CANADIAN SPORT COMPACT SERIES

2018 DRAG RACING CHAMPIONSHIP
OFFICIAL RULE BOOK

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SECTION 1:
GENERAL COMPETITION RULES

1.1 - 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 act as a guide for the conduct of the sport. This rule book is by no means meant to supplement or replace the SFI/NHRA safety rule book. The SFI/NHRA safety rule book shall be the sole source for all safety matters pertaining to drag racing at any CSCS event.

1.2 – Competition Ruling Decision Policy

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 applicable track staff have the power to remove any person from competition and from the grounds if they see fit.

1.3 - Rainout Policy

Event will be rescheduled based on track availability, but is not guaranteed.

1.4 - Eligibility / Chassis

All competitors must pay a racer entry fee. The name on the tech card for the vehicle must also be the driver at all times of competition. The driver that qualifies the vehicle must also be the driver in elimination rounds. Competitors must display decals as required by CSCS, regardless of location conflicts.

All vehicles must pass the safety tech inspection issued by the track. For the 2018 season, CSCS will follow NHRA/SFI current competition safety standards. The safety inspection is separate from CSCS classification. All vehicles must utilize an import/euro/domestic sport compact chassis with functional doors. Please contact CSCS with questions or inquiries regarding chassis eligibility. EMAIL: DRAG@CSCS.CA

1.5 - Class Designation

CSCS competition classification will be assigned following safety tech inspection. Vehicles will only be eligible after passing the safety inspection, performed by a certified SFI Tech Inspector, and being classified ONLY by a CSCS tech official. You may change your designation during race day, before final round of qualifying ONLY. This request must be communicated to, and changed by a CSCS official only. Failure to do so may result in disqualification from competition.

1.6 - CSCS OFFICIAL CLASSIFICATION

	Short	Category/No Quicker Than	Elimination Field
1) Pro Sport Compact	PRO SC	Heads Up – N/A	16
2) PRO 8	PRO 8	Heads Up – N/A	16
3) PRO Limited	PL	Heads Up – 9.80	16
4) Super Street	SS	Heads Up – 11.00	32
5) Street Modified	SM	Heads Up – 12.50	32
6) Pure Street	PS	Heads Up – 13.50	32
7) Speed Trials	ST	Heads Up – 15.00	32
8) Test & Tune	TT	N/A	N/A

NOTE:

PRO START – 0.400 LIGHT FOR ALL CLASSES OF COMPETITION, INCLUDING TEST &TUNE.

1.7 - Contingency Verification

All racers must have all contingency verified and registered by a CSCS official during technical inspection, if applicable. 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.

1.8 - 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. Furthermore, surrenders **CSCS National Championship** Points and may be subject to certain terms/conditions before that participant is allowed to return to competition.

1.9 - Disqualification

1.9 (A) 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 the appropriate roll bar and it runs 11.49 (or faster), it will be allowed to continue in competition. However, if the car runs 11.49 (or faster) again, the car will be removed from competition.
1.9 (B) Red-light false starts result in automatic disqualification as does crossing the centerline before the finish line.
1.9 (C) Drivers must maintain complete control of their vehicles throughout competition and during slow down stage.
1.9 (D) Repetitive "Deep Staging" will result in disqualification from that elimination round.

1.10 - Protest Procedures

Should circumstances arise that someone feels that one of their competitors is utilizing an advantage that is in violation of the 2018 CSCS Rule book they 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. Protests must be submitted on race day. In order to prevent false and misleading protests, a $100.00 CDN fee will apply, and must be paid before receiving the protest form. In the event of a successful protest any fees collected will be returned, less a non-refundable $20 administration fee. The same procedure will be followed regarding a violation of the 2018 NHRA Safety Rule book guideline not being adhered to. Should the successful result of any official protest not be satisfactory to the defending competitor, it is granted 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 supporting defense evidence. All appeals must be submitted within 7 days of race completion.

1.11 - Qualifying/Eliminations – Heads Up Classes

1.11 (A) - Competition qualifying fields will be ranked from quickest to slowest E/T, starting from closest/smallest time increment up to class ET. "PRO-8 and PRO Limited" will be a 16 car elimination field. "Super Street, Street Modified, Pure Street, and Speed Trials", will be a 32 car elimination field. Double classing only allowed in Street Modified, Pure Street, and Speed Trials. You will be expected to hot lap during eliminations.
1.11 (B) - **Mandatory one (1) qualifying run** to be eligible for elimination ladder entry. Breakouts permitted for eligibility, but ET/MPH does NOT, and competitor will be seated last qualifier.
1.11 (C) - No makeup runs will be permitted for competitors that miss their qualifying round.
1.11 (D) - In eliminations, if a competitor elects not to compete or is unable to make the last call to the staging lanes, the competitor they are running against will receive a "broke buy" run. In case of odd amount of competitors, you will receive a buy run. This will be determined by quickest E/T in previous round or highest position in qualifying. Only one buy run per competitor in the case of odd numbers of cars. Only breaking the starting line timing beams is required, if you are on a buy run of either type.

1.11 (E) All classes, will use a 0.400 Pro Tree. During eliminations the competitor with the quickest elapsed time from the previous round will have lane choice for the following round of eliminations.
1.11 (F) CSCS reserves the right to re-classify or disqualify a vehicle, prior to eliminations, at any time, for any reason.
1.11 (G) Third Place Shootout - Competitor eligibility will be determined by each semi-final non advancing car. If the eligible competitor chooses not to participate in the third place shootout, competitor eligibility position will be surrendered to the opposing competitor. In the case of both first eligible vehicles not choosing to participate, points and payout will be distributed based on qualifying position.
1.11 (H) Staging – NO DEEP STAGING – You will be rolled back! Repeat offenders will be disqualified.

1.12 - National Record Procedure
When setting a new ET/MPH record, a backup run 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.

CANADIAN SPORT COMPACT SERIES RECORD HOLDER(S) - SPORT COMPACT-IMPORT/EURO/DOMESTIC: 2003-2017

FWD 4:
FORCED INDUCTION/NITROUS: Paul Bhawan - 8.28 @179MPH – Honda Civic – Cayuga 2007
ALL MOTOR:

FWD 6:
FORCED INDUCTION/NITROUS:
ALL MOTOR:

RWD 4:
FORCED INDUCTION/NITROUS:
ALL MOTOR:

RWD 6:
FORCED INDUCTION/NITROUS:
ALL MOTOR:

AWD 4:
FORCED INDUCTION/NITROUS:
ALL MOTOR:

AWD 6:
FORCED INDUCTION/NITROUS:
ALL MOTOR:

ROTARY 2:
FORCED INDUCTION/NITROUS:
ALL MOTOR:

ROTARY 3:
FORCED INDUCTION/NITROUS:
ALL MOTOR:

1.13 - 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 three cars in each class will receive additional year-end awards and prizes. To qualify, participants must be compliant to all rules pertaining to their class, including all safety.

1.14 - CSCS Overall Driver of the Year Trophy

In addition to the CSCS National Championship, is the overall **Driver of the Year**. This is awarded to the driver with the most total points scored from all the events, regardless of class. In order to accumulate points towards the **Driver of the Year** award, there must be a minimum of 4 cars entered in eliminations, to qualify as a CSCS points scoring race.

1.15 - CSCS Points Structure for All Classes

Qualify	30
#1 Qualifier	+15
3rd Place Runner-Up (4th)	+20
3rd Place Shootout Winner	+30
Runner-Up (2nd)	+50
Winner (1st)	+70

1.16 - CSCS 2018 Drag Racing Points Events

1) Round 2 - June 24th @ TMP – Toronto Motorsports Park - Cayuga, Ontario, Canada
2) Round 3 - July 22nd/23rd @ TMP – Toronto Motorsports Park - Cayuga, Ontario, Canada
3) Round 5 - Sept. 16th @ TMP – Toronto Motorsports Park - Cayuga, Ontario, Canada

1.17 - 2018 CSCS Entry Fee's

ALL ENTRY FEE'S TO BE PAID AT RACE EVENT TECH INSPECTION LOCATION
Mandatory Spectator Fee will be required to gain entry into facility, paid at FRONT GATE ONLY.

1) PRO Sport Compact – (PRO-SC) - $150.00
2) PRO 8 – (P8) $150.00
3) PRO Limited (PL) - $150.00
4) Super Street (SS) - $100.00
5) Street Modified (SM) - $75.00
6) Pure Street (PS) - $50.00
7) Speed Trials (ST) - $40.00
8) Test & Tune (TT) - $40.00

1.18 - 2018 CSCS Payout Structure

1.18 (A) PRO SPORT COMPACT, PRO-8, PRO LIMITED & SUPER STREET payouts, will be determined prior to each event. Based on registration data received, CSCS may post estimated guaranteed payouts via; social media, official CSCS website, and e-mailed to each competitor that has pre registered. Guaranteed payouts will be announced at the sole discretion of CSCS, and can change at any time, up to 24 hours before any event.

1.18 (B) STREET MODIFIED, & PURE STREET payouts are based directly on how many cars are entered in the class. From there, 50% of the total entry fee purse goes towards the payout purse that will be divided between 1st (60%), 2nd (25%), and 3rd (15%) place winners. (E.g. 10 competitors @ $100EA = $1000 x 0.50 = $500.) Total payout purse for class therefore will be 1st $300, 2nd $125, and 3rd $75. Minimum 8 car **registered** field to apply (SM & PS).

1.18 (C) No cash payout for Speed Trials. Trophy will be awarded for 1st, 2nd, and 3rd place.

1.18 (D) In any class, If there is less than 4 cars entering eliminations, CSCS has the right to cancel that class at any time during the event. Thus resulting in a non-points scoring event. In this case, competition fee refund will be available. Gate fee will not be refunded. If competitor participates in only practice, test & tune participation fee still applies. Park entry policy is at sole discretion of Facility Ownership/Management, and reserves the right to any decision of refund.

1.19 – General Competition Vehicle/Chassis Acceptance List

If your do not see your vehicle on this list, contact CSCS for more information. This is a general list.
NO SUV's, FULL SIZE TRUCKS, VANS OR ELECTRIC VEHICLES IN COMPETITION. 6 CYLINDERS OR LESS.
See section pertaining to the class you will be running in for further details.

IMPORT/EURO:
Honda/Acura - CRX, Civic, Accord, S2000, Insight, Fit, Integra, TL, TSX, CLX, RSX, NSX
Toyota/Lexus/Scion - Corolla/AE86, Celica, Supra, MR-2, FR-S
Mitsubishi - Eclipse, EVO, Lancer
Nissan/Infinity - 240SX, 300ZX, 350/G35, 370/G37, Skyline, GT-R, Maxima, Altima, Sentra
Mazda – RX-7, 626, 323, Protégé/MP3, MX-6, RX-8, Mazda 3, Mazda 6
Subaru – Impreza, WRX, STI, Legacy
Saab
Hyundai – Genesis, Tiberon
Kia
Volkswagen – Golf, Jetta, Corrado, GTI, Passat
Audi – A3, A/RS4, A6
BMW – 1 series, M1, 3 series, M3 (nonV8)
Mercedes
Volvo
Mini
Fiat
ETC >>>

DOMESTIC:
Dodge/Chrysler/Eagle – Talon, SRT-4, Neon, Dart (4 CYL), PT-Cruiser, Calibre, Challenger V6
GMC/Chevrolet – Cobalt, Cavalier, Sunfire
Ford/Cosworth – RS, ST, Focus, Escort, SHO, Mustang 4/6 cylinder.
ETC>>>

1.20 – SAFETY AND TECH INSPECTION REMINDERS & TIPS

END OF SECTION 1: GENERAL COMPETITION RULES

CANADIAN SPORT COMPACT SERIES

SECTION: 2

2.1 – Class Designation: **PRO SPORT COMPACT – FWD/RWD/AWD *NEW CLASS FOR 2018**

2.2 – MINIMUM QUALIFYING E/T: 9.99

2.3 - General Safety: All vehicles must conform to and follow ALL SFI/NHRA safety regulations and standards.

THIS CLASS IS FOR ALL OUT, PERMANTLY MODIFIED/ALTERED, PRO RACE CARS.

PLEASE CONTACT CSCS PRIOR TO ATTENDING FOR FURTHUR INFORMATION PERTAINING TO THE RULES OF THIS CLASS.

EMAIL: DRAG@CSCS.CA
PHONE: 905-209-0000

THANK YOU!

CANADIAN SPORT COMPACT SERIES

SECTION: 3

3.1 – Class Designation: **PRO 8 – SFWD/XFWD/SRWD/XRWD/SAWD/XAWD**

3.2 – MINIMUM QUALIFYING E/T: 9.50

3.3 - General Safety: All vehicles must conform to and follow ALL SFI/NHRA safety regulations and standards.

3.4 - Body: Must have an import or domestic **sport compact** body.
Car must be a manufacture date of 1985 or newer.
Lightweight components are limited to hood, front fenders, deck lid, hatches, sunroofs, wings, ground effects, and bumpers only. Doors may be lightweight, but must remain OEM spec/design.
Roof and rear quarter panels must remain steel.
FWD cars are permitted to run widened three-piece front ends. No one piece.
AWD/RWD cars are prohibited to run aftermarket widened body panels. Widen within OEM permitted.
No body parts may be removed during competition.

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

3.6 - Suspension: All cars must utilize stock front and rear suspension OEM mounting points.
Aftermarket control arms and sub-frame connectors are permitted. Aftermarket struts and shocks are permitted.
IRS cars may convert to straight axle only if it is a direct bolt in.
Wheelie bars restricted.

3.7 - Brakes: All vehicles must utilize four wheel braking. Secondary staging brakes, and split systems permitted.
Functioning parachute required, and must be used when vehicles travelling over 150mph.

3.8 - Lights: All housings, front and back must be installed, with functioning brake lights. Removal of one headlight permitted.

3.9 - Windows: OEM glass front windshield, otherwise Lexan permitted.

3.10 - Interior: Front driver and passenger area components must be installed. Rear may be removed.

3.11 - Exhaust: No restrictions.

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

3.13 - Driveline: Aftermarket axles ring and pinions, final drive, spools, and differentials are permitted.
Other OEM/aftermarket center sections and rear-ends may be replaced only if a direct bolt in application.
Must maintain "OEM" driveline configuration.

3.14 – Transmission: No restrictions.

3.15 - Clutch: No restrictions.

3.16 - Shifter: No restrictions.

3.17 - Fuel: No Restrictions.

3.18 - Fuel System: Aftermarket fuel cells are permitted, and may be mounted anywhere, within application safety specifications.

3.19 - Oiling System: No restrictions.

***Engine/Transmission Fluid and Parts Containment Device**: MANDATORY – NO EXCEPTIONS*
Engine diaper or catch pan device mandatory.
Two piece diapers may be used when restricted otherwise.
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, to contain fluid in pan.
Catch pan must cover entire area below the complete cooling/engine/transmission of the vehicle.
Should a competitor spill excessive oil from the catch pan and debris onto the track, due to obvious negligence, he or she may be disqualified from further competition at the sole and absolute discretion of the CSCS event director.
Contact CSCS for further information or details.

3.20 - Engine: 6 Cylinder Max.
Any gasoline engine type allowed. Ex. V-Type 6 (45/18degree), Rotary 2/3, Straight 4/6, Flat 4/6
No diesel. No V8. No V10. No V12.
Engine must be of import origin or domestic sport compact origin.
Any internal engine modifications are permitted.
Motor type changes (OEM/AFTERMARKET) of the same or different manufacturers, are allowed, as long as they meet weight requirements, and are of Import or Domestic origin relating to the chassis in competition.
Engine cooling system must use water only. No additive mixing. Systems containing coolant will not be allowed on track until system is drained and filled with water. CSCS official may check for water, at any time.

3.21 - Turbochargers: FWD 4/6 - No size restrictions. Single Turbo ONLY
AWD 4 - No size restrictions. Single Turbo ONLY
AWD 6 - No size restrictions. Single or Twin Turbo ONLY if Engine OEM SPEC
RWD 6 - No size restrictions. Single or Twin Turbo ONLY if Engine OEM SPEC
RWD 4 - No size restrictions. Single Turbo ONLY
Rotary 2 or 3 – No size restrictions. Single Turbo ONLY

3.22 - Nitrous Oxide: All application types of nitrous oxide systems are permitted.

3.23 - Intercooling: All methods of **air** intercooling is permitted.
Methanol injection is permitted. Pre throttle body.

3.24 - Induction: No restrictions.

3.25 - Tires: Any rim and tire combination permitted.
Must be in good visual condition, with no noticeable signs of damage.

2.26 - Vehicle and Driver Weights: Minimum weight based off of drive type only.
FWD: NO RESTRICTIONS
RWD: NO RESTRICTIONS
AWD: NO RESTRICTIONS

CANADIAN SPORT COMPACT SERIES

SECTION 4:

4.1 - Class Designation: **PRO LIMITED – ALL MOTOR & SFWD/SRWD/SAWD**

4.2 – NO QUICKER THAN: 9.80

4.3 - General Safety: All vehicles must conform to and follow general SFI/NHRA safety regulations and standards.

4.4 - Body: Must have an import body or a domestic sport compact body.
Car must be a manufacture date of 1985 or newer.
Lightweight components are limited to hood, front fenders, deck lid, 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.
AWD & RWD cars are prohibited to run widened body panels. Widening within OEM permitted.
One-piece front ends are permitted for FWD all motor competitors only, otherwise prohibited.
No body parts may be removed during competition.

4.5 - 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.

4.6 - Suspension: All cars must utilize stock front and rear suspension OEM mounting points.
Aftermarket front control arms, rear control arms, and sub-frame connectors are permitted. Aftermarket struts and shocks are permitted (electronic adjustable shocks are prohibited)
IRS suspension cars may convert to straight axle only if it is a direct bolt in.

4.7 - Brakes: All vehicles must utilize four wheel braking, secondary staging brakes, and split systems permitted. Functioning parachute required for speeds over 150mph.
Electric vacuum pumps are only permitted for brake assist and must be solely connected to the brake booster alone.

4.8 - Lights: Headlights required, excluding all motor cars with one piece front end. One headlight may be removed for induction. Brake lights are required.

4.9 - Windows: OEM Glass or Lexan permitted.

4.10 - Interior: Stock style dashboard must be installed and fixed to OEM mounting points.

4.11 - Exhaust: No restrictions.

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

4.13 - 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.
Must maintain original "OEM" driveline configuration. AWD may convert to RWD.

4.14 - 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.
Aftermarket bell housings are permitted.

4.15 - Clutch: No restrictions.

4.16 - Shifter: No restrictions.

4.17 - Fuel: All vehicles must run on commercially available gasoline, E-85, 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.

4.18 - Fuel System: Electric fuel pumps only are permitted.
Aftermarket fuel cells are permitted, and may be mounted anywhere, within application safety specifications.

4.19 - Oiling System: No restrictions, mechanically.

***Engine Containment Device**: MANDATORY – NO EXCEPTIONS*
Engine diaper or catch pan device mandatory.
Two piece diapers may be used when required.
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 complete cooling/engine/transmission.
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.
Contact CSCS for further information or details.

4.20 - Engine: 6 Cylinder Max.
Any gasoline engine type allowed. Ex. V-Type 6 (45/18degree), Rotary 2/3, Straight 4/6, Flat 4/6
No diesel.
Any internal engine modifications are permitted.
Motor type changes (OEM/AFTERMARKET) of the same or different manufacturers, are allowed, as long as they meet weight requirements, and are of Import or Domestic origin relating to the chassis in competition.
Engine cooling system must use water only. No additive mixing. Systems containing coolant will not be allowed on track until system is drained and filled with water. CSCS tech staff may test water if/when required, at any time.

4.21 - Turbochargers: No restrictions.

4.22 - Nitrous Oxide: All application types of nitrous oxide systems are permitted.

4.23 - Intercooling: All methods of air intercoolers are permitted.

4.24 - Induction: No restrictions.

4.25 - Tires: Any rim/tire combination permitted.
Must be in good visual condition, with no noticeable signs of damage, or excessive wear.

4.26 – Vehicle and Driver Weights: No restrictions.

CANADIAN SPORT COMPACT SERIES

SECTION 5:

5.1 - Class Designation: SUPER STREET

4.2 – NO QUICKER THAN: 11.00

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 quicker than 11.00 in eliminations.

If you run quicker than 11.00 in qualifying, you will automatically be classified as the last qualifier. If two cars or more run quicker than 11.00 in qualifying, the quicker 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, within reason, CSCS has the right to make that competitor the last qualifier, for first round eliminations only. If you run quicker than 11.00 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.

4.3 - Engine Only one internal-combustion gasoline engine permitted in vehicle. No diesel.
Engine cooling system must use water only. No additive mixing. Systems containing coolant will not be allowed on track until system is drained and filled with water. CSCS official may test water at any time.

4.4 - Power Adders No restrictions

4.5 - Exhaust No restrictions

4.6 - Fuel All vehicles must run on commercially available gasoline, E-85, 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.

4.8 - Body Import or domestic sport compact, door slammer entries only

4.9 - Chassis-All Basic All vehicles must be a sport compact.
Domestic vehicle must be an electronic fuel-injected domestic manufactured after 1985.

4.10 - Suspension & Chassis Any modifications allowed

4.11 - Tires No restrictions. Must be DOT or Racing Tire

4.12 - Electronics No delay boxes or down track timing devices allowed

4.13 - CSCS TECH TIPS AND REMINDERS - 5 point roll bar required when vehicle exceeds 135mph or 11.49 ET (1/4 mile)

CANADIAN SPORT COMPACT SERIES

SECTION 6:

6.1 - