



BULLETIN: 2026-RR-02

DATE: April 23, 2026

FROM: Pat Cyr, Race Director

TO: All License Holders and Race Officials

SUBJECT: Updates Race Regs

The following documents have been published reflecting the changes covered by this bulletin.

- 2026 CASC-OR Race Regulations v2
- 2026 Appendix N Section C – F1600 v2
- 2026 Appendix N Section F – PIRELLI Tire Super Touring / Grand Touring v2

1) Race Regulations, Appendix N, Section C – F1600

Add new Section 10.6.1:

10.6.1 Use of Ford intake and exhaust cylinder head valves P/N DORY-6507A or 2737E-6507-G (Intake) and DORY-6505-D (exhaust) are required. Alternatives listed below that are of the same material, profile, and finish, remaining essentially identical to the original Ford valves are allowed.

2) Race Regulations, Appendix N, Section C – F1600

Update Section 10.6.2:

The following specifications shall be observed:

a) Distance apart at centres:	<u>Iron head</u> 1.540in +/-0.020in	<u>Alloy head</u> 1.570in +/-0.020in
b) Max. diameter:		
i. Inlet:		1.560in
ii. Exhaust:		1.340in
c) Overall Length:		
i. Inlet:	4.367in +/-0.020in	
ii. Exhaust:	4.355in +/-0.020in	

3) Race Regulations, Appendix N, Section C – F1600

Update Section 10.6.3:

10.6.3 AE intake valve #V34524 and AE exhaust valve #V34525 are permitted, as well as Ford reproduction valves part number 13248 (intake), 13249 (exhaust) as supplied by Ivey Engines are permitted. Valves must bear part number or OEM logo.

4) Race Regulations, Appendix N, Section C – F1600

Update Section 10.6.4:

10.6.4 Reshaping of valves is specifically prohibited. Grinding or lapping valve face is allowed, provided 45-degree face angle and all profile details remain unchanged. Back cutting of valve is specifically prohibited.

5) Race Regulations, Appendix N, Section C – F1600

Update Section 10.7.1:

10.7.1 Regrinding of the camshaft lobes is permitted, providing they are ground to meet the Ford and SCCA profile. The following specifications are provided for checking purposes:

- a) **Camshaft Lobe Centers: 109° +/- 2°**
- b) Lift at top of pushrod:
 - i. Inlet: 0.231in +/- 0.002in maximum
 - ii. Exhaust: 0.232in +/- 0.002in maximum
- c) Lift at top of spring cap (zero tappet setting).
 - i. Inlet: 0.356in maximum
 - ii. Exhaust: 0.358in maximum

6) Race Regulations, Appendix N, Section C – F1600

Update Section 10.7.4:

10.7.4 Camshaft profile and lobe centres shall be checked using the official procedure **published by NVFFA and SCCA**.

7) Race Regulations, Appendix N, Section C – F1600

Update Section 10.7.5:

10.7.5 **Use of Ford camshaft P/N 701M-6250-BA or** Elgin Formula Ford Blueprint camshaft manufactured by Elgin **shall be used**.

8) Race Regulations, Appendix N, Section C – F1600

Add new Section 10.7.6:

10.7.6 **A camshaft that is a replica of the original camshaft and of the same material may be used.**

9) Race Regulations, Appendix N, Section C – F1600

Add new Section 16.5.1:

16.5.1 Honda Fit OEM standard size pistons, PN: 13010-RB1-000, or Honda Fit OEM 0.25mm oversize pistons, PN: 13020-RB7-Z00, **or Fast Forward 0.25mm oversize pistons, PN: FF800-110**, may be used.

10) Race Regulations, Appendix N, Section F – PIRELLI Touring Car

Update Section 1.1.1b:

- 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

11) Race Regulations, Appendix N, Section F – PIRELLI Touring Car

Update Section 3.1.1:

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

12) Race Regulations, Appendix N – Race Ontario Series Regulations

Update Section 1b:

- b) PIRELLI Tire Super Touring (GT1, *GTU*, GT2)

13) Race Regulations, Appendix N – Race Ontario Series Regulations

Update Section 5.1.1b:

- b) PIRELLI Tire Super Touring (GT1, *GTU*, GT2)