



2014 CSCS Time Attack  
Rules and Regulations  
(March 2014)

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## Foreword

This is an outline on how to build your car for competition. If you have any questions about what is contained in this document, or how to interpret it please feel free contact to us.

On April 2<sup>nd</sup>, 2014 we will also release a document outlining procedural changes to Time Attack for 2014. We will be making changes to help you, the competitor get through tech quicker, get on the track for longer and make the best out of competition.

## 1. General Competition Rules

**1.1.** Automobile racing is an inherently dangerous sport. Canadian Sport Compact Series (**CSCS**) assumes no liability expressed or implied for the safety of any vendor, racer, spectator, or any other participants at a **CSCS** sanctioned or sponsored event. By entering any **CSCS** event, the participant, spectator, or vendor voluntarily assumes risk of bodily injury or death and also waives any claims for such losses against **CSCS** and/or its staff, the track and/or its staff, and the sponsors.

The sole purpose of this **CSCS** rule book is to place vehicles in the appropriate competition class and as a guide for the conduct of the sport. By participating in any **CSCS** event, participants are deemed to have read and complied with all rules and regulations pertaining to this rule book and any additional supplementary rules. Supplementary rules and regulations may be released by newsletter, bulletin, or pre-race meeting.

### 1.2. Entry Requirements

**1.2.1.** In order to compete in a CSCS event, entrants must submit an approved official entry form and payment. Official entry forms and methods of payment are available on the CSCS website: <http://www.cscs.ca>. Pre-Registration will close one week prior to the event at which time any (if available) remaining spots will be available at a first come first served basis on the morning of the event for open lapping. Time Attack entries must be pre-registered.

**1.2.2.** In the event a competitor cannot attend an event after entry. CSCS will accept transfers of entries to another competitor for the same date up until the Friday before an event. All transfers must be confirmed with CSCS Management by phone or e-mail.

**1.2.3.** Important Notice of One Entry – One Car:

**1.2.3.1.** Only one vehicle is permitted per driver. One driver **cannot** register two vehicles.

**1.2.3.2.** Only one driver is permitted per vehicle. Two drivers cannot both enter and share a vehicle to compete with on the day of the event.

**1.2.3.3.** The vehicle that the driver techs is the vehicle he/she must compete in – however, with permission from CSCS Officials drivers may request the option of re-teching a vehicle before competition.

### 1.3. Competitor Obligations, Agreements and Releases

1.3.1. Each competitor, by entering a CSCS event, grants CSCS and its authorized agent's permission to utilize their name, car information, audio records, pictures, videos and other media material for any advertising, promotions, broadcasting, or reporting before, during and after such event.

1.3.2. All CSCS competitors are required to place decals as provided by CSCS in an unmodified form and located on the car as directed by CSCS. This includes, but is not limited to, the top portion of the windshield. CSCS reserves the right to place provided CSCS windshield banners on all competitor vehicles at the day of the event for the course of the event.

1.3.2.1. CSCS also reserves the right to place a competitor door card on both driver and passenger doors. A space of 18" x 18" must be available for CSCS use on each door.

1.3.3. CSCS may approve or disapprove the content, placement and size of any advertising, decal or sponsorship identification for any reason.

### 1.4. Safety and Class Inspection

1.4.1. All cars, car parts and equipment are subject to inspection by CSCS at any time and in any matter as determined by CSCS officials. Vehicles will only be eligible after passing the safety inspection and being classified by a **CSCS** tech official. It is the driver's responsibility to make sure that the vehicle meets all class specifications and that no changes are made to the vehicle which would alter the classification.

