2026

Annual General Meeting

ATLANTIC REGION MOTOR SPORTS Inc.

November 20-22, 2026

Hosted by *Bluenose Autosport Club*
Held at the Delta Hotels by Marriott Dartmouth, Dartmouth, NS

Bluenose Autosport Club
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Twitter: *www.twitter.com/arms_racing*

NOTES:

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ATLANTIC REGION MOTOR SPORTS INC.

SCHEDULE of EVENTS

Friday, November 20th

7:30 pm – 9:30 pm	**Administration Workshop |** Brownlow Room
9:30 pm – 11:00 pm	**Social / Cash Bar |** Banook Library Room, located in Pitch and Pivot Restaurant/bar area

Saturday, November 21st

9:00 am – 11:30 am	**Solosport Workshop** | Park Centre AB Room
11:30 am – 1:00 pm	**Rally Workshop** | Park Centre AB Room
1:00 pm - 1:30 pm	**Lunch Break**
1:30 pm - 4:00 pm	**Race Workshop |** Park Centre AB Room
5:30 pm - 6:00 pm	**Banquet Check in and Cash Bar |** Park Centre Foyer
6:00 pm - 7:00 pm	**Dinner Buffet Style |** Park Centre AB Room
7:00 pm	**Awards Presentation |** Park Centre AB Room
8:30 pm - 1:00 am	**Entertainment |** Mike Reese Trio Band with special guest Sasha Brideau

Sunday November 22nd

09:00 am – 12:00 pm	**Annual General Meeting |** Brownlow Room
12:00 pm - 1:00 pm	**Calendar Meeting |** Brownlow Room

Location:

Delta Hotels by Marriott Dartmouth, 240 Brownlow Avenue, Dartmouth, NS B3B 1X6, Canada

The meetings will also be available online via Google Meet:

Meeting link: meet.google.com/knc-hniq-tzu

Or

Join by phone: (CA) +1 705-418-9601 PIN: 946652916

PREVIOUS AGMs

Year	Venue	Organizing Club
1988	Holiday Inn Sydney	Circuit Cape Breton
1989	Keddy's, Halifax	ASCC
1990	Magnetic Hill – Wandlyn, Moncton	MMSC
1991	Ramada Inn, Halifax	ASCC
1992	Holiday Inn, Dartmouth	BAC
1993	Magnetic Hill, Moncton	MMSC
1994	Best Western Glengary, Truro	ASCC
1995	Moncton CY'S Steak House	MMSC
1996	White Point Beach, Hunts Point	BAC
1997	Old Orchard Inn, Kentville	BAC
1998	Hilton, Saint John	NBSCC
1999	Wandlyn Inn, Amherst	BAC
2000	Crystal Palace, Moncton	MMSC
2001	White Point Beach, Hunts Point	BAC
2002	Hilton, Saint John	NBSCC
2003	Park Place Ramada, Halifax	ASCC
2004	Crystal Palace, Moncton	MMSC
2005	Rodd Motor Inn, Charlottetown	IKC
2006	Westin Nova Scotian, Halifax	BAC
2007	Fredericton Motor Inn, Fredericton	FMC
2008	Future Inn, Moncton	MMSC
2009	Linkletter Hotel, Summerside	CKRA
2010	Quality Inn, Fairview	ASCC
2011	Holiday Inn, Truro	BAC
2012	Crystal Palace, Moncton	MMSC
2013	Westin Nova Scotian, Halifax	BAC
2014	Holiday Inn and Suites, Moncton	MMSC
2015	The Quality Inn & Suites, Halifax	ASCC
2016	Hampton Inn & Suites, Truro	ARMS
2017	Hampton Inn & Suites, Truro	ARRCA
2018	Hampton Inn & Suites, Truro	BAC
2019	Hampton Inn & Suites, Truro	FMC
2020	Hampton Inn & Suites, Truro	ASCC
2021	Millbrook Cultural Centre, Truro, NS	ASCC
2022	Four Points Sheraton, Moncton, NB	MMSC
2023	Hampton Inn & Suites, Moncton, NB	MMSC
2024	Tower Hotel Bayer's Lake, Halifax, NS	AMKA
2025	Best Western Glengarry, Truro, NS	ASCC

Atlantic Region Motor Sports Inc.

OFFICIAL PROXY

The undersigned; being a Member in good standing of

_____ (*Club*)

and the

ATLANTIC REGION MOTOR SPORTS INC. (ARMS)

as of _____ hereby appoints

_____;

a member of good standing of _____ (*Club*)

and the ATLANTIC REGION MOTOR SPORTS INC., (ARMS) as my (our) PROXY HOLDER with full power of substitution; to attend, vote and act on my (our) behalf in respect to any and all items of business that may arise at the ATLANTIC REGION MOTOR SPORTS INC., (ARMS) Annual General Meeting and the Race, Rally Sport, SoloSport and Kart Events Discipline Workshops. The undersigned has the right to delete any portion of this PROXY they do not want to apply.

_____

Signature (member / member club)

_____

Name / Position (print)

ATLANTIC REGION MOTOR SPORTS INC.

ADMINISTRATIVE WORKSHOP

AGENDA

Friday November 20th, 2026 – 7:30 pm – 9:30 pm

1. Call To Order
2. Roll Call / Proxies
3. Quorum
4. Voting Procedure
5. Approval of the Agenda
6. Minutes of the 2025 Administrative Workshop
7. Business Arising from the 2025 Minutes
8. Club Reports
    a. VMI
    b. NBSCC
    c. MMSC
    d. FMC
    e. BAC
    f. ASCC
    g. AMKA
    h. ARRCA
    i. AMP
9. Membership Report
10. Licencing Report
11. Webmaster's Report
12. Nominating Committee Brief
13. Self-Insuring Damage
14. Pit Exit Project at AMP
15. Reporting Suspensions and Bans
16. Performance Discipline Structure Report
17. Old Business
18. New Business
    a. Future ARMS AGM
19. Adjournment

Minutes of the 2025 Administrative Workshop
Atlantic Region Motor Sports Inc.

The meeting was held on 14 November, 2025 at the Best Western Glengarry, Truro, NS and online via Google Meet.

- **Call to Order:**
  - The meeting was called to order at 7:10 pm. The meeting was chaired by President Ming

- **Roll Call:**
  - *Voting Members & Delegates:*
    - Atlantic Formula Racing Association - Absent
    - Atlantic Motorsports Karting Association – Eric Woolliscroft
    - Atlantic Sports Car Club – Christine Iverach
    - Bluenose Autosport Club – Blu Vandaalen
    - Fredericton Motorsport Club – Kailie Khoury
    - Moncton Motor Sport Club - Mike McCrea
    - New Brunswick Sporting Car Club - Stacy Chapman
    - Vinland Motorsport Inc. - Absent
  - *Non-voting Members & Delegates:*
    - Atlantic Motorsport Park - Dave Hull
    - Atlantic Region Race Control Association – Linda Neal

- **Quorum:**
  - A Quorum was declared.

- **Housekeeping:**
  - Debbie Miller spoke on behalf of the organizing club to express thanks to the sponsors for their support of the AGM.

- **Approval of the Agenda:**
  - The agenda was published in the AGM Handbook.
  - Motion to accept the agenda as presented by ASCC/MMSC. Passed.

- **Minutes of the 2024 Administrative Workshop:**
  - The minutes of the 2024 Administrative Workshop were read. A number of typo errors were noted and fixed. Motion to approve the minutes by MMSC/NBSCC. Motion passed.

- **Business Arising from the 2024 Minutes:**
  -

- **Club Reports:**
  - Written Club reports were presented in the AGM Handbook, and were discussed by each delegate.
    - AFRA – No report.
    - AMKA – Eric Wooliscroft reviewed the highlights of the written report.
    - ASCC – The written report for ASCC was presented by Christine Iverach.
    - BAC – The written report for BAC was presented by Blu Vandaalen.
    - FMC – Kalie reviewed the written report and provided several highlights.
    - MMSC – Mike McCrea presented a written report.
    - NBSCC – Stacy Chapman reported a successful year for NBSCC, and noted

that it is the 60th year for the Club.
    - VMI – A written report for VMI was available in the AGM booklet. No verbal report was presented.
    - AMP – Mike McCrea presented the written report. Also noted that the AMP Board is considering several construction projects for 2026, and may close around the third week of September to facilitate the work.
    - ARRCA – Linda Neal reviewed the written report.

- **Membership Report:**
    - A written report was included in the AGM Booklet.
    - Total membership of ARMS Clubs was reported as a total of 469 for 2025.
    - Brent noted that many clubs are using the shared spreadsheet for the purpose of communicating membership information from the Clubs to ARMS. He is hoping to have better coordination of the membership reporting for next year.

- **Licensing Report:**
    - A written report was included in the AGM Booklet.
    - A total of 121 licenses were reported, including Lapping (36), Time Attack (43), Race (39), one-day Race (2 for JCM), and Kart (1).

- **Stewarding Report:**
    - Daphne presented her written report which was included in the AGM Booklet.

- **Chief Instructors Report:**
    - None presented.

- **Scrutineering Report:**
    - James Whitman presented his written report.

- **Webmaster Report:**
    - Ming reviewed his written report presented in the AGM Booklet.
    - Website security is becoming more of an issue, as in two-factor authentication. Need to develop a policy.
    - Noted that use of the forum has declined, and very few use it. Question about whether there is a better online platform to use besides the existing ARMS website and forum. Ming noted that WhatsApp is used by some race groups outside of ARMS; it was used for the SPC weekend as a way to announce activities on the day of the event. Comment that the current method of posting on the website is helpful, but the posts are difficult to search. Noted that there are issues with every app used, but a permanent post on the website is worthwhile, especially for issuing notices, supplementary regulations, etc. Suggestion that formatting the posts into pages related to specific disciplines or events would be helpful. Also comment that the calendar page is useful, but there could be links added to further information about the event as long as the information is provided to the Webmaster.
    - Leigh Pettipas requested that the link to the Prostock rules on the website be removed, and the documents moved to an archive. Nate agreed to make that happen.

- **Nominating Committee Report:**
    - The nominating committee was introduced as Dwight Spencer, Brian Partridge, and Dave Hull (chair).
    - Positions open for election are President and Secretary. The election is to be held during the Annual Meeting on Sunday.

- The committee reported that the incumbent for secretary has not offered to stand for re-election, and Ming indicated he is willing to stand for re-election as President. The Committee noted that they have a person interested in being nominated for the position of Secretary. Seeking to identify additional candidates for both positions.
- Noted that directors for Autoslalom, Rally, and Race will be peer-elected at the appropriate discipline workshops on Saturday and confirmed at the AGM.

- **Old Business:**
  - None identified.

- **New Business:**
  - *Proposal to create a new entity to act as Race Organizer for ARMS sanctioned races:*
    - Reviewed a document titled "ARMS and the Role of Organizer" which presented a summary of ideas for the discussion of the role that ARMS as an organization should have in organizing and operating Road Racing, Time Attack, and Lapping events in the Atlantic Region.
    - Ming explained that the document is only a discussion paper intended to address the idea that ARMS should not be directly involved in organizing and financing race events while at the same time trying to be the sanctioning and regulating body. It is not a new idea, but this is perhaps a way to separate the two functions within ARMS. Ming also explained that the plan is to present the topic at this meeting and continue discussion at a later date in 2026.
    - After discussion, it was agreed to discuss in more detail at the next President's Meeting and to have future meetings and input from membership with the goal possibly having a formal proposal by the 2026 AGM.

  - *Organizing Club for the 2026 ARMS AGM:*
    - Blu Vandaalen confirmed that BAC will host the 2026 AGM. More details to follow.

