25th, 2027.

2027 BARC-OC Open Wheel Invitational



2. (IV) Report – Formula Classic Task Force

Any questions?

2. 2026 Review

Pat Cyr

CASC-OR Race Director

2. 2026 Review

How did we do in 2026?

2. 2026 Review

- We held a 7 event series in 2026 with activities at:
    - Canadian Tire Motorsport Park (CTMP)
    - Shannonville Motorsports Park (SMP)
    - Calabogie Motorsport Park (CMP)

2. 2026 Review

- Plus…

- The Miata Canada Cup was a support race at the NASCAR weekend at Calabogie

2. (III) 2026 Detailed review

- Performed a detailed analysis of 2026 (25) CASC – OR entries
  - GT Sprints 117 (134) entrants – 273 (291) entries or 2.3 (2.2) per driver
  - Miata Canada Cup 36 (35) entrants – 95 (97) entries or 2.6 (2.8) per driver
  - Formula Classic 23 (29) entrants – 73 (72) entries or 3.1 (2.5) per driver
  - FPS 29 (36) entrants – 45 (43) entries or 1.6 (1.2) per driver
  - VARAC (VH, CL, FC) 132 (147) entrants – 195 (188) entries or 1.5 (1.3) per driver
  - F1600 (4 events) 29 (29) entrants – 57 (75) entries or 2.0 (2.4) per driver
  - Overall 366 (404) entrants – 646 (766) entries or 1.8 (1.9) per driver

2. (III) 2026 Detailed review

- Average entry in 2026 was 97.3 (118) cars per event

2. (III) 2026 Detailed review

- Here is what an average entry looked like in 2026 (2025):
  - GT1-2 21 (20) cars
  - GT3-5 24 (28) cars
  - Miata 19 (24) cars
  - FC 25 (18) cars
  - VHC 24 (28) cars
  - F1600 (4 events) 17 (19) cars
  - FPS 11 (8) cars

2. (III) 2026 Detailed review

- Here is what we'd like to see in 2027:
  - GT1-2 20 cars
  - GT3-5 25 cars
  - Miata 25 cars
  - FC 20 cars
  - VHC 25 cars
  - F1600 (4 events) 20 cars
  - FPS 12 cars

2. (III) 2026 Detailed review

Topics from the Race Director

- Re-numbering Touring Cars: GT 1 thru 6 in 2027
- Presence/awareness off the race track
- Miata Canada Cup new Masters Class
- Sponsors
- Building the overall race organization/volunteers

3. Topics for discussion

Any other items people would like to discuss regarding the 2026 Regional Race Series?

4. 2027 Planning

• Spring Fling (and school) at SMP	TBA
• BEMC Spring Trophy Races at CTMP	May 8 - 9
• SMP Cup at SMP	May 29 – 30
• NASCAR at CMP	TBA
• *(VARAC Vintage Grand Prix at CTMP)*	*Jun 17 – 20*
• *OSCC Jane Blinn Spring Classic at CMP (GT Sprints and Toyo)*	*Jun 26 – 27*
• BARC Open Wheel Invitational (open wheels and GT Sprints)	Jul 24 - 25
• OSCC Calabogie Summer Classic at CMP	Aug 21 - 22
• BEMC Late Summer Trophy Races at CTMP	Sep 18 - 19
• Celebration of Motorsport at CTMP	Oct 2 - 3