



2016 DRAG RACE RULE BOOK
(as of Sept. 2016)

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GENERAL COMPETITION RULES

Disclaimer of Liability

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. This rule book is by no means meant to supplement or replace the NHRA rule book. The NHRA rule book shall be the sole source for all safety matters pertaining to drag racing at any **CSCS** event.

CSCS National Championship

In addition to the guaranteed payouts available at the individual races, competitors will earn points throughout the season towards the **CSCS National Championship**. The top two cars in each class will receive additional year-end prizes. 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.

CSCS Overall Driver of the Year

Also, in addition to the CSCS National Championship, is the overall "Driver of the Year." This is calculated by the driver with the most total points from all the events, regardless of class. However, in order for an event to qualify for points towards the year-end "Driver of the Year", there must be a minimum of 4 cars entered in eliminations at any **CSCS** event (subject to change).

2016 CSCS Entry Fee for All Classes

- 1) Street Canadian FWD (SCFWD) - \$100 (paid at the front gate ONLY)
- 2) Super Street (SS) - \$100 (paid at the front gate ONLY)
- 3) Street Warz (SW) - \$50 (paid at the front gate ONLY)
- 4) Pure Street (PS) - \$50 (paid at the front gate ONLY)
- 5) Bracket (B) - \$50 (paid at the front gate ONLY)

2016 CSCS Payout Structure for All Classes

- Payouts for "Street Canadian FWD" will be determined at each event. Full payouts are based on a min. 16 car Elimination Field.
- "Super Street" payouts are based directly on how many cars are entered in the class. From there, 70% of the total entry fee money goes towards the payouts that will be divided between 1st (70%) and 2nd (30%) place winners. E.g. 10 competitors @ \$100 = \$1000 x 0.70 = \$700 is the total purse for class (\$490 goes to 1st, and \$210 goes to 2nd).
- Payouts for "Street Warz", "Pure Street", and "Bracket" will be determined at each event. Full payouts are based on a min. 16 car Elimination Field.
- If there are less than 4 cars entering eliminations in any class, **CSCS** has the right to cancel that class at any time during the event – thus resulting in a non-points scoring event.
- Payouts are subject to change without notice for any class.

GENERAL COMPETITION RULES (cont...)

CSCS Classes	Short	Category	Elimination Field
1) Street Canadian FWD	SCFWD	Heads Up	16
2) Super Street	SS	Heads Up	16
3) Street Warz	SW	Heads Up	no limit
4) Pure Street	PS	Heads Up	no limit
5) Bracket	B	Bracket	no limit

CSCS Points Structure for All Classes

Winner	100
Runner-Up	80
Semi – Finals	60
Quarter – Finals	40
All Participants	20

CSCS 2016 Drag Points Events

- 1) Round 2 - June 26 (TMP – Toronto Motorsports Park, Cayuga, ON)
- 2) Round 4 - Aug. 20 (GBM – Grand Bend Motorplex, Grand Bend, ON)
- 3) Round 5 - Sept. 18 (TMP – Toronto Motorsports Park, Cayuga, ON)

Decision / Policy

Competitors must display decals as required by **CSCS**, regardless of sponsor conflicts. All decisions will be left to the discretion of **CSCS** officials. Once a decision is made, it is final. **CSCS** has the right to change any rules without notice at anytime as they see fit. **CSCS** and NHRA track staff have the power to remove any person from competition and from the grounds if he/she sees fit.

Rainout Policy

Event will be rescheduled based on track availability.

Eligibility / Chassis

All vehicles must pay racer entry fee. The name on the tech card for the vehicle must also be the driver. The driver that qualifies the vehicle must also be the driver in elimination rounds.

All vehicles must pass the safety tech inspection issued by the track. For the 2016 season **CSCS** will follow NHRA safety regulations. The safety inspection is separate from **CSCS** classification. All vehicles must utilize an import chassis with functional doors, except for the following domestic sport compact car platforms: Chevrolet Cavalier, Pontiac Sunfire, Ford Focus, and Dodge Neon. **CSCS** reserves the right to add additional platforms at any time. Please contact **CSCS** with questions regarding a platform not listed.