  - *Lack of Respect and Code of Conduct Issues:*
    - Joel Nelson noted that there seems to be increasingly frequent incidents where lack of respect and bad attitude shown by participants in ARMS events have occurred. He noted that this is harmful to ARMS because it makes it difficult for new people to feel accepted and welcome. He recommended that more attention be paid to the ARMS Code of Conduct and that offenders should be called out and disciplined rather than letting it pass. He noted that there have been instances of verbal abuse as well as written abuse which should not be tolerated, and offenders should be held accountable under the Code of Conduct. Also comments made that some individuals are known to have refused to participate in elected positions because of this issue, and the problem may reach the point of affecting the operation of events if not addressed.
    - Mal noted that the CARS has an active disciplinary committee which has taken action on a number of this type of incident and has issued disciplinary judgements.
    - Noted that ARMS does not have a standing disciplinary committee, or a standard process defined.
    - General consensus that more attention needs to be given to the conduct of

members.

- *Minutes for AGM Meetings:*
  - Brent noted that many issues are discussed and agreed at AGM meetings each year, and sometimes the issues raised are not followed up with or concluded when the minutes are read at the next-year's meeting. Asked that the minutes be published and distributed promptly after this year's AGM.
  - Graham reported that the minutes from the last AGM were distributed prior to the President's meeting in January, 2025. Also, the workshop minutes were put out by the respective discipline directors early in the new year, some of which were posted on the web site.
  - Mal suggested that the minutes of the meetings of this AGM should be issued within two weeks of the next President's meeting. Motion by BAC/MMSC. Motion passed.

- *Performance Solosport Licences Categories:*
  - Alex reported that he wants to revamp the Performance Solosport licensing for 2026, especially to set up a way to classify licence holders by experience level. Suggest including levels such as novice, intermediate, and experienced. To be discussed at the solosport workshop tomorrow.
  - Proposal for a Cleanup Fund: Ming noted the significant cost incurred by ASCC from an oil spill incident at AMP on the May 19 event. A proposal for establishing a clean-up fund to be administered by ARMS. The suggested initial value is $2,500, with the potential to add to it in the future. To be discussed further in 2026.

- *Funds for AMP Improvements:*
  - Ming noted the need for improvements at AMP, and the possibility of ARMS contributing to specific projects of interest to road racers. One such project is the improvements to the barriers at Turn 9. May require fund raising activities or from fees. Something to discuss at a later date.

- **Adjournment:**
  - Motion to adjourn made by MMSC/AMKA. Motion passed. The meeting was adjourned at 9:15 pm. Minutes recorded by Graham McCrea, Secretary.

Appendix A – List of Attendees

Ming Wong	Mal Swann	Joel Nelson
Debbie Miller	Jeff Martin	Leigh Pettipas
Brian Partridge	James Whitman	Tim O'Connor
Graham McCrea	Daphne Sleigh	Blu Vandaalen
Dave Hull	Brent O'Connor	Mal Swann
Eric Woolliscroft	Alan Gray	Christine Iverach
Linda Neal	Stacy Chapman	John Crabtree
Mike McCrea	Shawn Gayton	Ian Pearce
Alex Brunt (online)	Kailie Khoury	Shawn Luciano
Nate Perron	Aidan Khoury	

Atlantic Motorsports Karting Association Report

{Written report not available at time of printing.}

Atlantic Sports Car Club Report

Another great year for weather and attendance at the 11 events ASCC hosted this year. The May High Performance Driving School was well organized with a full number of entries. All of our slaloms were well attended, at one point getting 62 for a small church parking lot, Amen! We have also had an increase in the number of rallies, only cancelling one event which may have had more to do with too many events too close together. We also had a record number of club members this year, reaching 238!

A big thank you goes to our club executive for once again making sure all of these events run safely and efficiently: VP Christine Iverach, Treasurer Alan Gray, Secretary Scott Montgomery, Solo Director Scott Harrod, Race Joel Nelson, HP Solo Shawn Luciano, Rally Ian Pearce and director at large Chris Ward.

Our club AGM is December 8 and my hope is that most of the names on this list will return next year.

One name that we have recently lost is Dave Fram. Dave was a founding member of ASCC and had been active in the racing scene for many years. RIP Dave...

Best wishes to you all for 2027!

Debbie Miller
President ASCC

Bluenose Autosport Club Report

Executive Structure
Barbara Coleman was re-elected as President and Meg Grandmaison was re-elected as Secretary at the 2025 AGM, so the executive remained the same for this year. At the 2026 AGM planned for later this November, Vice President and Treasurer positions will be up for re-election. A nomination committee has been named.

Membership/Communications
As of October 27, 2026, BAC had 45 annual members, which includes four Honorary Members for 2026. BAC is continuing to strive to expand and improve communications by utilizing social media presence and website, the Communications Director position, information sharing with sister clubs, and recruitment of content creators. Specifically, we are enhancing our processes for content sharing within the club and with our photography and videography partners.

Performance Rally
BAC held three successful Performance Rallies in 2026, which included a new route location and an increase in competitor and volunteer numbers.

Black Rocks Rally was held in May in the Ingramport area and covered new trails. We had six competitors.

Trout Lake Rally returned in 2026 as an ECRC event in the Aylesford area and was a great success. Trout Lake included a long stage (over 30 km) that the eight competitors enjoyed. BAC partnered with the very helpful and effective St. Paul and St. George Community Centre for Headquarters and we will be building on that relationship in the future.

BAC finished off the Performance Rally season with the Ledwidge Loop Rally in Tennycape. While the Ledwidge Lookoff Rally is normally run in the spring, scheduling conflicts required us to reschedule it to the fall so it was renamed as the “Loop” for 2026. This was another successful rally with eight competitors.

Across all of our events we recruited many new volunteers in various positions and provided new training opportunities for them, including a classroom session with optional virtual attendance that was recorded and shared with volunteers. BAC also offered a Recce School on the Saturday before each event that volunteers could attend at a discounted rate, that included the opportunity to run the Recce for the event so they could see the course first hand.

Finally, at the Ledwidge Loop Rally BAC initiated a project to put together a training video for volunteers, showing each of the positions and duties they could expect to face. Co-driver Mike Reese volunteered his time and expertise to capture the videos and will be editing and preparing the footage for publishing before the start of next season.

Navigational Rally
The traditional Bluenose Rally took place in May, starting from Windsor and had seven teams compete. Partnering with the newly formed Road Rally Development Group we have been able to share events and improve communications across all the ARMS clubs who are involved in Navigational Rally.

RallyCross
BAC’s RallyCross season got off to a great start but some soggy weather resulted in a few cancelled events. The four events that we were able to run were thoroughly enjoyed by all competitors and we introduced six novice drivers to the sport this year.

Conclusion
After the challenges of dry conditions in 2025 that resulted in cancellations, BAC was pleased to successfully execute all three planned Performance Rallies in 2026 and is happy to report continued growth in both competitor and volunteer numbers.

Barbara Coleman
BAC President

Fredericton Motorsport Club Report

This year saw FMC host 7 events (including 1 canceled). We have yet to schedule our AGM, though the club executive did meet following our last event to discuss a few changes to the club's management and fees for 2027.

Benoit Deslauriers has indicated that he will be stepping down as President for the 2027 season, so we will be hosting elections for that position at our next AGM, likely in January. Kailie will be continuing her role as Vice-president for the 2027 season as her baby seemed very interested in racing this summer. Jamie remains as Solo Director and Treasurer.

We wrapped up the 2026 season with 23 members for the year, which is a little lower than previous year memberships. Returning members were the majority of our enrollment this year, though we did have a good number of new faces join the group as well. This season we hosted two online club meetings, gave out physical memberships, and had year end awards with a pizza party at the last event of the season. We felt like this brought the club together more, members felt included and a part of the club rather than just event attendees.

As mentioned above, we scheduled 7 events for the 2026 season, and ended up canceling 1. If the region clubs are interested in FMC hosting a regional again in 2027, that is something we would entertain. We also retained our format of “school” or open laps in the morning and competitive runs in the afternoon, with a few exceptions where we went straight to competitive runs to avoid inclement weather forecasts for the afternoon. Our membership reports they really approve of this format, and we have no intentions of changing that. As usual, all events were run at the Speedway, and our hosts have been as welcoming as ever. In these days where locations can be difficult to secure, we greatly appreciate the team at Speedway 660 hosting our group.

Other topics of note…

Event Registrations - we maintained the same model as the previous year - minimize the online registration, forms pre-printed, and ready for everyone to sign on arrival. No issues there.

Venue & Insurance - The Speedway team maintains our same event rate as previous years, which we greatly appreciate. Insurance rates did increase a fair amount this year, prompting us to increase the membership fees to $20 but maintain the event cost at $40. Operational Costs were higher this year and the lower number of participants did mean we ran in the negative a little. We have already discussed increasing the event fees and enforcing a minimum number of participants to ensure this doesn't repeat in 2027.

We’re looking forward to the upcoming 2027 season, and working with our member clubs to continue to support our grass roots motorsports!

On behalf of myself, Dwight, Jamie, Kailie Khoury, Ming-Duc Wong and FMC,
Benoit Deslauriers President

Moncton Motor Sport Club Report

2026 was another successful season for MMSC. The MMSC ‘vintage machine’ keeps on producing our quality events. As always it was fun even if it is a bit of work. The 2027 planning is well under way and this weekend's AGM will see the finalization of schedules etc.

In 2026 we held 10 Autoslalom events and managed to average 22 entries per event. Slalom @ Slemon was again a great event and we are all set to do it in ‘27. S@S was juggled to the Labour Day weekend and late in the planning stages we decided to hold another event on the regular August long weekend. Both events went well. We have longstanding and excellent relationships with the landlords we work with. Everyone here knows that this is a key issue for us all and MMSC is forever grateful for the relationships we are able to count on.

Our racing activities saw a reduction this season but the involvement in AMP remained very strong. Lapping and testing sessions saw us on site many days in 2026.

Our Rally history is important to many of us and we remain committed to supporting CARS.

Membership remains healthy and we see new interest frequently. There is good participation and competition and several of our members do us proud at various events away. Go team go!

Our MMSC 2026 Annual General Meeting takes place after this report is submitted. I know that this Club’s dedication to maintaining quality events and continuing to represent our forms of motorsport will continue regardless of who we find to lead us. The search for the next executive continues and I once again am asking for our successors to volunteer and step forward for 2026/2027.

Come see us in 2027!

Yours in Motorsport,

Mike McCrea
MMSC President

New Brunswick Sporting Car Club Report

Not much to report as construction at Loch Lomond Mall prevented us from having Autoslalom events there this year, and despite a lot of hard work by our Exec …no replacement venues were found. So the only events that we put on were at some club meeting nights at the KMR virtual Raceroom.

There is a glimmer of hope for next year though as we have made a proposal to the Mall allowing them access to the new pickleball courts, but it means that our already small parking lot would be even smaller and no longer be suitable for Regionals. Thus we would only be able to run Club events there next year.

Note that www.NBSCC.ca has a new website and NBSCC.org with its domain email addresses is no more. I guess if there was ever a time to do it, this was the perfect year as mix ups to the treasurer's email address was a bit of a pain for entry fees and payables

NBSCC did mount a workparty crew for Atlantic Motorsport Park in the spring that while small (having only being able to pick from only 15 members this year) was inspiring to those that did go to see all the clubs present.

Not a whole lot of competition action at our track from NBSCC members this year due to mechanical issues and other commitments, but I understand that there was some NBSCC members that participated in Trackday events instead.

Lastly to report our Facebook page now boasts 2400 members, still making us the largest club in the virtual respect, but with no content of actual motorsport happening locally this is kinda useless fact. Hopefully next year things can turn around and we can strive toward growing the club again

Yours in Motorsport

Stacy Chapman
NBSCC, Club President

Vinland Motorsport Inc Report

Vinland Motorsport had another very successful year this year. After reflection last year, we decided it would be best to add some executive positions surrounding social media and engagement, and upgrade our timing systems to better align with club needs.

Operational Changes

This year, we added an additional course director & social media director to the fold. This helps in a few key areas for our operations:

- Course Director 4:
    - This addition was noted as necessary to have consistent leadership attendance surrounding on-the-day course safety & tech inspections. The additional director helps us ensure we always have a course director present at events.
- Social Media 2:
    - Social media & community engagement has become an ever increasingly important part of our operations to bolster community outreach, event attendance, and for securing sponsors. The addition of this position allows an overburdened executive team to function more smoothly, and increase our presence online.