1.4.2. **CSCS also reserves the right to randomly re-tech racers at any time before, during and after competition.**

### 1.5. National Championship

1.5.1. Competitors will earn points throughout the season towards the **CSCS National Championship**. In order for an event to qualify for the championship drivers must compete in at least two events within the designated class

1.5.2. CSCS Championship Points Structure (All Classes)

Position	Points
First Place	100
Second Place	90
Third Place	80
Fourth Place	70
Fifth Place	60
Participation	20

1.5.3. Tie Breakers will be decided as follows, in priority.

- 1.5.3.1. Most wins
- 1.5.3.2. Most runner-ups
- 1.5.3.3. Most races attended

1.5.4. Trophies will be awarded for each class based on the number of competitors.

- 1.5.4.1. 1-3 Cars - First.  
4-6 Cars - First-Second  
7+ Cars – First, Second, Third

1.5.4.2. Please note that trophies are handed out at the event day and cannot be picked up at a later date, following event nor will they be mailed out. To receive your trophy you or a friend must stay back and pick up the trophy during the awards ceremony.

## 1.6. Decision / Policy

1.6.1. All decisions will be left to the discretion of CSCS officials. CSCS has the right to reclassify any competitor for any reason CSCS sees fit that will benefit the ongoing competition. CSCS has the right to change any rules without notice at any time as they see fit. CSCS and track officials have the power to remove any person from competition and from the grounds if he/she sees fit.

## 1.7. Rainout Policy

1.7.1. Time Attack events are rain or shine.

## 1.8. Contingency Verification

1.8.1. If enrolled, all racers must have all contingency verified and registered by a CSCS official during technical inspection. All contingency not verified before racing begins will be null and void. Incorrect information given by racers will delay or null and void all contingency prizes.

## 1.9. Professionalism

1.9.1. Participants at events are expected, at all times, to conduct themselves in a professional and non-disruptive manner consistent with good sportsmanship.

1.9.2. Any participant who, in the sole and absolute judgment of CSCS: verbally or physically threatens another person; uses vulgar or derogatory language; engages in unsportsmanlike conduct; engages in conduct detrimental to the sport; otherwise creates a condition or circumstance that is unsafe, unfair, or out of order; or otherwise violates any CSCS rule, regulation or agreement, shall be in violation of this rule and are subject to disqualification, removal of CSCS National Championship Points and may be subject to certain terms/conditions before that participant is allowed to return to competition.

## 1.10. Protests

- 1.10.1. Should circumstances arise that someone feels that one of his/her competitors has a competitive advantage that is in violation of the **CSCS** Rule book he/she may file an official protest. All protests must be in writing and given to the **CSCS** Technical Director.
- 1.10.2. Official Protest Forms must be used and will be available at every event. In order to prevent false and misleading protests a protest bond of \$200 (or more, depending on situation) must be supplied by the protester. In the event of a successful protest any fees collected will be returned. All appeals must be made within 30 minutes of the last competitive run.

## 1.11. Time Attack Procedures

- 1.11.1. CSCS time attack competitions are strategically set up to allow proper classes for a fair range from stock vehicles to fully modified track monsters. Upon registering for the time attack competition drivers are placed into one of our nine classes based on their vehicle and modifications.
- 1.11.2. Each driver will receive adequate open lapping time giving them a chance to fine tune their vehicles and learn the track layout. These laps are not taken into consideration for the actual competition.
- 1.11.3. All vehicles involved in a “spin” or an “off” during the Time Attack session are permitted to re-enter the racing surface only if done without interfering with other competitors. A spin or off will result in a DNF for that lap. An “off” includes “four wheels off” the racing surface at one time. If the vehicle stops and needs assistance to get moving it will receive a DNF for that lap and will not be allowed to have any additional laps.
- 1.11.4. To rent the transponder for the day of the event, all competitors must provide CSCS officials with either two copies of identification (drivers license & valid credit card) *or* a \$450.00 cash deposit. Once the transponders is returned drivers will receive their license/credit card or cash back, no charges will take place. Please note that all transponders are coded and any stolen transponder can be remotely deactivated and will no longer work on any timing system. Any unreturned transponders will incur a \$450.00 charge.