Class Specifications

The **CSCS** classification will precede or follow the tech inspection. Vehicles will only be eligible after passing the safety inspection (administered by the track) and being classified by a **CSCS** tech official. It is the driver's responsibility to make sure that the vehicle meets weight requirements. Vehicles will be weighed after each qualifying and elimination round (Excluding Bracket Class). Vehicles not making minimum weight will be disqualified during elimination rounds or will have their run made void during qualifying. All "fully-operational" vehicles must reach the scales under their own

GENERAL COMPETITION RULES (cont...)

power. No support vehicle may assist the racecar to the scales without the approval of **CSCS** techs at the scales. **CSCS** techs at the scales will have the final decision as to the method to be used to ensure that no weight is added to the vehicle between the top end of the racetrack and the scales.

Contingency Verification

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. Contingency fulfillment may take up to 1 month after the event. Also, the winner & runner-up for every race will be subject to a post race technical/contingency inspection. **CSCS** also reserves the right to randomly re-check racers at any time during and after competition.

Professionalism

Participants at events are expected, at all times, to conduct themselves in a professional and non-disruptive manner consistent with good sportsmanship. Any participant who, in the sole and absolute judgement 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.

Disqualification

All cars will be allowed to make at least one complete pass, regardless if the necessary safety equipment is in place. For example, if a car does not have a roll bar and it runs 11.49 (or faster), it will be allowed to run again. However if the car runs 11.49 (or faster) again, the car will be removed from competition. Red-light false starts result in automatic disqualification as does crossing the centerline.

Protest Procedures

Should circumstances arise that someone feels that one of his/her competitors has a competitive advantage that is in violation of the 2016 **CSCS** Rule book he/she may file an official protest. All protests must be in writing and given to the **CSCS** Technical Director. Official Protest Forms must be used and will be available at every event. In order to prevent false and misleading protests some charges may apply depending on the nature of the protest. In the event of a successful protest any fees collected will be returned. The same procedure will be followed regarding a violation of the 2016 NHRA Rule book concerning any safety rule or guideline not being adhered to; however a non-refundable \$10 administration fee will apply.

Should the result of any Official Protest not be satisfactory to any competitor an appeal may be made to the **CSCS** Race Director and/or **CSCS** Event Director. All appeals must also be made in writing and be accompanied by the original Official Protest Form. All appeals must be made within 5 business days of completion of the race.

Qualifying/Eliminations – Heads Up Classes

Fields will be made up of the quickest competitors from the qualifying rounds. “Street Canadian FWD” will be a 16 car field. “Super Street” will be a 16 car field. “Street Warz and Pure Street” has no limit on car field. No make-up runs will be permitted for competitors that miss their qualifying round. If a competitor elects not to compete or is unable to make the last call to the staging lanes, the competitor he/she was running against will get a buy run – this will be determined by a **CSCS** staff member. All Heads Up classes will use a .400 Pro-Tree. During eliminations the competitor with the quickest elapsed time from the previous round will have lane choice for the following round. All rounds are run in single-elimination fashion.

GENERAL COMPETITION RULES (cont...)

Qualifying/Eliminations - Bracket Class

All Bracket class competitors will not be required to make any qualifying passes. Pairings for eliminations will be done in a random manner; competitors will be required to race whomever they are directed to by **CSCS** and/or track staff. The Bracket class will use a .500 Sportsman-Tree. During eliminations the competitor with the quicker dial-in will have lane choice for that round. All rounds are run in single-elimination fashion.

National Record Procedure

When setting a new ET record, a backup run of within 1% of the new mark is required at the same event. In the occurrence that two runs exceed the existing record but are not within 1% of each other, the quicker time will be acceptable as the backup for the slower time, which will stand as the new record. ET records will be recorded to the hundredth of a second.

