



**BARC-OC Open WHEEL INVITATIONAL
CANADIAN TIRE MOTORSPORT PARK
JULY 25 – 26, 2026
SUPPLEMENTARY REGULATIONS
CASC-OR Permit No. 2026-RR-07
A CASC-OR Road Racing Championship Event**



Registration Open	Technical Inspection/Scrutineering Open
Friday, July 24 – 4:00 PM – 8:00 PM	Friday, July 24 – 3:00PM – 7:00PM
Saturday, July 25 – 7:00 AM – 12:00 PM	Saturday, July 25 – 7:30 AM – 30 Min After Last Race
Sunday, July 26 – 7:30 AM – 11:00 AM	Sunday, July 26 – 8:00 AM – 30 Min After Last Race

1. This event is an Open Wheel Car Racing event organized by the British Automobile Racing Club – Ontario Centre (BARC-OC). The race car portion of this event, including Practice, Qualifying and all races, is held under CASC-OR 2026 Race Regulations (CASC-OR GCR's), as well as VARAC Rules and Regulations (VARAC Rules), the GDS/ASN Canada Regulations and Bulletins, and the FIA International Sporting Code including Appendices and these Supplementary Regulations.

This event includes a number of vintage grids including F1200, Formula Ford, Monoposto Formula Classic, Monoposto Formula 70/ VARAC Formula 90 – these groups will run under the CASC-OR GCR's and the VARAC Rules. The event includes two non-vintage racing grids, Toyo F1600 and Formula Libre. These two groups run under CASC-OR GCR's – VARAC rules do not apply.

2. **DRIVER QUALIFICATION (for competition):**

All Canadian drivers must hold a current GDS-ASN, GDS-ASN regional affiliate license (i.e., CASC-OR, FSAQ, etc.), or a VARAC issued VMC license.

Non-Canadian drivers running on the vintage grids must, at minimum, hold a current VMC license or be members of a recognized Vintage Race Club outside Canada and hold a recognized competition license. Non-Canadian drivers in the non-vintage grids must, at minimum, hold a recognized competition license. Other licenses may be accepted at the BARC-OC Race Director's discretion for this event. Contact Paul Subject at paul@subjectmotorsports.com.

All vintage drivers must be familiar with vintage racing conduct/driving expectations.

BARC-OC and/or CASC-OR reserve the right to refuse any driver who cannot show evidence of proper qualifications for driving or medical fitness.

3. **CAR PREPARATION & ELIGIBILITY:**

All competing race cars must be prepared to meet the safety, preparation and eligibility standards of CASC-OR/VARAC or the driver's club affiliation (e.g., SCCA, VRG, SVRA, VSCDA, etc.) Canadian domiciled cars must be prepared in accordance with CASC-OR/VARAC standards and rules. All vehicles will be subject to Technical Inspection/Scrutineering (Tech). Any questions



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regarding car compliance should be directed to Paul Subject at paul@subjectmotorsports.com.

Race Car Specifics:

- **Rain Lights:** All race cars must have at least one operating tail lamp to be used as a rain light in the event of rain. Without a rain light you cannot run in the rain.
- **Transponders:** All race cars must have functioning transponders. Competitors are asked to check function. If unsure, bring to Tech.
- **Lithium Batteries:** Race Cars with Lithium Batteries must display a sticker indicating such. These will be made available at Tech.

4. EVENT & TECH STICKERS:

All registered race cars must have both a Technical Inspection/Scrutineering sticker and an Event sticker on the vehicle, in the same general area and visible to race officials.

5. DRIVER SAFETY EQUIPMENT:

Driver Safety Equipment must meet the CASC-OR GCR's. **Note: SA2010 helmets are no longer accepted.**

6. TECH:

Tech will be at the CASC-OR Tech Trailer parked on the south side of the garages. The area between the CASC-OR trailer and the east end of the garages must remain clear of race car trailers and personal vehicles. Tech hours are as per the Event Schedule beginning on the Friday Test Day at 3:00 pm. All race cars need to have an approved Tech inspection with a race weekend sticker prior to being on track Saturday.