**1.11.5. Any vehicle or driver that is determined by CSCS officials to have intentionally impeded or obstructed any competitor during a Time attack session will lose the times recorded in that session and may be disqualified. This includes, but is not limited to: spreading debris on the racing surface or placing ones vehicle in such a manner as to limit the other competitor's ability to run a clean lap.**

**1.11.6. All drivers must attend the mandatory drivers meeting prior to entering the racing surface. If a driver is late or unable to attend the drivers meeting the driver must meet with the Chief driving instructor before entering the racing surface. The Chief driving instructor may disqualify or impose a penalty for being late/missing the drivers meeting.**

**1.12. Pit Area and Vendors**

**1.12.1. At each venue CSCS will have a designated pit area for paid vendors. In this area only paid vendors may display signage. Any promotional canopies that are part of a teams setup may not be displayed in this area.**

## 2. Eligible Vehicles

2.1. The following are rules that are applicable to all cars that compete in CSCS Track Events. These regulations do not allow variations from the stated technical specifications. All participants should presume that no variations are permitted unless specifically stated within these regulations. Any component, car construction or repair that does not meet the exact specifications of this rule book or is deemed not to be in the spirit of these regulations by CSCS may be disallowed by CSCS officials. **If a participant has a question or doubt regarding the eligibility of any component, specification, or procedure, it is the participant's responsibility to obtain written approval of the component, specification, or procedure from CSCS prior to its use at the events.**

### 2.2. Body – Frame / Exterior

2.2.1. Vehicles entered in all CSCS Time Attack classes must be production based vehicles, constructed and released for sale to the public from an automobile maker. Vehicles constructed by an automobile maker solely for the purpose of racing are prohibited from participating.

2.2.2. CSCS prides itself in being able to offer our competitors a place to showcase their vehicles and talents. That being said, appearances are key, please prepare your vehicle in a presentable manner for media and spectators. You may be asked to correct this situation before competing.

2.2.3. Production tube frame vehicles are eligible for competition in the Exhibiton class (Example: Lotus Elise, Ariel Atom). These vehicles will be eligible for their own lap record, and will not score championship points.

2.2.4. The entire tub, floor plan, firewall, and frame assemblies including but not limited to the cowl and windshield frame must remain in the stock position. On unibody cars the frame is defined as the boxed and formed parallel sections running the length of the vehicle.

2.2.5. Wheel well liners/inner fenders are not required to be installed. Tabs designed to retain such liners may be removed or reshaped to allow for tire clearance.

2.2.6. Tops of tires must be inside bodywork as viewed from directly above.

2.2.7. Front and rear bumper beams may be removed

2.2.8. Bumpers, fenders, headlights, tail lights, trunk lids, and hoods MUST be installed for competition. Listed parts may be modified for cooling or air induction, but not entirely removed. In Unlimited class, headlights may be substituted with a visually similar cover.

2.2.9. Bolt on chassis reinforcement is unrestricted.

2.2.10. Factory built convertible cars must be fitted with a hardtop or roll bar.



- 2.2.11. Vehicles regardless of competition class must be visually similar to original production vehicle. Alternate materials are allowed in respective classes.
- 2.2.12. Tow Hook – There must be a minimum of one easily accessible tow hook on the vehicle. It is recommended that all vehicles have a tow hook on both the front and rear of the vehicle. Stock hook is allowed.
- 2.2.13. Replacement or removal of OEM glass is prohibited. Except in unlimited class.