STREET CANADIAN FWD CLASS

NOTE: Street Canadian FWD (SCFWD) is replacing "Pro Comp" class for Sept. 18th, 2016



Class Designation: SCFWD – Street Canadian Front Wheel Drive – (replacing Pro Comp class)

General Safety: All vehicles must conform to and follow general NHRA safety rules.

Body: Must have an import body or a domestic *sport compact* body.
Any year vehicle is allowed.
Lightweight components are limited to hood, front fenders, decklid, hatches, sunroofs, wings, ground effects, and bumpers only.
Roof, Quarter panels, and doors must remain steel.
FWD cars are permitted to run widened three-piece front ends.
No body parts may be removed during competition.
One-piece front ends are not permitted.

Chassis: All cars must retain complete stock chassis, floorboard, firewall, and frame rails.
Notching of chassis for clearance is permitted.
Aftermarket "K" members are permitted.

Suspension: All cars must utilize stock front and rear suspension and mounts.
Aftermarket front control arms, rear control arms, and sub-frame connectors are permitted. Aftermarket struts and shocks are permitted (electronic adjustable shocks are prohibited).

Brakes: All vehicles must utilize four wheel braking, secondary staging brakes, and split systems permitted.
Electric vacuum pumps are only permitted for brake assist and must be solely connected to the brake booster alone.

Lights: Headlights and brake lights are required (one headlight may be removed for induction).

Windows: All windows must be OEM glass (Rear window *only* may be made of lexan).

Interior: Stock dashboard and full interior from front seats forward is required (passenger seat may be removed).
Aftermarket seats, gauges, and interior are permitted.

Exhaust: Muffler(s) are required unless vehicle is turbocharged. Exhaust may exit anywhere.

Electronics: Two-steps, data loggers, aftermarket ECU's, and engine management systems are allowed.

Driveline: Aftermarket axles, ring and pinions, final drive, spools, and differentials are permitted.
Other OEM or aftermarket center sections and rear-ends may be replaced only if is a direct bolt in.
IRS suspension cars may convert to straight axle only if it is a direct bolt in.

Transmission: Manual or Auto transmissions are permitted.
Any style automatic transmission is permitted.
Trans-brakes are prohibited.
Manual transmissions are permitted to use aftermarket stock-style clutch-assisted transmissions. Sequential transmissions are prohibited. Aftermarket bell housings are permitted.

Clutch: The use of slider, adjustable, or slipper style clutch prohibited.
Three discs maximum (any type of disk material is permitted).
Clutch must be manually operated by driver's foot.

Shifter: Shifter must be H-pattern.
Strain gauges are permitted on FWD cars only.
Air shifters are prohibited.

Fuel: Gasoline or E-85 permitted. Methanol is prohibited.

Fuel System: Electric fuel pumps only are permitted.
Aftermarket fuel cells are permitted, and may be mounted anywhere.

Oiling System: Dry sump oil system or external oil pumps prohibited unless OEM equipped and engine is using complete OEM oiling system.

Engine Containment Device: *Engine diaper or catch pan device to capture oil and/or debris in the event of engine and/or transmission failure mandatory.*

Where exhaust header passes directly under oil pan, a two piece diaper may be utilized.

If a catch pan device is used, catch pan must employ minimum 2 inch high lips on all sides.

Lips must be covered or curved inward, so as to contain oil in pan.

Catch pan must cover entire area below the engine/transmission.

Catch pan must extend from radiator support to firewall and from frame rail to frame rail.

In all cases, lips must be adequate enough to contain oil in the catch pan.

Should a competitor spill excessive oil from the catch pan and debris onto the track, he or she may be disqualified from further competition at the sole and absolute discretion of the event director until the catch pan is upgraded, regardless of the height of pan lips or pan design.

Engine: Engine must be of import origin or domestic sport compact origin.
Any internal engine modifications are permitted.
Motor swaps of same manufacturer or different manufacturers are allowed as long as they meet weight requirements.
Aftermarket blocks are permitted.

Turbochargers: Turbochargers are measured at the inducer wheel where the leading edge of the inducer wheel meets the housing.
The contour from the inducer to the exducer must be continuous without steps.
The use of restrictor plates, stepped inlet housings or reducers in an effort to limit compressor size opening is not acceptable.
Compressor housing cannot be modified from the leading edge of the inducer to the trailing edge of the exducer.
All inducer surge ports must be perpendicular to the shaft and limited in location to the leading edge of the inducer.
See chart below for turbo size restrictions.
All inducer surge ports must be perpendicular to the shaft and limited in location to the leading edge of the inducer.
See chart below for turbo size restrictions.

Nitrous Oxide: Any style nitrous oxide system is permitted for combinations that allow nitrous oxide.
If nitrous oxide is not permitted for your combination then bottles and solenoids must be removed from car and nitrous nozzles must be capped.
See tables below to see if nitrous oxide is permitted for your combination.

Intercooling: Air intercoolers only are permitted.
Water injection is permitted.
Methanol injection is permitted, but must be injected into the charge pipes before the throttle body.

Induction: EFI or carburetors are permitted.
Any style intake is permitted.

Tires: All tires are checked by sidewall designation. See slick and DOT bias ply tire size restrictions below.
FWD: Maximum size slick or DOT bias ply tire is 24.5" x 9.5" or 25" X 9

Vehicle Weights Naturally Aspirated: 4-cylinder minimum weight. 1800lbs max displacement 2.8L

Nitrous Power addition: 4-cylinder minimum weight 2000lbs

4-cylinder FWD Manual or Auto 67.9 mm single (102.36mm max compressor cast or billet exducer) Nitrous ok 2300 lbs.

4-cylinder FWD Manual or Auto 72.9 mm single (106mm max compressor cast exducer) (102.36mm max compressor billet exducer) Nitrous ok 2400 lbs.

* Turbocharged cars with cast inducer wheel: **deduct 100 lbs.**

* Nitrous power adder only: **deduct 400lbs**

* SOHC cars: **deduct 400 lbs.**

* Naturally Aspirated Cars with a maximum displacement of 2.7L: **deduct 500lbs.**

* Air to Water Intercooler: **add 100lbs**

SUPER STREET CLASS

CSCS has the right to cancel this class at any time during the event if there are less than 4 cars entering eliminations. Thus resulting in a non-points scoring event.

This Heads-Up class features some of the fastest street and pro-race cars. Open to all sport compacts. This class will have a .400 Pro Tree start.

This class features cars running **no faster than 10.00 in eliminations**. If you run faster than 10.00 in qualifying, you will automatically be classified as the last qualifier. If two cars or more run faster than 10.00 in qualifying, the faster of the two cars will be classified as the last qualifier and the 2nd fastest will be the 2nd last qualifier, etc. If a competitor does not have a qualifying run, CSCS has the right to make that competitor the last qualifier for eliminations. If you run faster than 10.00 in eliminations, you will automatically lose that round.

If there are less than 4 cars entering eliminations, **CSCS** has the right to cancel the class at any time during the event – thus resulting in a no-points scoring event.

Engine	Only one internal-combustion gasoline engine permitted in vehicle.
Power Adders	No restrictions
Exhaust	No restrictions
Fuel	All vehicles must run on commercially available gasoline, ethanol or alcohol. Pump and racing gasoline are acceptable. All competitors must use fuels as designed by the manufacturer, no additives or mixing of fuels allowed.
Transmissions	Any transmission allowed.
Body	Import or domestic compact, door slammer entries only.
Chassis-All Basic	All vehicles must be a sport compact. Domestic vehicle must be an electronic fuel-injected domestic manufactured after 1985.
Suspension & Chassis	Any modifications allowed.
Tires	Must be DOT or Racing Tire.
Wheelie Bars	No restrictions
Electronics	No delay boxes or down track timing devices allowed.

STREET WARZ CLASS

This is an exciting Heads-Up class that features super quick street cars. Open to all sport compacts. This class will have a .400 Pro Tree start.