- **Note:** Tech is not required for the test day on the 24th of July. Competitors are required to 'self-tech' for these sessions.
- **Note:** There will be a lot of race cars that need to be inspected. Please be patient and set time aside. When getting in line for Tech, there will be two lines, one for complete technical inspection and an express line (please see note below), and please sign-in at the trailer.
- **Note:** When you bring your race car for inspection, and your helmet does not have a CASC inspection sticker, please bring it to Tech. Annual CASC-OR Inspections or a recent approved inspection from other Clubs/recognized racing organizations will be accepted. Drivers/entrants that have an annual or recent with their home club/recognized racing organization can go through the express scrutineering lane with their signed logbook, or other suitable proof of technical inspection, their helmet, their race car – to have the belts checked, and in the case of a lithium battery, ensure that it has the proper identification as noted in Section 3. Tech personnel will review these logbooks and issue a race weekend sticker and a helmet sticker. Drivers/entrants with tech inspection/scrutineering questions please contact the event Chief Scrutineer ahead of event at racetech@casc.on.ca.



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- **Note: if changes have been made to your race car since your last Tech, please go through complete technical inspection.**

7. PADDOCK PARKING/SITE ACCESS:

We will generally be paddocking competitors by grid/class. Please refer to the paddock map as part of your event information package for the assigned paddock area for your grid/class. Competitors are reminded that paddock space may be tight. Whenever possible please park at right angles to the flow of track or in a manner that minimizes your space usage. The exception to the right angle “rule” is for multi-car teams (three or more) that can park parallel to the flow of traffic. Park extra vehicles on the grass.

8. RACE START and RESTART PROCEDURES:

Race starts will be as per 2026 CASC-OR GCR's, specifically, 2.3, 2.4, 2.5 and 2.6 as they pertain to a waived off start. Drivers are responsible to review and be familiar with these procedures.

9. GRIDDING:

In general races will be grid based on results of the previous race. First race is based on qualifying times. **Exceptions are:** F1600 will grid per their normal practice.

10. FULL COURSE YELLOW PROCEDURE:

A Full Course Yellow will be indicated by Double Steady Yellows at all corners and from the Starters Stand. When the Full Course Yellow is ending, the Safety Car will turn off its lights on the back straight, and corners will go down to a single steady Yellow. When the Safety Car lights are on, drivers must follow the Safety Car (such as entering Pit Lane), unless directed otherwise.

- **Note:** This is a different procedure than may be used by other Race Organizers.

11. RED FLAG PROCEDURE:

In the event a RED Flag is displayed, cars are to proceed slowly and cautiously around the track to the pit lane (unless otherwise directed) and stop in the pit lane, as directed.

- **Note:** This is a different procedure than may be used by other Race Organizers.

12. PIT, MOCK GRID AND PADDOCK RULES:

The speed limit in pit lane is 60 kph. The speed limit in the mock grid and paddock areas is 10 kph.

During the start of a race, no person except the Pit Marshals will be permitted in the hot pit lane. Only people immediately connected with the race in progress will be permitted in the hot pit lane. During a pit stop, a maximum of three people, including the driver, will be permitted in the hot pit lane. Following any pit stop, the driver must obey the Pit Marshall's signals before exiting the pit lane and re-entering the course. When leaving the pits, drivers must stay to the right of the blend



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line. Drivers on track must stay to the left of the blend line. Touching or crossing the blend line at any time is an infraction and may result in a Black Flag.

Smoking is absolutely prohibited in the pits or pit areas.

All persons in the hot pit lane must be wearing shirts, long pants and closed toe shoes.

Pit/paddock support vehicles such as motorcycles, mini-bikes, ATVs, and similar vehicles, must be driven by a licensed driver in the paddock area. The organizer, at their discretion, may revoke these privileges.

13. DRIVER CONDUCT FOR VINTAGE GRIDS:

All drivers participating in the vintage grids are expected to review the [VARAC Drivers Orientation Program](#) and comply with its guidelines during competition. VARAC strictly adheres to VMC conduct 13/13 rules and enforces non-contact racing. Non-compliant drivers will be subject to review by the VARAC conduct committee. **Participants are to self-report any reportable incidents or rule infractions immediately.** A reportable incident is any on-track activity that results in 4 wheels off, a spin, contact with an object, or contact with one or more vehicles. Off-track reportable incidents involve inappropriate behavior or unsportsmanlike conduct. Note that an online reporting system for incidents will be used. Instructions will be available at Registration and will be explained at the first Driver's Meeting. If you are unclear about reporting (i.e., how, what, etc.) please see a VARAC Driver's Committee representative. **Any Incident that results in damage to one or more cars must have an incident report submitted, and the driver must report to the Driver's Committee. If in doubt, report it!** The location of the committee's trailers/paddock will be defined at the Driver's Meetings. **The VARAC Driver's Committee is led by Ivan Samila. Note:** Please report to the VARAC Driver's Committee first. If they feel the issue needs reporting to Event Stewards, they will advise.