### 2.3. Engine/Power/Fuel

- 2.3.1. Use of nitrous oxide, or propane systems in any form is prohibited
- 2.3.2. Alcohol and water injection is permitted
- 2.3.3. Hybrid drives are permitted
- 2.3.4. Electric vehicles are permitted. Individual electric motors in the wheels are permitted.
- 2.3.5. Internal combustion engines only. The only approved internal combustion engines are piston and wankel rotary type. Limit only one internal combustion engine per vehicle.
- 2.3.6. Commercially available E85, bio-diesel, and natural gas fuels are permitted in all classes. All installations must be approved by CSCS.
- 2.3.7. Fuel pumps, fuel rails, fuel lines, and fuel injectors are unrestricted.
- 2.3.8. Batteries must be securely fastened down, positive terminals well insulated and if located in the cockpit must be covered, have leak proof caps, or be dry cell.
- 2.3.9. Master electrical cut-off switches are recommended and should clearly be marked if fitted outside the vehicle.
- 2.3.10. Rear brake lights, and hazard lights must be in-tact and operational. In Unlimited, only brake lights are required to be operational.

## 2.4. Suspension/Brakes/Tires

- 2.4.1. Brake modifications and upgrades are unlimited in all classes.
- 2.4.2. Camber/caster plates are allowed. Specific class rules may limit the modification allowed to install camber/caster plates.
- 2.4.3. All bushing may be replaced with less compliant bushings, solid bushings, or rod ends and mono-balls.
- 2.4.4. Suspension springs are unlimited.
- 2.4.5. Tire rules are class specific.

## 2.5. Exhaust System

- 2.5.1. Exhaust must exit outside the body of the vehicle. Exhausts exiting the hood are not permitted due to safety concerns during an engine failure.
- 2.5.2. The exhaust sound level must be within the regulation of each hosting venue, if unsure, drivers must check with each venue/circuit before participating.
- 2.5.3. Exhaust systems passing through interior of the vehicle must be isolated by a metal bulkhead and/or firewall to protect the passenger compartment.

## 2.6. Interior

- 2.6.1. Aftermarket "Racing" seats are an acceptable substitution for OEM front seats in all classes.
- 2.6.2. All floor mats and loose articles in the vehicle must be removed.
- 2.6.3. It is recommended that all cars be equipped with at least a 2 lb. 10 BC fire extinguisher securely mounted in the cockpit.
- 2.6.4. OEM Dash, OEM Front door panels and OEM Center console must be installed. \*Except in unlimited class
- 2.6.5. In Street class, interior may be modified to support installation of a roll bar.
- 2.6.6. In Super Street class, interior may be modified to support installation of a roll bar or roll cage.

### 3. Safety Standards

#### 3.1. Drivers/Crew

- 3.1.1. All drivers must hold a valid G2, or G licence. Drivers from out of province must hold a valid drivers licence. If unsure please contact CSCS.
- 3.1.2. 15 km/h pit/paddock speed must be maintained at all times.
- 3.1.3. Despite organizers taking all reasonable precautions it is up to the Drivers/Crew to also check for vehicle safety and obey all rules and regulations.

#### 3.2. On Track (Practice & Competition)

- 3.2.1. It is highly recommended that all drivers wear a Snell SA2000, FIA Certified 8860-2004, SFE 31.1A-31.12A-21.1/200 or better helmet. Head and neck restraints systems are optional and are also recommended to be Snell Foundation (SA) approved. However, any DOT approved helmet is acceptable. Face shields are strongly recommended.
- 3.2.2. During competition, both driver and passenger door windows must be in an up position (closed position). If window has been removed a window net must be present.
- 3.2.3. Passenger Rules are enforced accordingly at each event and may be conditionally changed per event and during the course of the day.
- 3.2.4. In case of a collision, malfunction, or other reasons of inability to move the car while on course, the driver is asked to wait in the car with seatbelts and helmet worn until directed or assisted by course marshal (exception to this rule will be any pending or visible fire, or chemical hazards that threaten the driver).
- 3.2.5. Refueling is prohibited in paddock and grid and is applicable to all cars, tools, and generators.
- 3.2.6. It is recommended that drivers wear driving suits made of approved fire resistance material (Nomex, etc.) in single or double layers.
- 3.2.7. Drivers in the Unlimited Class, MUST wear a fire resistant driving suit bearing either a FIA or SFI designation. Unlimited drivers are strongly encouraged to wear additional fire protective clothing such as gloves, racing shoes and underwear.
- 3.2.8. Drivers and passengers on the track shall wear long sleeved shirts, & pants along with fully enclosed shoes (no sandals).