Timing Software Changes

This year, we unveiled our new timing software to the club! Developed in-house by our own CJ Osmond, this new software fills a gap where timing software has become increasingly expensive & complex. When given the choice between upgrading Axware, or finding another solution, we found another solution. The software, dubbed Vinland Motorsport Timing Software, or VMTS, has worked flawlessly, has a wonderfully user-friendly UI, and has resulted in significantly less timing related issues than the outgoing Axware.

Sponsorships

Sponsorships this year helped to keep the club events & membership affordable for our members. Many thanks to, in no particular order:

- Thor Auto Detail
- HQ Automotive
- WheelTec Alloy Wheel Repair

2026 Autoslalom Events

Our 7 scheduled points events this year were spread across 4 key venues; CBS Arena (CBS), Eastlink Events Center (Clarenville), Danny Cleary Arena (Harbour Grace), and Jack Byrne Arena (St. John's). For charity events; FYGIC (Gander) was a great success this year again, with a massive turnout from all around the island as usual, and our 3rd Annual Clarenville Days charity event went even better than last year. Eastlink Events Center in Clarenville remains our best & cheapest venue.

Members & Financials

Our membership numbers for 2026 are up to 35 from 33 last season, however we would love to see this improve even further for 2027 and beyond. Costs per event went down again this

season, consistent with our not-for-profit policy of keeping events accessible to as many members & participants as possible. This year we amended the wording & application of the late fee into an “early bird discount.” If you sign up early, you get a portion off the fee to help keep our numbers up & consistent.

Summary

We have once again seen numerous new drivers this season, many returning vets, and a large increase in spectators, as we gain more traction online, and within the local car communities. Cheaper entry fees, the further integration of cheaper key venues, and signage/social media improvements all likely factored in. For our new and returning drivers, we’ve once again seen an increase in skill and compete level across the whole field. Time & points spread this season were incredibly competitive, and one or two small errors could be the difference between being competitive or placing near the middle or bottom of the pack. We can’t wait to see what improvements our members make in the coming seasons ahead. Grassroots motorsport is alive & well in Newfoundland, thanks in no small part to Vinland Motorsport, our sponsors, and the backing of ARMS.

Best Regards,

Kyle Anderson
President & Executive Member,
Vinland Motorsport Inc.

Atlantic Motorsport Park Report

2026 has been quite a year at Atlantic Motorsport Park! I don't think many of us could have imagined a year ago how much this facility would improve in just 12 months. It's incredibly encouraging to see the clubs and people who enjoy this facility coming together and getting meaningful things accomplished. Between a massive paving project, barrier improvements, marshal stand updates and maintenance around the property, we have accomplished a tremendous amount of work together. All of this took time, money and a lot of hard work from people who care about AMP. I would like to recognize and thank everyone who helped make this happen.

This was a collective effort, with many people working together at their best. We had great participation from many of our member clubs this year, which enabled us to get a lot done around the facility. Special thanks to Marley for organizing our spring work parties and making sure concerns were addressed, and to the member

clubs and all the outside volunteers for their help getting the track ready on time and safe for everyone to use. Thanks to everyone who showed up and put in the time and effort. It makes a big difference when we have that support from across our clubs.

Mark Willson and Mark Goodwin have put a tremendous amount of work into improving the marshal stands and bringing other parts of the facility up to a better standard. They have also worked hard to get everything ready for winter, which will hopefully mean less work getting things underway next spring. Thank you both for all your efforts throughout the year.

Thank you to ARMS, Mike and Graham McCrea for their guidance and oversight on the Turn 9 barrier improvements. A special thank you as well to Nate Perron, Brent O'Connor, Leigh Pettipas and the entire crew who organized and assembled the tire barrier in front of the new Turn 9 Armco. Putting these barriers together is incredibly time consuming, and it takes a lot of hands and patience to get the job done. We appreciate everyone who put in the hours to complete this important part of the improvements.

I would also like to thank Jack Robaczewski for his work on tower maintenance and for donating the protective coatings needed to help preserve it. The tower is an important piece of our infrastructure, and Jack's work will help ensure it remains something we can rely on for years to come.

Last year, we talked about plans for another paving project in the fall of 2026. This year, I want to give special thanks to everyone who donated to what became the biggest paving project in recent history at AMP. A project of this size takes a considerable amount of money and effort. The support we received was overwhelming and gives us great encouragement for the future of this facility and road racing in Atlantic Canada.

The scope of this paving project was impressive. We started by repairing the Turn 4 patch that failed late this season. The patch was extended to the drivers' and riders' right to hopefully move the seam outside the racing line and help the repair hold up over the long term. Binder was also used throughout this project, as it has previously helped our surface better resist raveling and helps us get maximum return for dollars spent.

From there, we ground and resurfaced the section beginning where the previous paving project ended at the exit of Turn 4. We laid a continuous surface over the top of Turn 5, through the apex and past the exit, correcting the contour issue left by the previous project.

We also ground and resurfaced the back straight, starting where the previous paving ended before Turn 6 and laying a continuous surface through to the exit of Turn 7. The entire front straight was ground and resurfaced as well, beginning just before the crack across the track at the exit of Turn 11 and continuing to the start of the previous paving work entering Turn 1.

As part of the front straight work, we installed a new drainage pipe to allow water to move from the lower paddock into the infield as required. A new pipe was also laid at the exit of Turn 4, completing a project that our venerable Jack Canfield felt was needed 20 years ago. We told you we'd get that done, Jack!

There are always plenty of demands on our resources, and paving is a major expense for a facility like ours. Every donation helped us take on this work. Whether you contributed personally, through your club or through your business, thank you for choosing to support AMP.

It is encouraging to see so many people willing to contribute to the future of the track. Many of those supporting this project also give their time throughout the season, and we appreciate how much you continue to put into AMP. On behalf of AMP, thank you to everyone who helped make this paving project possible.

I'd also like to take a moment to thank the AMP board members I have had the privilege of working with. This is a diverse group whose backgrounds and experience bring a wide range of perspectives to the table. There are times when finding middle ground isn't easy, and that can be frustrating. At the end of the day, though, this facility is better for the variety of talents and perspectives represented on the board. Thank you to each of you for the tremendous amount of time and effort you continue to put into improving our facility and the way we operate Atlantic Motorsport Park.

Also, my year-end report wouldn't be complete without a sincere thank you to all of our regular Marshalls and volunteers. Thank you for all of your help supporting everyone's racing efforts at AMP! We couldn't do any of this without you.

I hope I haven't missed anyone. My sincerest thanks to all of you. We should all be pleased with the progress made this year. Thank you to our member clubs, volunteers and donors for everything you have contributed. I hope everyone has a good winter, and I look forward to seeing you back at the track in the spring.

All the best,

Eric Stanley

President, Atlantic Motorsport Park

Atlantic Region Race Control Association Report

2026 was another busy year for ARRCA. There were 24 official marshalling days at Atlantic Motorsport Park (AMP), including regional car and motorcycle races; race schools; the Canadian Superbike Championship; and the end of season endurance races. ARRCA marshals also travelled to other venues – including the May 2026 Formula 1 race in Montreal, and MotoAmerica Daytona 200 bike race in Florida.

ARRCA continued working to recruit additional members, and were pleased to welcome two new marshals. Unfortunately the overall number of active members did not increase this season, as a couple of experienced marshals were unable to participate.

In addition to race events, ARRCA members participated in track work parties, where a number of stand improvements and repairs were completed, together with opening up various buildings at the track. ARRCA continues to advocate for marshal safety, working with the track and race organizations, conducting training (e.g. fire suppression with MRTS), and recommending additional stand repairs and enhancements.

I am delighted to report that in November, ARRCA will be inducted into the Maritime Motorsports Hall of Fame, to honour the significant contribution our club and members have made in the field of motorsports. We are grateful for the financial support of various race organizations, which has assisted ARRCA members to attend the induction ceremony.

Respectfully submitted,

Linda Neal
President, ARRCA

Membership Report

ARMS clubs reported a total of 416 members for 2026. The breakdown is as follows:

AMKA	41
ASCC	239 + 3 one day
BAC	46
FMC	13
MMSC	61
NBSCC	16
VMI	35
—----------	
Total	451 + 3

Submitted by

Brent O'Connor,
ARMS Licence Registrar

2026 ARMS Licence Registrar Report

The following licence totals by category were issued in 2026:

	RACE	TIME ATTACK	LAPPING	totals
AMKA	1	0	0	1
ASCC	26	24	48	98
BAC	7	0	1	8
FMC	1	2	2	5
MMSC	8	3	8	19
NBSCC	3	0	2	5
VMI	0	0	0	0
totals	46	29	61	136

Plus 1 one day race licence (ASCC)

Submitted by

Brent O'Connor
ARMS Licence Registrar

Chief Steward Report

Thank you to all the stewards around the region who made the season happen in karting, solo, rally, road racing and time attack.

The FIA launched a new program this year called Continuous Professional Development. We had four sessions over 2026, with the final one being in November and the last exam being shortly after the AGM. The most recent session, in addition to a number of case studies, included a section hosted by a psychologist trained in coaching people who do high-stress, time-sensitive jobs, and in dealing with the isolating and other psychological effects of doing adjudication, It was very informative and quite validating.

I again acted as Clerk of the Course for the TRAC Race Series at Atlantic Motorsport Park for all four series events as well as the Jack Canfield Memorial Endurance Race.

In May, I once again attended the Grand Prix in Montreal where I acted as steward for the F1 Academy series. The days are incredibly long but there is so much learning packed into a short time. I come home exhausted, but so much richer for the experience, and hope I can share some of that context in our workings here.

Conversation continues at the national and provincial levels for many groups. In a message between an Ontario representative and Dr. Seal (ASN Canada Medical Delegate), there was this statement "It has been more difficult to achieve a national consensus than anticipated. This has been primarily due to inter-provincial variation in the healthcare system and in health human resources," so no national directive seems forthcoming, yet.

Three of us (BC, Ontario & Atlantic Canada) are putting together some materials for stewards training, plus templates for things like protests and appeals (pinched from the FIA training) that we're hoping to refine over the winter and have ready to share with larger audiences, to improve skills and standardize some processes.

Through the late summer and fall, I worked on an appeals board national series for the ASN, as a qualified representative. My Atlantic Canadian address has been ideal in that I am not in any way associated with the appellants in either case - a rare thing in motorsports. Stewarding is a thankless job, but appeals boards are a whole next level of that. I'm glad for the experience but as I told the Board of Directors, it might be hard for anyone to get me to do this again.

I am missing the AGM this year, as it unfortunately falls on the same weekend as the Tall Pines Rally. James and I are once again making a road trip to Bancroft, Ontario so that act as steward along with Steve Van Reese and regional steward Vasu Nyapati. I have not yet worked with Steve, so expect it will once again be a great opportunity to learn from someone new.

I welcome feedback on how to better the officials community in our region, so please don’t hesitate to reach out if you have ideas.

Chief Instructor's Report

With the season over for 2026 I can say we had another successful year for instructors and students that attended the many HPDS schools and the race school back in May.

Our ARMS qualified instructor list continues to remain strong and healthy. This is important to try and maintain a great pool of instructors so that we do not burn out our instructors. What I mean is, we ask a lot from our instructors with very little to offer in return so it's great that the same instructors don't have to show up for every school as there is a healthy list to pull from. ASCC continues to host the largest HPDS every May requiring around 15 instructors. They offer the instructors a free club membership as a thank-you as well as free track time during the schools. When ARMS hosts an HPDS they too offer free track time as a thank-you.

We had two new instructors join ARMS this year, Jesse King and Timothy O'Connor. Both Jesse and Tim successfully completed the PCA instructor training program held early 2026. ARMS does not have their own instructor training program but PCA does. I completed the first ever PCA instructor program back in 2004 and found the PCA approach is very like-minded to how ARMS runs schools, what the students need to learn and the overall flow of the day. Many of the senior PCA instructors also happen to be senior ARMS instructors so it's a win-win for ARMS.