14. DRIVER CONDUCT ALL GRIDS:

Driver conduct for non-vintage grids will conform to the CASC-OR GCR's. Any driver not obeying flag rules and/or blend line protocol will be subject to penalties from the CASC-OR Race Stewards. Any driver who is judged by race officials as "out of line", "jumping the start" will be penalized. Various Judges of Fact will monitor such infractions as well as blend line crossing, exceeding pit lane speed limit etc.

15. MANDATORY DRIVERS' MEETING:

Attendance at Drivers' Meeting is mandatory. The Drivers Meeting is scheduled for Saturday July 25 at 7:45am for all race competitors at the CTMP Podium.



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16. EVENT SCHEDULE & GROUPINGS:

CASC-OR/VARAC/CTMP reserves the right to change the official schedule with respect to the order, length and/or groupings for any on track session.

17. RACE MEDICAL:

Race medical is located in the garages. Gasoline alley MUST have one lane clear for emergency vehicle use. Parking of non-emergency vehicles in this area is not permitted.

18. FUELING:

Any time there is a transfer of fuel there must be a separate designated person standing by, holding an appropriate fire extinguisher. Refueling may only be done in an open, well-ventilated area – it may not be done under awnings or in an enclosed space where fumes may accumulate.

19. WAIVERS AND ACCESS: ELECTRONIC WAIVER

All people wishing to enter a restricted area must sign the **Speedwaiver** (please do this prior to arrival) and wear the appropriate wristband as issued by BARC-OC for the event (Restricted areas include pit lane, pit boxes, mock grid, trackside, and any other areas indicated by officials or track personnel).

20. TIMING:

All timed sessions will end when the first competitor crosses the start finish line after the completion of the prescribed time, or when the checkered flag is displayed.

21. EMERGENCY VEHICLES:

Be aware that emergency vehicles and service vehicles may be dispatched at any time from any location without a race stoppage or full course caution.

22. NOTICES AND RESULTS:

Notices and results shall be posted at Tech.

23. TROPHY PRESENTATION:

Trophies shall be awarded immediately following each Feature race. After these races, cars should be parked in the impound area and drivers and crew proceed to the CTMP Podium for the trophy presentations

24. DRONES:

The use of drones (unmanned aircraft) at CTMP is **strictly prohibited**. CTMP reserves the right to expel any person and/or their team found to be operating a drone.



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25. ALL CARS TO IMPOUND:

The display of “ALL CARS TO IMPOUND” requires all vehicles exiting the track to report to the impound area until released by race officials. Attendance is mandatory – failure to comply may result in penalties.

26. MISCELLANEOUS:

Consumption of alcoholic beverages by any participant is expressly prohibited until all competitions are concluded for the day. Parents and guardians will be responsible for the safety of their children. All dogs must be on a leash. Please be respectful of others in the paddock (i.e., do not run generators past 10:30 PM)

27. LIST OF OFFICIALS FOR THE EVENT

Clerk of the Course	Bob Page
Assistant Clerks	Bill Robb, David Bayley, Greg Clement
Judges of Fact	Doug Jones, Keith Hyland
Chief Registrar	Tom Hyland, supported by Anne McCallum
Chief Scrutineer	John Bordin
Doctor	TBD
Nurse	TBD
Emergency Services	BARC-OC TRS, Phil Bigioni Dispatcher
Rescue	Kyle Bast
Grid Marshal Chief	TBD
Paddock Marshal	Provided by Scrutineering
Pit Lane Chief	Keith Worley
Marshals	MMS – Brian Dawe Marshal Chief
Results & Timing	CASC-OR



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Pace Car	Robby Reck
Starter	Doug Jones
Hospitality	Brandon Rashleigh
Communications	TBD
Towing	TBD
Stewards	Appointed by CASC-OR
Podium	BARC-OC
Race Director	Paul Subject
Race Organizers	Paul Subject, Bryan Rashleigh
BARC-OC President	Bryan Rashleigh

Please take the time to thank all the volunteers that make the BARC-OC Open Wheel Invitational possible!!!

Organizers

British Automobile Racing Club – Ontario Centre
P.O. Box 1282, Station K,
Toronto, ON M4P 3E5