### 3.3. Seat Belts

- 3.3.1. All competitors shall properly wear an approved seat belt (restraint system) during practice or competition. The competitor has the responsibility to ensure the seat belts in the vehicle are in good condition and properly installed.
- 3.3.2. An OEM or DOT approved restraint system is acceptable for all vehicles. Use of shoulder straps of non-DOT approved 4,5 or 6 point restraint system or “racing harness” is prohibited in vehicles without a roll bar or roll cage.

### 3.4. Roll Over Protection

3.4.1. A roll bar is required for vehicles with fold down or completely removable tops (e.g., convertibles). The top of the roll bar shall be a minimum of two inches above the top of the driver's helmet when the driver is sitting in a normal driving position, and the top of the roll bar shall not be more than ten inches behind the back of the driver's helmet when the driver is sitting in a normal driving position. An OEM or DOT approved restraint system is acceptable for all vehicles. Use of shoulder straps of non-DOT approved 4,5 or 6 point restraint system or "racing harness" is prohibited in vehicles without a roll bar or roll cage.

3.4.2. The roll bar hoop and all braces shall be of seamless or ERW or DOM mild steel tubing, or chrome molybdenum alloy steel such as SAE 4130. It is recommended that mild steel tubing be used as chromium alloys present difficulties in welding and shall be normalized to relieve stress. Proof of the use of alloy steel will be the responsibility of the Entrant. The minimum size seamless or DOM tubing to be used shall be as follows:

Curb Weight	Mild Steel	Alloy Steel
Up to 1500 lbs	1.375" x 0.095"	1.375" x 0.080"
1501-2500 lbs	1.500" x 0.095"	1.375" x 0.095"
Over 2500 lbs	1.500" x 0.120"	1.500" x 0.095"

ERW tubing may be used in the following sizes only.

Curb Weight	ERW Tubing
Up to 2500 lbs	1.500" x 0.120"
Over 2500 lbs	1.750" x 0.120"

The minus tolerance for wall thickness shall not be more than 0.010" below the nominal thickness. An inspection hole of at least 3/16 inch diameter shall be drilled in a non critical area of the roll bar hoop to facilitate verification of wall thickness.

Where bolts and nuts are used to fasten the roll bar to the vehicle's chassis or frame (i.e., bolt-in roll bar), the bolts shall be at least 3/8 inch diameter SAE Grade 5.

MIG or TIG welding, shall be used whenever possible. Alloy steels shall be normalized after welding.

Two fore/aft braces with tubing of dimensions of at least that required for the main hoop itself shall be installed. Diagonal lateral bracing of tubing equal in dimension to the tubing of the main hoop shall be installed to prevent lateral distortion of the main hoop. In most cases, a lateral brace from the bottom corner of the main hoop on one side to the top corner of the main hoop on the other side is sufficient.

The fore/aft bracing shall be attached as near as practical to the top of the main hoop, no more than 6 inches below the top, and at an included

angle of at least 30 degrees.

In cars with frame type construction, the roll bar and braces shall be attached to the frame of the car wherever possible. Mounting plates attached to the frame, regardless of whether welded or bolted, shall be at least 3/16 inch thick with a backup plate of equal size and thickness on the opposite side of the panel with the plates bolted together. Mounting plates welded shall not be less than 0.080 inch in thickness. Wherever possible, the mounting plate should extend onto a vertical section of the structure such as a door pillar.

The minimum mounting plate area shall be 20 square inches. The important consideration is that the loads be distributed over as large an area as possible and as close to vertical structures as possible.