Mike Reese of course continues to be invaluable with his help and assistance in running the schools. I have not always been available for some school aspects when life away from the track gets in the way. Regardless of who is the chief driving instructor at any given school, the schools are run the same, follow the same curriculum and generally everyone leaves with a smile on their face and just a bit less rubber on their tires and gas in the tank.

I am looking forward to 2027 and seeing everyone in May. The first school is always like a family reunion when all the instructors get to see each other again after a winter's hibernation. That feeling of having another family is irreplaceable.

Yours in motorsports

Brian Gay
ARMS Chief Driving Instructor

Chief Scrutineer's Report

The 2026 race season was interesting and fun. The transition to PWR did make my life easier. Over the past season a discussion with Matt Potter to take on the role of scrutineer for 2027 has gone well. I will stay on for 2027 to assist Matt in taking on the role. Over the summer I worked on creating a logbook registry and simplifying the scrutineering forms to make the job easier to do and better records kept for future reference. I have enjoyed my time as the scrutineer over years but I am looking forward to helping out in other ways.

In the upcoming seasons I would suggest setting a proper rule change procedure besides the race workshop. The other season with adjusting the seat belt expiry for example. There should be a procedure to ask for a rule change, not just people complaining and forming somewhere.

I thank you all for the opportunity over the years to serve.

Yours in motorsport

James Whitman

Webmaster's Report

PHP update was done early in the year before the season started. The forum has issues with the update; it works but throws errors or doesn't respond as expected in spots. The forum software is old and out of date. The forum isn't being used and most user registrations are not valid people. Should archive it and possibly move to another solution.

Race and Performance Solosport are using Discord. Discord is a chat app popular amongst the video game community; so some appeal to the younger generation. Propose to set up a Discord server for ARMS and separate servers for each discipline.

Added a news section for each discipline on the ARMS website before the start of the season.

Nate has access to the ARMS website and has been posting and updating Race. Some updates are getting to me which are posted to the website usually within 24 hours. Please send any posts to the website or other media (FaceBook) as text. Trying to extract text from a PDF is time consuming, so if I don't have time, I will just post the PDF which is less informative.

Was not able to touch base with Nikolai to transfer the TRAC website over. Will try to do that over the winter.

Should enable 2FA on all ARMS G-Suite accounts. Have not enabled enforcement yet. Any issues with forcing everyone to use 2FA?

Should have a policy on rotating passwords. Having stale passwords can become an issue when multiple people have access to the same account or go through the same role. Before doing this, we should have a solution for storing passwords so password changes are tracked and retained. Most services that provide password sharing cost money. Need to demo Vaultwarden and Passbot.

Ming Wong
ARMS Webmaster

SOLOSPORT WORKSHOP

AGENDA

Saturday November 21st, 2026 – 9:00 am - 11:30 pm

1. Call to Order
2. Attendance / Proxies
3. Voting Procedure
4. Minutes of the 2024 Solosport Workshop
5. NSC Update
6. Performance Solosport Report
7. Performance Solosport Topics
8. Autoslalom Report
9. 2026 Regional Autoslalom Format and Events
10. Autoslalom Topics
11. New Business
12. Elections: Autoslalom Director
13. Adjournment

MINUTES – 2025 Solosport Workshop

Glengarry Best Western, Truro NS
November 15, 2025

- **Call to Order**
  - Meeting was called to order by Ming Wong at 9:34 am.

  - **Attendance / Proxies**

Alex Brunt (Online)	Kyle Anderson (Online)	Darrell Tower (Online)
Ming Wong	Dave Hull	Debbie Miller
Mark Goudge	Christine Iverach	Scott Harrod
Steve Phillips	Tim O'Connor	Matt Potter
Kevin Partridge	Nathan Perron	Brian Partridge
Brent O'Connor	Shawn Gayton	Graham McCrea
Dave Charters	Linda Neal	Shawn Luciano
Scott Montgomerie	Alan Gray	Stacy Chapman
Kailie Khoury	Aidan Khoury	

- **Voting Procedure**
  - Ming went over the voting procedure. Anyone that participated in a Regional Autoslalom in 2025 for autoslalom items. Anyone that participated in lapping or Time Attack in 2025 for Performance Solosport items.

- **Minutes of the 2024 Solosport Workshop**
  - The minutes of the 2024 Solosport Workshop were read by Ming.

- **NSC Update**
  - Dave Hull provided an update of the NSC.
  - The NSC met via Zoom 4 times over the season. Not a lot to discuss.
  - There were some discussions with VCMC over the venue for the CAC. The VCMC event was a good event. There was a maximum number of competitors, 110 (?), with a waiting list.
  - The November 7 call extended the SNELL 2015 helmets an additional year due to the availability of the new 2025 helmets
  - The 2026 CAC will be held in Ontario at the Centralia Airport near Grand Bend on the August long weekend. Hosted by 2 clubs: St Claire Motorsport Club and Western Ontario (club?)

- **Performance Solosport Report**
  - Alex Brunt reported on Performance Solo in 2025

- **Performance Solosport Topics**
  - *Discussion on karter familiarization for lapping.* Minors can get a race license, however they cannot get a lapping license. It would be better to let them ease in via lapping.
    - Motion by Brent O'Connor to allow minors (aged 14+) with parental consent to be participants in lapping events with an approved ARMS instructor. Seconded by Joel Nelson. Motion Passed
    - Discussion on FIA harness expiry dates. Other regions and jurisdictions have extended FIA harnesses an additional 5 years.
    - Motion by Brent O'Connor to extend the expiry of FIA harnesses an additional 5 years for all Solosport events. Seconded by Stacy Chapman. Motion passed.

- *Discussion of having car numbers in lapping events.* Lapping sessions are busy and marshalls are having issues flagging specific cars.
    - Motion by Scott Montgomerie to require car numbers on the top, opposite driver corner of the windshield for all cars in lapping. Seconded by Mike Reese. Motion passed.

- *Discussion of tiered lapping/Time Attack licenses.* Would like a way to determine the level of the driver (beginner, intermediate, advanced) if the Region Chief Instructor is not present. Suggestion to ask the participant on the entry form and work with the Chief Instructor to see if something can be done on the license level.

- **Autoslalom Report**
    - Ming reported on Autoslalom in 2025.

- **2026 Regional Autoslalom Format and Events**
    - *Discussion on Regional Autoslalom events in 2026.* Discussed variations of the 6 event / 3 weekend format. Discussion on venue suitability and maybe a double Slemon event. Agreed to 6 events in 2026 and look into a double Slemon event in 2027. Events:
        - NBSCC/MMSC weekend in June
        - ASCC, Digby Double in July
        - MMSC Slalom@Slemon in September (moved because of the CAS on the same weekend)

- **Autoslalom Topics**
    - *Discussion on having a single Speedwaiver for all events in ARMS.* Current situation because the clubs decided to maintain their own electronic waivers when they were introduced. Should be brought up at the Admin Workshop or the AGM. Different policies might be an issue.
    - Mentioned a penalty for cars that have “driving aids.”
    - *Discussion on car classing.* Classing of cars has been getting worse. Organizers should try and ensure cars are classed correctly. At regional events, concerns should be brought to the Organizer. If the issue has not been resolved, a protest should be sent to the event steward.

- **New Business**
- **Elections: Autoslalom Director**
    - Brian Partridge ran the election for ARMS Autoslalom Director. There were no nominations for the position. A Nomination committee was formed to look for a new Autoslalom Director. Ming Wong will remain as Autoslalom Director until a replacement is found.

- **Adjournment**

Motion to Adjourn by Brian Partridge. Seconded by Scott Montgomerie. Adjourned at 11:06 am

RALLY WORKSHOP

AGENDA

Saturday, November 21st, 2026 – 11:30am - 1:00pm Rally Workshop

1. Call to order & Roll call
2. Reading of the 2024 Minutes, discussion and approval
3. CARS report – Mal
4. Rally Cross Discussion
5. Performance Rally Discussion
    1. Sprint versus Regional Performance rallies
    2. Regional Calendar (ECRC inclusion)
6. Navex Rally Discussion -
    1. Updates from RRDG
    2. Proposed Navex regional rules
7. New Business
8. 2026 Performance, Navex, and Rallycross schedule

MINUTES – 2025 Rally Workshop

Glengarry Best Western, Truro NS
November 15, 2025

- **Call to order & Roll call**
  - Called to order 1108 hrs. 25 members present

- **Review of 2024 AGM minutes as presented.**
  - Business arising from the minutes:

- **CARS report – Mal**
  - *CARS National Update:* For election, Organizer Rep, Competitors Rep. Still no series manager. This is important. It's been observed there is some discontinuity from event to event. Having a common person auditing every event would aid in this.
  - Ryan gave an update on the CARS Safety committee. He will be touring ARA events as part of his work in the upcoming year.
  - SA2015 expires for Stage Rally this year. FIA 8859 premium helmets do continue as per FIA25.
  - Updated Head and neck restraint for performance
  - Speed Factor is now in use for National. Seed list for regional.
  - Grievance procedure updated.
  - State of National Rally: Pirelli is a National Sponsor.
  - Questions from the floor on the above: None

- **Rally Cross Discussion**
  - Continues at club level. Regional difficult venue-wise at this time. One new venue in 2024, only one event and lost it.
  - RallyX would benefit from a better venue. Cal did a fantastic job with course layout last year, events were not excessively rough. There is a perception issue we may need to address
  - RallyX can be any surface. We also can ask for exemptions in some scenarios. Discussion on locations.
  - Question: Are any other clubs interested in running? FMC has ideas, but winter freeze is a problem

- **Performance Rally Discussion**
  - *Performance Rally:*
  - *Sprint versus Regional Performance rallies:* Quebec is running RallyX events that are of sprint length. Driver/CoDriver. Designed for training crews, teams and participation
  - *Local series*. Fire, fire, fire. Sad, but unfortunate. Black Rocks will not run. 7 cars entered over events. PRC continues to be recognized as a STRONG organization and nimble. Tim Dine continues to work on events. Some road permission issues, but he is continuing his work. We thank him for this.
  - We have 3 strong events. We need to make some decisions re: venues and Sprint vs Full Regional.
  - *Comments from online re: licensing cost and entry*. Discussion on Spring/Regional to allow both to run at the same event. Sentiment is we need a bridge from RallyX to Full Stage. Exceptions can be granted on a case by case to extend a sprint by a few km. Question: Could a stage be split as a transit on a combined event? Yes. Point to point RallyX can be run. Surveillance of full circuit needed.

The length of RallyX is 3km. There is wording on risks. Observation of logistics for 1 day event vs 2 day.

- *Initiatives for 2025 from Director:*
  - Allow Recce only on events
  - Plan for a Recce only school
  - Pre-event guide: Timelines or guidelines out several months prior
  - A Red Flag procedure will be added for events. Likely a radio point. This is to downgrade a stage to a transit during running should it be required.

- *Discussion on procedures:*
  - Looking at 3 events for next year, 1 Rallye Baie des Chaleurs. A vote and discussion on Baie. Agreed to count points from RBDC in our Regional events.
  - Calendar scheduling with other regional disciplines requested to be observed. Competitors who race and rally find it very tough if events are back to back.
  - Mal has asked for assistance in document manipulation

- **Navex Rally Discussion -**
  - *RRDG (Road Rally Development Group):*
    - For the first time since 2018 we had a championship. Mid Winter Moon is scheduled for 17 Jan 2026.

  - *Proposed Navex regional rules*
    - Chris Pye presented proposed rule changes for Navigational. A summary was presented. Examples were included like the use of cell phones for timing, when rules used to contradict. Moving to a Self Declaration form from working on Tech Inspection at Navex events. Permits, Bonds and Levies. Wording and cleanup of the same.
    - Jim Theriault moved seconded by Daphne Sleigh to accept the Navex Rules changes proposed by Chris Pye. The vote passed. We shall move forward with clearly defining licensing for Regional Navex, Rally Cross and Rally Sprint in the ARMS ruleset.