This class features cars running **no faster than 11.50 in eliminations**. If you run faster than 11.50 in qualifying, you will automatically be classified as the last qualifier. If two cars or more run faster than 11.50 in qualifying, the faster of the two cars will be classified as the last qualifier and the 2nd fastest will be the 2nd last qualifier, etc. If a competitor does not have a qualifying run, CSCS has the right to make that competitor the last qualifier for eliminations. If you run faster than 11.50 in eliminations, you will automatically lose that round.

If there are less than 4 cars entering eliminations, **CSCS** has the right to cancel the class at any time during the event – thus resulting in a no-points scoring event.

Engine	Only one internal-combustion gasoline engine permitted in vehicle.
Power Adders	No restrictions
Exhaust	No restrictions
Fuel	All vehicles must run on commercially available gasoline, ethanol or alcohol. Pump and racing gasoline are acceptable. All competitors must use fuels as designed by the manufacturer, no additives or mixing of fuels allowed.
Transmissions	Any transmission allowed.
Body	Import or domestic compact, door slammer entries only.
Chassis-All Basic	All vehicles must be a sport compact. Domestic vehicle must be an electronic fuel-injected domestic manufactured after 1985.
Suspension & Chassis	Any modifications allowed.
Tires	Must be DOT or Racing Tire.
Wheelie Bars	No restrictions
Electronics	No delay boxes or down track timing devices allowed.

PURE STREET CLASS

This Heads-Up class was created to entice the true street racer to compete for top bragging rights.

Open to all sport compacts. This class features cars running **no faster than 13.00 in eliminations**. This class will have a .400 Pro Tree start.

If you run faster than 13.00 in qualifying, you will automatically be classified as the last qualifier. If two cars or more run faster than 13.00 in qualifying, the faster of the two cars will be classified as the last qualifier and the 2nd fastest will be the 2nd last qualifier, etc. If a competitor does not have a qualifying run, CSCS has the right to make that competitor the last qualifier for eliminations. If you run faster than 13.00 in eliminations, you will automatically lose that round.

If there are less than 4 cars entering eliminations, **CSCS** has the right to cancel the class at any time during the event – thus resulting in a no-points scoring event.

Engine	Only one internal-combustion gasoline engine permitted in vehicle.
Power Adders	No restrictions
Exhaust	No restrictions
Fuel	All vehicles must run on commercially available gasoline, ethanol or alcohol. Pump and racing gasoline are acceptable. All competitors must use fuels as designed by the manufacturer, no additives or mixing of fuels allowed.
Transmissions	Any transmission allowed.
Body	Import or domestic compact, door slammer entries only.
Chassis-All Basic	All vehicles must be a sport compact. Domestic vehicle must be an electronic fuel-injected domestic manufactured after 1985.
Suspension & Chassis	Any modifications allowed.
Tires	Must be DOT or Racing Tire.
Wheelie Bars	No restrictions
Electronics	No delay boxes or down track timing devices allowed.

BRACKET CLASS

The bracket class features the best foot brake (no delay box) racing action. Vehicles can be mild to wild, full-race or full-street. It doesn't matter how fast your car is, or isn't. This class rewards consistency over outright speed. Open to all "Vehicles". This class will have a .500 Sportsman Tree start.

If there are less than 4 cars entering eliminations, **CSCS** has the right to cancel the class at any time during the event – thus resulting in a no-points scoring event.

Engine	Only one internal-combustion gasoline engine permitted in vehicle.
Power Adders	No restrictions
Exhaust	No restrictions
Fuel	All vehicles must run on commercially available gasoline, ethanol or alcohol. Pump and racing gasoline are acceptable. All competitors must use fuels as designed by the manufacturer, no additives or mixing of fuels allowed.
Transmissions	Any transmission allowed.
Body	Import or domestic compact, door slammer entries only.
Chassis-All Basic	All vehicles must be a sport compact. Domestic vehicle must be an electronic fuel-injected domestic manufactured after 1985.
Suspension & Chassis	Any modifications allowed.
Tires	Must be DOT or Racing Tire.
Wheelie Bars	No restrictions
Electronics	No delay boxes or down track timing devices allowed.