Removable roll bars and braces shall be very carefully designed and constructed to be at least as strong as a permanent installation. If one tube fits inside another tube to facilitate removal, the removable portion shall fit tightly and shall bottom on the permanent mounting, and at least two bolts shall be used to secure such a joint. The telescope section shall be at least eight inches in length.

A roll cage is not required, but is recommended for any car that requires roll over protection.

3.4.3. Roll cages meeting SCCA (GCR Section 18), NASA (GCR Section 15.5.8), CARS (GCR Part B Section II, CASC-OR Race Regulations (Appendix "O"), Global Time Attack (GTA CCR Section 4) are approved for use.

3.4.4. Roll cages will be MANDATORY for all Unlimited class competitors starting January 1<sup>st</sup>, 2015.

## 4. TIME ATTACK CLASSES

4.1. CSCS Time Attack competitors will be split into nine classes. There will be three classes based on drive train platform (front wheel drive, rear wheel drive, all wheel drive). These three classes will then be split into three sub-classes depending on vehicle modifications (Street, Super Street, Unlimited) for a total of 9 classes.

4.2. **These rules are only a guideline, CSCS cannot be expected to foresee every outcome, therefore, In the interest of competition, CSCS reserves the right to reclassify any competitor at any time before, during or after competition.**

4.2.1. If there is any doubt of which class you fit into, please contact CSCS staff prior to any event and we will provide you with any assistance you require.

### 4.3. STREET CLASS

4.3.1. The street class has been designed for your traditional stock or slightly modified vehicle which sees daily driving.

4.3.2. Vehicle must be registered for use on public roadways. **Vehicles entered into Street Class must show proof of current registration and insurance to CSCS officials.** Please bring your documentation to registration to avoid any delays.

4.3.3. All Street Class vehicles must use DOT street tires with a UTQG tread wear rating of 200 or higher, Tires with UTQG tread wear rating under 200 are not permitted in Street Class.

4.3.4. Hankook Ventus RS3 tires are permitted.

4.3.5. Yokohama Advan Neova AD08 R tires are permitted.

4.3.6. Tire width is limited as follows

4.3.6.1. Front wheel drive (Class SF) maximum width is 225

4.3.6.2. All wheel drive (Class SA) maximum width is 245

4.3.6.3. Rear wheel drive (Class SR) maximum width is 275

4.3.7. OEM Doors, quarter panels and roofs must be kept in place.

4.3.8. Aftermarket front lips, side skirts and rear lips are permitted.

4.3.9. Front or rear splitters, canards and under trays are not permitted.

4.3.10. No Fender Flares or Wide-Body Kits

4.3.11. Rear wings are permitted. Provided that they do not extend wider than the bodywork, no higher than the roofline and a maximum of 5 (five) inches past the rearmost point of the vehicle.

4.3.11.1. Hatchback are permitted rear wings. However, they cannot exceed 8 (eight) inches above the highest point of the roof.

4.3.12. No Suspension that utilizes remote reservoirs.

4.3.13. No 3-Way Adjustable Dampeners.

4.3.14. Two-Way Adjustable dampeners are permitted.

4.3.15. Complete vehicle interior must remain.

4.3.16. Passenger and rear seats cannot be removed.

4.3.17. 4 or 6 point roll bars are permitted.

4.3.17.1. Removal or modification of vehicle interior is permitted to the extent of allowing roll bar installation.

4.3.18. Roll cages are not permitted.

#### **4.4. SUPER STREET CLASS**

4.4.1. The Super Street Class has been designed for vehicles that are a bit extreme for the street; they often see more track time than street driving.

4.4.2. All Super Street Class vehicles are permitted to use DOT Approved tires with UTQG tread wear ratings of 60 and above. Tires with less than a UTQG rating of 60 are not permitted in the Super Street Class.

4.4.3. Front splitters are permitted. Providing that they do not extend past the centerline of the front wheel.

4.4.4. Rear splitters/diffusers are permitted provided they do not extend past the centerline of the rear wheel.

4.4.5. Under trays are not permitted. Unless factory equipped.

4.4.6. Rear wings are permitted. Provided that they do not extend wider than the bodywork, no higher than the roofline and a maximum of 5 (five) inches past the rearmost point of the vehicle.

4.4.6.1. Hatchback are permitted rear wings. However, they cannot exceed 8 (eight) inches above the highest point of the roof.



4.4.7. Tire width is limited as follows

4.4.7.1. Front wheel drive (Class SSF) maximum width is 255

4.4.7.2. All wheel drive (Class SSA) maximum width is 275

4.4.7.3. Rear wheel drive (Class SSR) maximum width is 285

4.4.8. Wide body kits are permitted.

4.4.9. 4 or 6 point roll bars are permitted.

4.4.10. Roll cages are permitted.

4.4.10.1. Note: As stated above, CSCS reserves the right to re-classify you as an Unlimited class vehicle if we feel the sum of your modifications far exceeds the current level of competition for Super Street. With a roll cage having a significant improvement on handling and chassis rigidity, this will weigh heavily on your classification..

4.4.11. The following interior pieces must remain. Dash, center console, front door cards. Interior may be entirely removed behind the "B" pillar.

4.4.12. Rear and passenger seat may be removed entirely.

#### **4.5. UNLIMITED CLASS**

- 4.5.1. The Unlimited Class is designed for full blown race / Time Attack vehicles and exotics. Tire selection is open. Modifications are virtually limitless.
- 4.5.2. **General vehicle rules and regulations still apply; see above**
- 4.5.3. **Roll cages will be MANDATORY for all Unlimited class competitors starting January 1<sup>st</sup>, 2015.**

## 5. VEHICLE CLASSIFICATION

5.1. Not all vehicles are eligible for the street or super street class even if they are 100% OEM. Please refer to the list below. If your car is not listed please email [timeattack@cscs.ca](mailto:timeattack@cscs.ca) for clarification on your specific vehicles classification.

### 5.2. Street Class:

Make	Models Allowed	Models Not Allowed
Acura	All	NSX
Audi	All	R8
BMW	All	M3 GTS, M5
Chevrolet	All	Corvette Z06
Chrysler/Dodge	All	Dodge Viper
Ferrari	<b>None</b>	
Ford	All	Cobra, Mustang Cobra, Ford GT
Honda	All	NSX
Hyundai	All	
Infiniti	All	
Lamborghini	<b>None</b>	
Lexus	All	LFA
Lotus	<b>None</b>	
Mazda	All	
Mclaren	<b>None</b>	
Mini	All	
Mitsubishi	All	
Nissan	All	R35 GTR
Pontiac	All	
Porsche	All	GT3, GT3 RS
Saab	All	
Saturn	All	
Scion	All	
Subaru	All	
Toyota	All	
VW	All	
Volvo	All	

### 5.3. Super Street Class:

<b>Make</b>	<b>Models Allowed</b>	<b>*Models Not Allowed</b>
Acura	NSX	
Ariel	<b>None</b>	
Audi	R8	
BMW	M3 GTS, M5	
Chevrolet	Corvette Z06	
Chrysler/Dodge	Dodge Viper	
Ferrari	<b>None</b>	
Ford	Cobra, Mustang Cobra, Ford GT	
Lamborghini	<b>None</b>	
Lotus	All Non Tube Frame	Elise, Exige
Mazda	Non OEM turbo Mazdaspeed	
Mclaren	<b>None</b>	
Nissan	R35 GTR	
Porsche	GT3, GT3 RS	

### 5.4. Unlimited Class:

- 5.4.1. All vehicles built for legal street use in North America, Europe or Japan.
  - 5.4.2. **General vehicle rules and regulations still apply; see above**
6. **After reading this rule book, if you are in doubt of anything, or need assistance interpreting a rule. Please, e-mail, call or ask us before an event. Working together is the only way this series remains a success.**