- **New Business**
  - Discussion on CARS representatives and how to take the load off Mal. He is important at National, and the various committees need to take more of the load.
  - Mal to ask CARS re: permit distribution at the Regional Level.

- **Moved to adjourn** 1238hrs by Cathy Partridge, seconded by Brian Partridge

Appendix A List of Attendees

18 in person:

Cal Vandaalen	BAC
Mal Swann	BAC
Ian Pearce	ASCC/BAC
Ryan Burrill	BAC
Mike Reese	BAC
Chris Pye	ASCC
James Whitman	BAC/ASCC
Daphne Sleigh	ASCC
Kailie Koury	FMC
Blu Vandaalen	BAC
Libby Partridge	BAC
James/Charlotte Partridge	BAC
Mel Smith	BAC
Cathy Partridge	BAC
Kevin Himmelman	BAC
Kevin Partridge	BAC
Brian Partridge	BAC/ASCC

7 online:

Darrell Tower	MMSC?
Derek Tully	BAC?
Gary Spicer	ASCC
Gordon Sleigh	ASCC
Meg Gransmaison	BAC
Tim Dine	FMC?/BAC?

KARTING WORKSHOP

AGENDA

Workshop held November 10, 2026, 7:00pm - 8:30pm

Online and In Person

7:00 Call to Order

7:05 Attendance

7:30 Discuss 2026 Regional Series, the good the bad the ugly

7:45 Promotion of the sport, would be nice to have a promotions person for the regional series

8:00 Rule changes for 2027

8:15 General Discussion

8:20 Nominations for ARMS Karting Director 2027/28 , Voting if necessary.

8:30 Call for adjournment

MINUTES – 2025 Kart Workshop

{Minutes not available at time of printing.}

RACE WORKSHOP

AGENDA

Saturday, November 15th, 2026 – 1:30pm - 4:00pm

1. Call To Order
2. 2025 Race Workshop Minutes
3. Race Director Report
4. Treasurer's Report - Race Financials
    a. TRAC Series Financials
    b. JCM Financials
    c. Entry Fee Increase for 2027
5. Promotions Committee Report
6. 2027 Season Overview
    a. 2027 Schedule
    b. July or August Selection
    c. September Date
    d. Endurance Series
7. Licensing
8. Race School
    a. 2027 Plans
9. Rule Changes
    a. Finalize Bulletins from 2026
        a.i. Bulletin 2025-03 - Rule Changes for 2025 Race Season
    b. 2026 Changes
        b.i. Proposed PWR Changes
        b.ii. Start Procedure
        b.iii. Back Brace – Joel Nelson
        b.iv. Paid Paddock Spots
10. JCM Format
11. Other Items
    a. T Shirts for 2027
    b. Gate Staff
    c. Spring Work Party
12. Items from the floor
13. Promotions Committee Chair Election
14. Adjourn

MINUTES – 2025 Race Workshop

Saturday, November 15, 2025

Attendance:

In Person:

Leigh Pettipas	Blu Vandaalen	Kevin O'Reilly	Andy Mitchell
Mike McCrea	Nick Murray	Fraser Murray	Mike Reese
Tim O'Connor	Brent O'Connor	Adrian Werrson	Ryan Burrill
Cal Vandaalen	Linda Neal	Andy Hill	Ian Pearce
Shawn Gayton	Gerald Elliott	Stacey Chapman	Derrick Clarke
Kevin Partridge	Tom Wood	Tabatha Wood	Christine Iverach
Mark Gouge	Debbie Miller	Alan Gray	Gordon Murray
Brad Sellars	Brian Gay	Steve Somethingother	Libby Partridge
Travis Something	Daniel Dugdale	Jordan Vienotte	Shawn Luciano
Scott Mongomerie	Joel Nelson	Colin Naulls	Matt Potter

Online:

Andy Clement	Tim Dine	Pidge Partridge

Arrived Late:

Robert Andrews	James Whitman	Ming Wong

Proxies:

Gerald Elliott
-Mark Elliott
Mike McCrea
-Stephen Lockhart
Leigh Pettipas
-Paul Machan

- **Call to Order**
  - Meeting Began at 2:38pm

- **2024 Workshop Minutes**
  - Waived the reading of the 2024 minutes - moved by Joel, seconded by Scott M. Passed

- **Race Director's Report**
  - Nate read the race director's report (in the AGM handbook). The year was eventful, with the SPC event that may have been the biggest car count in the history of AMP (unconfirmed). We had 3 rookies who took the race school. May was well attended, but June, July and September were especially well attended. SPC was a huge learning curve, and we were in uncharted territory - the weekend lost approximately $7300. That said, it was amazing to see a huge turnout with an overfull paddock, including the local racers all down in turn 1-3. Nate thanked everyone who helped make it happen and who came out.
  - The 18th JCM was a bit disappointing in that it only had a turnout of 13 cars, with some car troubles and some people away. The attendance has been on a downward trend in the previous few years. Today's discussion will include ways to revive or revitalize this important event.
  - 2026 will have 4 events - May, June, July and September. The report was written before the announcement that AMP would be closing early, but we will look for details ironed out today and in the next few weeks/months.

- We're always looking for new students, please encourage new people to join us and come out.
- Nate thanked all of the volunteers and the promotions committee for all the hard work to make it happen.

- **Treasurer's Report**
  - **TRAC Series Financials:**
    - Brian provided totals for each of the weekends:
      - May (school weekend): $-945
      - June (SPC weekend): -$7,340.57
      - July: $3,221
      - September: $3,924.11
      - Total = -$1,140

  - **SPC Financials:**
    - There are two parts available for review on the financials for the weekend - a report written, plus meeting minutes from our post mortem discussion. There was a total income of $62,225, expenses of $69,482.
    - We also had a post-mortem event where we discussed with organizers and volunteers where we talked about what went well, what could be improved and what we would do differently if we were running the event again in future years. Some highlights included a better gate process, better communication for spectators and for volunteers. Infrastructure issues were unfortunate. The caterer clogged up the sink which was an unexpected event. In the future we would need more portable toilets. Operationally, radios were an issue (number of) and a lot of conversation. We would need a separate station for the volunteers that are not track-side. The gate, for example, doesn't need a radio but we still need to be able to coordinate, along with grid marshals, etc. Scott M indicated that ASCC has started using Amazon radios that are much more reliable; Leigh indicated that there are many inexpensive ones and he'd be happy to discuss.
    - Brad indicated that there wasn't a clear schedule on the website. He also indicated that he thought it was more of an SPC weekend and was surprised that ARMS/TRAC took the loss, which might have been a common misunderstanding in the group. A lot of discussion that there were ways to improve our expenses, our income and how we run the event overall, including better advertising and communication.

  - **JCM Financials:**
    - The donation to AMP totaled $4,260.70 plus $500 from the sponsorship account.

  - **Anticipated Entry Fee**
    - We are not anticipating an increase in entry fees, pending information on the cost of renting AMP and the insurance costs.

- **Promotions Committee Report**
  - *Notes from Leigh Pettipas*
    - The majority of our sponsors returned; we had a new volunteer sponsor in Maritime Auto glass. Morton Auto came on as a prize sponsor with tire discount certificates.
    - Libby Partridge held a paid position as media director, which worked out great. We had good content and timely posts. 10hrs a week, $20/hr - May

thru September - $4,000 (initially stated $4,800 in the meeting but later corrected)
    - We awarded stickers for every race and year-end series champion trophies.
  - We sponsored thank you plaques, many of which will be handed out at the evening's banquet.

  - **Financial Sheet/Budget**
    - *Volunteer sponsor:* Maritime Auto Glass - $1,000. The donation will be used to create some new seating, with integrated lockable storage for inside the marshal house; making it more comfortable and also providing safe storage for our supplies and equipment, e.g. water and pop, coffee maker, etc. Currently these all have to be moved from the house to the bus and back every weekend for safekeeping.

- **2026 Season Overview**
  - Tentative 2026 Schedule
    - Tentative schedule was shared, depending on the calendar meeting, weather/spring, etc
      - May 3 ARMS Test and Tune
      - May 30 ARMS School
      - May 31 TRAC Round 1
      - June 20/21 TRAC Round 2
      - July 26 TRAC Round 3
      - August 30 TRAC Round 4
      - Sept 20 19th Annual JCM

    - Nate indicated that AMP will be shutting down early, necessitating a compressed schedule. JCM requires more discussion. Indicated that he would like to do a test and tune again; we might have more people out; no date set yet.
    - Discussed the format and many noted that the lapping offers the breaks required between races.
    - Discussions on the SPC two-day schedule - many indicated they liked it. It was asked if we could do an additional sprint race on the weekend if there's no SPC. Also floated the idea of a Time Attack third event.

  - **Self-declared medicals**
    - We will be doing self-declared medicals again in 2026.

  - **Licensing**
    - Brent indicated we will be moving to an online registration via google for licensing in 2026, possibly linked to registration and time attack, lapping, etc.

  - **Race School**
    - Mike R indicated that they had a few ideas about adding car lapping side-by-side to the curriculum to improve the comfort and cognitive familiarity with in-traffic racing. Brian G indicated that this is something that they've hoped for for some time. He also thanked Mike R and indicated he has been instrumental in running the race school for the past few years.

  - **Rule Changes**

    - **Bulletin #3 - Summary of Rule Changes**
      - Motion to accept: Leigh, seconded Tim O. Passed.

■ **PWR Class Structure Change**

- Steve Philips revisited the power-to-weight ratio structure for 2026. This was presented in 2025, and went as far as putting a rule structure together, but it was decided that it was better to wait another year for people to become familiar with the idea.
- Joel indicated that it will take a year plus to sort out correct classes and settle into a more consistent structure. We should plan for teething pains and not be too quick to judge. There will be some headaches and some ways to cheat, but that is not different from the situation now.
- Leigh indicated that there are some good clauses to encourage people to follow within the rules. He noted that SPC is a PWR series and has good success.
- Steve noted that SPC also has a spec tire. Scott M noted that there may need to be tire adjustments (i.e. treadwear) to make it workable. Steve noted that these are some of the reasons why tire decisions are complex. Oddballs like pro-challenge and Radical, Legends Cars, etc.
- Andy asked about the plan to have a committee to make rules throughout the year and indicated that he wasn't keen on rules changing mid-season. Many/all agreed that the issue would have to be egregious to require a change, otherwise we would live with the rule and adjust it in the off-season.
- James asked if this would make less or more work for stewards and scrutineering. Answer is that Steve does not anticipate more scrutineering work, as there would be a sub-committee for PWR items, and less work for stewarding without breakouts. There will be a threat of a dyno randomly being at the track, the scales are always there.
- Discussion of what would trigger a disqualification; Steve read the rule out to the workshop for clarification. Jordan V offered some insight into how this is handled in the circle track world to minimize administrative problems by requiring the fuel to be full.
- Mike R asked if this would hinder growth with new racers - would it be a barrier to starting racing? Steve and Mike both felt it would be about 50/50 in being intimidating. Gordon M indicated that he felt that the PWR would be more intimidating for a new person to build for.
- Fraser noted that once-a-year racers aren't going to be worrying that much about where they fall in the classing, since they are not in it for points. Also there is a mechanism for classing a one-time car by group/committee.
- Andy H noted that he is happy about racing that isn't worried about going too fast. Cal is concerned about being just as hamstrung by fuel weight instead of bracket breakouts.
- Brian G said that as someone who has raced away this is not unusual, but asked that everyone keep an open mind because everything is a work in progress, just like bracket racing. Let's try something different and if it is not working for the group as a region because the conversation is the same.
- Gordon M indicated that we need an exit ramp and a set of metrics to measure within three years - Scott M suggested that the main metric would be attendance.
- Mike M - indicated that this is still a much better discussion and such a huge advance over previous rule sets (or lack thereof).
- Blu indicated that SPEC was minimum weight as a simple measure.

- Brent moved that we accept the rules presented for PWR for 2026; seconded by Leigh. Yea: 24. Nay: 0. Abstain: 2.

○ **Section 8 Rewrite**
- ■ Daphne and Nate presented a high level of what has changed.
- ■ Motioned by Ryan B to accept, seconded by Leigh.

○ **Paid Paddock Spot**
- ■ Joel indicated that what he meant was that the paid paddock spots would be paid directly to AMP, not kept by ARMS or the series. Kevin O asked what the bikes do, which Nate indicated has been done for times. Blu asked that whatever is done, that it be simple to pay.
- ■ Mike M indicated that there will need to be some consideration of legacy members who have paid for paving in the past.
- ■ Brent started with $50/year, Andy M suggested with $200/year. Brian P noted that these would be routine TRAC events, not special events. Robert Andrews suggested that since it's going to AMP make it $100.
- ■ Suggested $50 per spot (car) per season for regular TRAC events.
- ■ Motioned by Brent, seconded by Tim. Aye: 18. Nay: 1. Abstain: 0.

○ **Refueling**
- ■ Mike R noted that getting out of the car and then putting a visor down because they steam up. Proposed that it be recommended be closed but option to open it because it would be safer to be able to see. Discussion about safety, and whether or not anyone. After discussion Mike R removed his rule change request.
- ■ Motion by Scott M that working on the car while refueling is prohibited, seconded by Brent. ACTION: Add to rule book wording on Refueling.

○ **Change to Atlantic Challenge Series Wording**
- ■ Leigh indicated that there should be wording about T9 SC board go/no go. Add to this point (point 4):
- ■ CURRENT RULE: *"Mandatory pit stops may not begin, but may continue, under safety car or red flag."*
- ■ ADD to END: At the time the SC boards are deployed, if CAR is past T9 marshal stand and SC board is not displayed, the 5 min stop may be started on that lap for that CAR.
- ■ CURRENT RULE: *"Driver changes are allowed. However, all points awarded will go to each driver that competes in this race. "*
- ■ Are we doing driver or car number? I was under the impression we are doing CARS. If so: SHOULD READ: "Driver changes are allowed. However, all points awarded will go to the CAR that competes in this race. "
- ■ CURRENT RULE: Technical flags (mechanical, driver behavior/warning) do not prevent the driver from completing their allotted pit stop if they are required to come in at the direction of the track staff. Drivers may not begin a pit stop when directed in by the black flag without first completing another lap.
- ■ The 2 sentences seem contradictory....we need to decide on intent and re-word. Leigh's suggestion is: for a mechanical black flag, a mandatory 5 min stop can be taken; for a driving standards black flag, a mandatory 5 min stop may not be taken.
- ■ ACTION: Race Committee to finalize wording and add to 2026 rule set.
- ■ Motion to accept Brent, seconded by Fraser. Aye: 23. Nay: 0. Abstain: 0.
- ■ ACTION: Add to Atlantic Challenge Series wording

- **Belts FIA - Expiry Dates**
  - 5 years past the date - Australia, UK, Germany, Canada CASC Ontario
  - Propose that we accept similar with caveat that they are not contaminated or damaged: Motion to accept: Ryan B, seconded by Cal. Aye: 24. Nay: 0. Abstain: 0.
  - ACTION: Add wording to appropriate rule book location(s)

- **Points Structure**
  - Steve P proposed moving to a Formula 1 points structure that puts more emphasis on winning a race, that would reward more. Leigh notes that there would be more penalty/points loss for not having a full class.
  - ACTION: Race committee to discuss and come up with a suggested points structure.
  - Registration cutoff will now be Friday at 8pm because printing is that night. This is a briefing point.
  - ACTION: Race committee to determine additional late fees if necessary.

- **Endurance Race Scoring**
  - Cal indicated that we might want to change the way we score endurance racing - by overall or still by class. No decision taken.

- **Other Items**
- **Automotive Library:** Gerald indicated that he is making arrangements for an automotive library at Steel Wheels, it's still in negotiations, but will be seeking donations in future.
- **Wall of Memorials at AMP:** Gerald also noted that he is looking to create a wall of memorials at AMP; he will be seeking donations to make that happen.
- **Car Preparedness Responsibility:**James noted just because something isn't on the scrutineering list doesn't mean it isn't your responsibility.

- **JCM**
- Online call to discuss a better way to do this in January
- Andy and Linda indicated that it isn't safe or sensible for 3 hours for marshals to have no break, and it is very boring at the end of the season with barely double-digits for car count. Andy suggested it should/could be earlier in the year when fewer cars are broken. Linda indicated that there were 24 marshaling events; marshals are exhausted and don't have the numbers especially at the end of the year, and one stand (Turn 4) who cannot be safely relieved. Problem(s): Marshal work environment for marshals alone on a stand
- Problem(s): access road access to Turn 4
- ACTION: Tabled for a January online discussion.

- **T-Shirts for 2026**
- Same person as last year - do we need more? Or we could go to order on spec - in size and format you want, and distribute. There will be t-shirts. TRAC needs a merchandise person. Either way, there was definite interest in a pre-order to minimize extras and maximize profit. Looking for someone to sell shirts on weekends.

- **Spring Work party**
- There will be one. Nate would really like to try to do some small projects as a group. Mini-events while we are there.

- Scott M indicated that a few weeks' notice would be more helpful for planning to attend. Planned incentive: come out for a work party, get a discount for the Test and Tune.

- **Race Committee Format/Makeup**
- Leigh indicated that he was invited to join in the meetings, and noted that the meetings did not include a lot of active racers for the club reps. Suggested that it would be good to have an active racer voted position on the race committee. Mike M indicated that people should discuss more with their club reps.
- Blu motioned that a person be added to be elected who has been an active member in the last 10 years. Alternative suggestion of this year or previous years, not last 10 years. James noted that this is a larger overall discussion from an ARMS Handbook level, but the workshop can make a recommendation to be taken forward at the AGM.
- Leigh withdrew the change and will go a different route.
- Assistance Race Director position: asking Mike R to be assistant.
- Election: Nate has re-offered to be the race director for the next two years.

- **Adjournment**
- Motion to adjourn the meeting, Ian Pearce.

ATLANTIC REGION MOTOR SPORTS INC.

ANNUAL GENERAL MEETING

AGENDA

Sunday, November 22nd, 2026 – 9:00am - 12:00pm

1. Call to Order
2. Roll Call / Proxies
3. Quorum
4. Voting Procedure
5. Approval of the Agenda
6. Minutes of the 2025 Annual General Meeting
7. Business Arising from the 2025 Minutes
8. President's Report
9. Vice-President's Report
10. Discipline Director Reports
    a. Karting
    b. Performance Solosport
    c. Autoslalom
    d. Rally
    e. Race
11. Treasurer's Report
12. 2026 Budget
13. New Business
14. Ratification of the Actions of the Board of Directors
15. Elections
    a. Vice-President
    b. Treasurer
16. Approval of Peer Elected Positions
    a. Performance Solosport Director
    b. Kart Director
17. Appointment of ARMS Positions
    a. Licence Registrar
    b. Region Chief Instructor
    c. Region Chief Scrutineer
18. Host Club for the 2027 ARMS Annual General Meeting
19. Adjournment

Calendar Meeting immediately following the AGM

Atlantic Region Motorsports Inc.
MINUTES – 2025 Annual General Meeting

The meeting was held on 15 November 2025 at the Best Western Glengarry, Truro, NS and online via Google Meet.

1. **Call to Order:**
   a. The meeting was called to order at 9:05 am. The meeting was chaired by President Ming.

2. **Roll Call:**
   a. Voting Members & Delegates:
      i. Atlantic Formula Racing Association - Absent
      ii. Atlantic Motorsports Karting Association – Eric Woolliscroft
      iii. Atlantic Sports Car Club – Christine Iverach
      iv. Bluenose Autosport Club – Barbara Coleman
      v. Fredericton Motorsport Club – Kailie Khoury
      vi. Moncton Motor Sport Club - Mike McCrea
      vii. vii New Brunswick Sporting Car Club - Stacy Chapman
      viii. viii Vinland Motorsport Inc. - Kyle Anderson (online)
   b. Non-voting Members & Delegates:
      i. Atlantic Motorsport Park – Dave Hull
      ii. Atlantic Region Race Control Association – Linda Neal

3. **Quorum:**
   a. A quorum was declared.

4. **Voting Procedures:**
   a. President Ming reviewed the procedures for voting at the meeting noting that only votes cast by recognized delegates of voting members would be accepted. Each voting Member Club has two votes. Voting for a secret ballot will be by paper vote, except that online delegates will text their vote to the referee, and all votes will remain confidential.

5. **Approval of the Agenda:**
   a. The agenda as published in the AGM Booklet was reviewed. No additions were proposed. Motion by MMSC/BAC: “To accept the agenda as presented.” Motion passed.

6. **Minutes of the 2024 Annual General Meeting:**
   a. The minutes of the 2024 Annual General Meeting were read. Several spelling corrections were noted and made. Motion by MMSC/ASCC “to accept the minutes as amended.” Motion passed.

7. **Business Arising from the Minutes:**
   a. Dave Hull reported that the jack and jack stands that had been held in his custody were now stored in the storage container at AMP.
   b. Ming presented an update on the status of AFRA as a member club. Over the past year there had been various attempts to reach out and address outstanding issues with AFRA but no progress had been made. Currently, AFRA owes several outstanding bills to ARMS for several things including insurance from an event in 2024, affiliation dues and insurance premium for 2025, and membership information and levies for 2025. Noted that ARMS had purchased D&O insurance to include AFRA, but AFRA never reimbursed ARMS and therefore they were not

issued a certificate. It was noted that according to by-law 12.2 AFRA is in default and is not entitled to representation or a vote at the AGM. After discussion, it was agreed that the best path forward would be to suspend AFRA's membership in ARMS which would leave the door open to possible re-activation and reinstatement as a full member club at the appropriate time in the future. Motion by MMSC/ASCC to "Authorize the Board of Directors of ARMS to carry out the suspension of Atlantic Formula Racing Association effective today". Motion passed with one abstention (AMKA).

8. President's Report:

a. Ming reviewed the highlights of his written report included in the AGM booklet. He noted that it had been a good year overall for ARMS and thanked all the volunteers who helped along the way. He highlighted several challenges coming up for the new year, and encouraged people to consider getting involved in organizing and improving events.

9. Vice-President's Report:

a. Debbie reviewed the highlights of her written report.

10. Discipline Directors' Reports:

a. Race:

i. Race Director Nate Perron summarized his written report in the AGM Booklet, and reported on the major outcomes from the Race Workshop held on Saturday. He noted that there had been strong attendance at the four race weekends through the season. The highlight was the Super Production Challenge weekend in June which included a field of over 80 cars which would likely be the largest event ever held at AMP. He noted the season ended financially with a loss of about $2,000.

ii. Nate noted that the entry level for the Jack Canfield Memorial race was down, and has been declining in recent years. He plans to have a meeting in the new year to talk about ways to revitalize the event and get more participation. It continues to be an important event to raise money for AMP, but needs to be improved.

iii. For 2026, plans are for four events in May, June, July, and September, as well as the JCM. Working on ideas to hold a two-day event on the June race weekend since the SPC will not be coming back for 2026.

iv. Nate thanked all the volunteers who help keep racing alive, as well as all the businesses that provide sponsorship.

b. Rally:

i. Mal Swann reviewed his written report from the AGM booklet. He noted that for the first time since 2018 the regional navigational rally series included five events and credited the newly implemented rally development group for this success. He noted that the performance rally series was interrupted with events cancelled due to wild fires. He emphasized that there are resources to support any club if they want to organize a rally event.

c. From the Rally Workshop:

i. Mal noted that he will commit to making quarterly rally updates.

ii. Mal can provide access to FIA e-learning online platform which has training modules which may be of interest.

iii. Rally Cross is looking for suitable sites.

iv. For road rally, the rules have been cleaned up and they plan to use competitor self-declaration forms.
v. For performance rally, Day 1 of the Baie will be counted as an ARMS regional event and the Trout Lake rally was designated as an Eastern Canadian Rally Championship event.

d. Autoslalom:

i. Autoslalom Director Ming reported that the 2025 championship included six events, and included sponsorship from Mazda Canada for competitors using their products.

e. From Solosport workshop:

i. Acceptance of SNELL 2015 helmet certification has been extended one year to the end of 2026.
ii. The 2026 National Autoslalom championship event will be held in Ontario.
iii. Acceptance of FIA harness certification will be extended by 5 years.
iv. For 2026, the ARMS Autoslalom Championship will consist of six events organized by ASCC, MMSC, NBSCC and FMC.

f. Performance Solosport:

i. Director Alex Brunt reviewed his written report. He reported that there were good turnouts to Lapping on race weekends, but there was a small turnout to the one Time Attack event held in 2025. He thanked everyone who has helped put on the events.

g. From the Solosport workshop:

i. Minors (14+) will be allowed to participate as passengers provided they are with an instructor driving and they have permission from parents/guardians.
ii. Car numbers to be used during lapping to make it easier for the marshalls to identify cars.
iii. Planning for a three event Time Attack series in 2026. Dates to be determined.

h. Karting:

i. Karting Director Jeff Martin reviewed his written report. Noted that there continues to be many new youngsters with interest in karting, and this may also transfer into increased interest in car racing formats. He noted that one of the drivers was issued an FIA International licence so he could go race in Morocco.

i. From the Karting workshop:

i. Considering a three event regional series, may make changes to the format of the series with all three events in a row. May do one event in Dieppe.
ii. Not certain how long the current track in Halifax will be available, working on possibility of using Scotia Speedworld again.
iii. Looking at implementing permits for races in 2026.
iv. Brent noted that he will coordinate with Jeff to facilitate issuing licences to Karters who may need them for out of region events. Costs have been kept to the minimum.
v. Noted that there is still a small kart club in Dieppe that still operates, but is not associated with ARMS.

11. Treasurer's Report:

a. After a break for check-out, Treasurer Brian reviewed his written report and presented the year-end income statement (for September 30, 2025) and the 2025 balance sheet. Brian also presented income statements for Performance Solosport, the Race Committee, and the Race Sponsorship Committee for 2025.
b. Brian also noted that the GIC for $20,000 plus accumulated interest) was re-invested for another 1-year period in February, 2025.
c. Brian noted that a portion of the receivables reported are related to outstanding invoices to AFRA from 2024 and 2025. No conclusion on how to recover those amounts, or how long to carry the debt.
d. The List of Assets was reviewed:
e. Nate reported that he has possession of the race transponders.
f. Christine Iverach reported that she has possession of the race timing equipment and radar gun.
g. Graham has possession of a supply of ARMS decals (750±), embroidered ARMS patches (296±), and two bankers boxes containing minutes of past annual meetings.
h. Brian noted the valuable assistance he has received through the year from Alan Gray.
i. Motion by ASCC/BAC "to approve the reports as presented." Motion passed.

12. 2026 Budget:

a. Treasurer Brian presented a budget for 2026.
b. Motion by AMKA/ASCC to: "Accept the 2026 Budget as presented." Motion passed.

13. New Business:

14. Processes to Issue Licences:

a. Brent noted that the process of receiving licence applications and processing them through to the final licence document involves a substantial amount of repetitive effort and involves several poorly integrated systems. He noted that there are several service providers available that can potentially provide these services, and he intends to do some research into what is available. He suggests that ARMS may want to consider hiring an outside service provider in 2027. After discussion, it was agreed that the Licence Registrar should strike a committee to research the available options and cost implications and report back to the BoD.

15. Single Annual Waivers for all events:

a. The question was raised whether a single insurance waiver could be set up that would apply to all events on the calendar. After discussion, it was noted that not all events put on by ARMS-member clubs are covered by the same insurance certificate or even the same insurance policy. Therefore, it is probably not practical to use one single annual waiver.

16. Ratification of the Actions of the Board of Directors:

a. Motion by MMSC/BAC to "Ratify the actions of the ARMS Board of Directors for 2025". Motion passed.

17. Elections:

a. The chair was turned over to Dave Hull, chair of the Nominating committee. Other members of the committee included Brian Partridge and Dwight Spencer. The positions up for election were President and Secretary.

b. President:

i. Ming Wong has offered to stand for re-election. No other nominations were presented, and no nominations were received from the floor after three calls. Ming Wong was declared President by acclamation.

c. Secretary:

i. Graham McCrea did not offer to stand for re-election. The nominating committee presented Christine Iverach as a nominee, and she accepted. No other nominees were presented or received from the floor after three calls. An election was held and Christine Iverach was elected as Secretary.

d. Approval of Peer-Elected Positions:

i. The peer-elected Directors for 2026 were determined in the respective discipline workshops as follows:
ii. Race: Nate Perron as Race Director, and Mike Reese as Assistant Race Director.
iii. Autoslalom Director: Ming did not re-offer as director. After discussion following the workshop, Shawn Gayton has agreed to accept the position as Autoslalom Director.
iv. Motion by MMSC/NBSCC: "To approve the peer-elected Directors for Race and Autoslalom as presented." Motion passed.

e. Appointed Positions:

i. Chief Steward – Daphne Sleigh agreed to accept the appointment.
ii. Licence Registrar – Brent O'Connor agreed to accept the appointment.

18. Host Club for the 2026 ARMS Annual General Meeting:

a. BAC agreed to host the 2026 Annual General Meeting. Tentative date was set as November 27-29, 2026. Details of location and arrangements to follow at a later date.

19. Adjournment:

a. Motion to adjourn by AMKA/MMSC. Motion passed. The meeting adjourned at 11:55 am.
b. The calendar meeting was held immediately after adjournment.

Minutes recorded by Graham McCrea, Secretary.

Appendix A – List of Attendees

Ming Wong	Shawn Luciano	Kailie Khoury
Debbie Miller	Scott Montgomerie	Alex Brunt (online)
Brian Partridge	Scott Harrod	Kyle Anderson (online)
Graham McCrea	Alan Gray	Shawn Gayton
Christine Iverach	Nate Perron	Dave Charters
Mark Goudge	Daphne Sleigh	Blu Vandaalen
Dave Hull	James Whitman	Derrick Clarke
Mal Swann	Linda Neal	Joel Nelson
Eric Wooliscroft	Mike McCrea	Leigh Pettipas
Jeff Martin	Stacy Chapman	Ian Pearce
Barbara Coleman	Tim O'Connor	Aidan Khoury
Ryan Burrill	Brent O'Connor	Robert Andrews

PRESIDENT'S REPORT

There was only one Presidents' meeting this year. The ARMS Executive met regularly. The ARMS Board of Directors also met regularly. Attendance at the Board of Directors meetings are not consistent, however I think the value of the meetings are starting to become more apparent. Will continue to encourage the board to attend all future meetings.

AFRA was suspended in March. When they are ready to resume operation, they can reach out to ARMS.

The turn 9 barrier at AMP was completed before the start of the season. There was an extraordinary effort to build the tire barrier in turn 9. I would like to thank everyone who volunteered. The effort was noticed and welcomed.

Would like ARMS to be in a position to donate more to AMP. ARMS is on the hook to repair the armco in Turn 8. That it occurred at the end of the year opens an opportunity to save money by doing the repair at the same time as installing armco at pit exit. By the time I read this report, I assume a vote would have already occurred. I will reiterate that pit exit is a potentially serious liability issue. It is by no means the only one, however the opportunity does exist to address it and in a cost effective manner.

The committee tasked to look into performance structure and organization, i.e. race, time attack and lapping, met several times. I think what was uncovered through these sessions were enlightening. The committee at the time of this writing, is currently in the process of compiling a report. Hopefully, it has already been distributed and discussed by the time this report is read.

Next steps would be for the clubs to determine what to do with the report. I know the members of the committee are eager to proceed with the findings.

It's been a good and interesting year. Hoping for an even better 2027!

Regards,
Ming Wong
ARMS President

VICE PRESIDENT'S REPORT

2026 was a good year for weather and entries in all disciplines. It was good to see a few more rallies on the calendar and our region is very active in performance rally too. Numbers were good for most solo events, lapping helped to pay the bills on race day and race grids were good. The new PWR classification had its first full year and the prognosis is very good, thanks to Steve Phillips and all who made this work. There also seem to be some options for future JCMs to help improve those metrics too.

The car show in March continues to help make the public aware of the many activities that our region can offer.

AMP has had a big paving project underway and based on the photos making the rounds it will be interesting to test our old lines on this new surface. A large amount has been donated from many individuals to help pay for this work so a huge thank you to everyone for keeping this important facility up to date and in good repair.

Finally congratulations to ARRCA and Paul Gray for their recent inauguration to the Maritime Motorsports Hall of Fame. Look for a display soon of a multi-badged set of whites at the hall in Petitcodiac, NB. Also congrats to the winners in all our club and region events. And a big thank you to all the volunteers who help make these events happen.

All the Best for 2027!

Debbie Miller
VP ARMS

RACE DIRECTOR'S REPORT

ARMS TRAC Series Rule Discussion Topics – 2026 Race Workshop

Start procedure Discussion

- - Mention that P1 has lane choice. Does not affect other lanes, or remove this. P1 always right side.
- - Pit Exit points direction, or leave to figure it out.
- - Empty pre grid spot means everyone moves up. Write it down.

Possibly racing in August rather than July.

September event possible conflict with Targa NL.

Endurance Series – May - Derek Lugar Memorial (51L)

- - June – Tim McNeil Memorial (?L – approx 1 hour or so),
- - Sept – Jack Canfield Memorial (2 hr, double points).
- - July/Aug event will have 3 sprint races for each sprint series. All other weekends have 2x sprint races.

Clarification of Pit Stop Rules – We did this before, but it didn't make it into the rulebook.

Back Brace – Joel Nelson can explain

Paid Paddock Spots - This was supposed to get done based on last year's workshop, but with the run up to the 2026 season, I didn't have enough time and it will likely be the same thing next spring as well. If this is a thing people want, someone else will have to volunteer to work on the plan.

RALLY DIRECTOR'S REPORT

Within the Atlantic Region, we have 3 clubs affiliated with the Canadian Association of Rally Sport (CARS). CARS is the sanctioning body for rally related events within Canada; encompassing Stage Rally and rallycross.

Navigational Rally is almost 100 % the direct responsibility of the Region.

BAC & ASCC were active in rallysport event organization during the past year.

Rally Cross https://www.bluenoseautosport.ca/rally-cross/

BAC conducted a successful club level only winter rallycross series.

Only 4 of the scheduled events actually ran due to weather related restrictions.

All events ran at the Stewiacke Mudslingers Club venue. Although this venue has a reputation as being rough. The course layouts and designs were exceptional this past year and generally provided smooth running.

It was satisfying to see a small bump back up to 25 unique entrants over the course of the season. Hopefully without weather problems the entry level will grow during the new season.

We continue to try and source alternate venues and any ideas in this area are greatly appreciated.

As a grassroots style event, think solo on imperfect surfaces, this is an event type that I encourage every club to investigate. Support is available from the rallycross group to get your club started.

Navigational Rally https://roadrallyatlantic.ca/

The Road Rally Development Group (RRDG) developed a 4 event regional series that saw 19 unique entries over the year.

Road Rally is a really fun way to explore our province and challenge yourself at the same time.

The RRDG has so much depth and talent, and I look forward to another successful year in 2027.

Reminder that support is available for any club looking to develop an event in their area.

Performance Rally

Regionally, the Performance Rally Committee was able to complete a 4-event regional level performance rally series, developing a new event and rescheduling another so all events ran.

Teams started with the new Black Rocks Rally in May, moved on to Rallye Auto International Baie-des-Chaleurs in Quebec's Gaspe region in June, followed by the Trout Lake event in October and finally the Ledwidge Loop a few weeks ago.

10 unique cars were entered over the course of the year. With one brand new team and several returning veterans making 2026 the best year for performance rally in a long time!

In 2026 we tested both the red flag rule system and deceleration zones, with the goal of making our events safer for all involved.

We have a strong and committed organizational team that continues to focus on volunteers.

Planning for 2027 is well under way within all 3 disciplines, with the hope of making 2027 even better.

Respectfully Submitted by
Mal Swann Atlantic Region Rally Director to CARS

AUTOSLALOM DIRECTOR'S REPORT

{Report not available at time of printing.}

PERFORMANCE SOLOSPORT DIRECTOR'S REPORT

2026 ARMS High Performance Solosport Director Report

This has been a busy and productive year for Lapping and Time Attack disciplines. Alex Brunt unfortunately had to resign to take care of family matters unexpectedly in May, which resulted in my appointment to the position by the ARMS board very early in the season. I do want to thank Alex for the work he did over his time as HP Solo Director, he set up a solid base that I believe the community is now ready to build on.

High Performance Driver Education

Driver Education is the core of the HP Solosport discipline. The annual ASCC High Performance Driving School continues to serve as the principal event for new driver training. Additionally, ARMS ran a 12 student school mid season to accommodate additional interest. Instructor participation is key to running these events successfully - without well trained instructors, none of the ARMS HPDE program can succeed.

In situations where students did not meet all the training objectives during the fairly limited time available during these single day events(10-20% of participants), and in keeping with a philosophy of continuous education, ARMS appointed instructors were available and assigned to any school participants who required further instruction to meet the basic standards for the Lapping Licence. As well, instructors regularly participated in on track sessions with licensed participants to work on skill development during all of the lapping days held.

Instructor development and proficiency is a point of vulnerability in the ARMS HPDE program. There is no formal ARMS instructor training program, nor is there a published ARMS HPDE curriculum. ARMS has been reliant on adhoc instructor training and development as well as infrequent supplemental formal instructor training events held by PCA Acadia Region to bolster our instructor cadre. Given the number of participants in the ARMS program at large, I believe the time has come to establish more formal instructor and student HPDE training programs. This is no small task, but should be a specific ARMS goal over the next couple of years. Across North America HPDE organisations have been adopting the standards set out by the Motorsport Safety Foundation for student and instructor curriculum, and it’s my intention to work towards this same standard for ARMS.

Time Attack

The Atlantic Time Attack Challenge was contested in 2026 over 3 events. Different than previous years, the event scoring format changed so that each session of the day was scored, with a competitors best 2 of the 3 scheduled sessions counting towards the event and series championship points. This change resulted in higher participation levels over the event sessions when compared with previous years, where the first cold air/cold track sessions would yield the fastest laps and provided competitors with little incentive to run in the afternoon portions of the events. Congratulations are due to all competitors. For 2027, it is proposed that the championship be expanded to 4 events with a similar format, allowing competitors to drop one event from the championship points total similar to the regional autoslalom championship

Financials

Complete financials are reflected on the treasurer's report. ARMS HP Solo received a sponsorship from Raven Autosport of $3000 for the 2026 season. In 2026 ARMS held Lapping/Time Attack events in June, July and August. May and September sessions were held under the Race organisation and are therefore reflected in Race financials. The following are the net profit (loss) from those events.

June - $667.90
July - $1062.90
August - $691.58

These numbers don't reflect the significant revenue generated by the events of between $5000-$8000 per event. With the planned increase in the number of scheduled events for 2027, it is highly likely that ARMS overall will cross the threshold where charging HST is required, if we have not already done so. I leave that issue to the capable hands of the ARMS Exec and its treasurer to determine and coordinate.

Proposed significant changes for 2026

Friday/Saturday events - to facilitate attendance for members travelling longer distances, it's proposed that each of the events held during ARMS race weekends hold HPDE sessions on the Friday in addition to the regular Saturday and Sunday sessions. Clustering the dates this way should encourage those that travel from farther to attend more events.

Passengers during HPDE sessions - during discussions with our insurer, we were made aware that a national trend has been observed where the more serious injuries and therefore claims from on track incidents were associated with passengers. As a result ARMS will be developing an HPDE passenger policy to ensure that passenger risk is properly managed. This will include restrictions on carrying passengers unless legitimate HPDE familiarisation is being conducted as determined by the event organiser, as well as the implementation of an "equal restraints" policy where the restraint system used must be the of same style and configuration for both occupants of the vehicle (both OEM belts or both approved harness systems). Additionally, participants in ARMS HPDE events utilising restraint systems that incorporate shoulder straps will be required to use an approved FHR device (aka HANS etc). Both of these policies are consistent with PCA's North American policies.

ARMS Policy on Track Damage Repair during HPDE/Time Attack sessions - as AMP continues to improve the containment systems that prevent vehicles from leaving the designated prepared runoff areas, we are seeing more incidents of vehicles contacting and damaging crash barriers. These barriers require repair or replacement when this occurs, with costs in the vicinity of $10,000 not being unexpected during a high speed incident into an ARMCO barrier. Both SCCA and NASA have policies where the organization covers the costs associated with participant track damage during sanctioned events, and I am proposing that ARMS formalise a similar policy for ARMS organised HPDE/Time Attack and Race events.

HP Solo oversight - There is currently no HP Solosport committee in place. Oversight is conducted through the HP Solosport director to the ARMS board. Formal committee/working group structures are being discussed as part of the overall review of ARMS RACE/HP SOLO organization structures and functions. I am standing for election to the HP Solo Director position at the 2026 HP Solo Workshop.

Yours in Motorsport,
Brent O'Connor
Interim HP Solo Director

KARTING DIRECTOR'S REPORT

Karting in our region was alive and well, with 56 competitors taking to the track, in four classes.

In the regional 3 race series, 31 racers competed for the ARMS regional title at two different racetracks.

Two races were held at Scotia Speed World, with the final race in the series being held at the Kartbahn track in Halifax. It has been a few years since karting has raced at Scotia Speed World, with some track changes made for the weekly Bandolero series it gave the karters a chance to try new track configurations and made for a more kart friendly environment. Most that sampled the new layout were happy with the design , although still bumpy, especially where there are pavement changes, it was a good opportunity for teams to learn new setup changes.

In the Cadet class showing that racing does run in the family #14 Axl Whitehead took the championship with 681 points, over second place #10 Rafael Staszczyk with 677 points, third place was taken by rookie driver # 61 Eric Touesnard with 537 points.

The Junior division was the biggest class of the series, with Atlantic Canada's stand out karter #1 Adam Riebetz taking the ARMS title with 742 points. Claiming the second spot on the overall podium was #228 Brayden Isenor with 606 points. With #98 Jackson Reiner taking third overall with 427 points.

The Senior class saw a changing of the guard with #49 Andre Robichaud claiming his first ARMS Regional Championship with 713 points. Second overall was taken by #13 Jack Smith with 536 points, and finishing third overall was #326 Raphi Barnes with 354 points.

The Masters division saw the Old Dawg show he isn't even close to being done. #803 Barry Nickerson claimed the ARMS Regional Championship with 734 points. Second overall was taken by #42 Kevin Stoneman with 566 points, and Rookie driver #56 Daniel Salmon nabbing third overall with 451 points.

Notable absence of Eric Woolliscroft while he recovers from some non racing health issues, hopefully we will see Eric back in 2027.

We had Drivers go away to National Cup Karts Canada races, with the stand out being #803 Barry Nickerson who claimed third place to stand on the podium in the first final at Karting Trois Rivieres, missing the repeat in final two the next day finishing in fourth place, well done Barry.

Drivers who competed at National Cup Karts Canada races were Barry Nickerson, Cameron Nickerson, Victoria Giestzen, and Rafael Staszczyk.

Junior Champion Adam Riebetz, is certainly the driver to watch moving forward.

In 2026 Adam did the following beside the local AMKA championship, 3 races in Moroccan national IAME X30 championship [30hp 2-stroke Tony kart] - 3x podium.

3 races for Canada in FIA academy trophy with OK-N [35hp 2-stroke direct drive kart], Valencia (Spain), Mülsen (Germany) and Kristianstaad (Sweden) - 2x Finalist

Two days Test in OK-N with his coach Danilo Capizzo in Viterbo (Italy) - 132 laps

Two days test in OK-N with DCR (Danilo Capizzo racing) in Franciacorta (Italy) - 160 laps

2h session exclusive SIM training (F4 car) on the Ferrari F1 simulator in Maranello (Italy) - coaching and data: Giacomo Debbia [9y race engineer Michael Schumacher]

3 races in COTFA [champions of the future academy] with OK-N, Valencia (Spain), Viterbo (Italy), Franciacorta (Italy) [the last one 12-15 Nov]

24h of Spa Francorchamps (Belgium), one of 4 races making the European karting endurance championship. 42 teams, > 200 drivers.

Adam was acquired and invited by the front running team “pro active drive“ - They won the Master division and finished P2 over all. Adam did 3 stints of ~110 laps each (100min in the seat each), >400 clean passes and the fastest lap time of all drivers in his night stint.

Coming up in 2026:

The last COTFA race OK-N, in Franciacorta (Italy) , 12-15 November - 1 day brake - followed by a 2 day test in Cremona (Italy) OK-N

IAME X30 winter series in Marrakech (Morocco), two races in December

Probably F4 test in Texas (USA)

Coming up in 2027:

Adam has applied again for the Canadian seat in the FIA academy trophy. races are in Belgium, Czech Republic and UK.

Adam secured a seat in Jacques Villeneuves -Feed racing- Formula 4 series - June

Upgrade his FIA licence from ITF to ITE for KZ series in Moroccan nationals. 6 speed shifter kart 50hp

Adam will be the OK-N driver for team DCR in the Italian championship - 5 races in the highest ranked FIA national championship.

Yours in Motorsport,

Jeffrey Martin
Atlantic Region Motor Sports
Karting Director

TREASURER'S REPORT

2026 was another great year of Motorsports in the Atlantic Region, with both our racing and lapping/Time Attack both making good gains this year in entries and profits. We made a $20,000 donation to AMP in the Spring to help fund the T9 guardrail and barrier, not to mention the number of volunteers helping the tire barrier install from most clubs. Definitely just the beginning of great things to come at AMP in 2026!! I'll leave the rest for another report.

This year I got to attend a kart race at Scotia Speedworld with our secretary, Christine Iverach, very good racing there in all classes, and a smoothly run day. Had a great time!

As for me, this completes year 4 of Treasurer for me, and I'm still enjoying it! So I re-offered for the next term!

Yours in Motorsports,
Brian Partridge

Atlantic Region Motorsports Inc.

Income Statement

{Income statement not available at time of printing.}

Computer-ASUS Polaroid Card Printer (2016)
Blank Cards, ribbon, cleaning ink
Four (4) Suitcase style tool boxes from CTC
Presentation Binding Machine-Coil Binder
Brent O'Connor

Twenty (20) MyLaps Transponders/Chargers and clips
Wireless Mic for Announcer at AMP
Nate Perron

Lenovo Laptop (2017)
One (1) car tester for MyLaps
One (1) db Meter
James Whitman

Dell Laptop (2023) SAGE Accounting Software-Upgrade 2021 version
42” TV (2019) for car show displays
ARMS Banner (For Displays)
Banners for shows (2025)
Phone and square readers
Brian Partridge

Dell Laptop (2022) with hard drive upgrade, T&S computer
Printer
1 MyLaps server box plus 2 MyLaps decoder boxes
Orbits 5 software upgrade 2019
various additional cables
one (1) db meter
One (1) radar gun
ARMS decals
ARMS patches
Christine Iverach

Trolley Jack and two (2) axle stands (NAPA Brand) for TRAC tech
Blackstone Grill and 20lb tank
AMP Sea Can

4 input switches, wifi modem and box power supply, two (2) 150’ lengths of coax cable, two (2) in track direction loops

2026 BUDGET

{Budget not available at time of printing.}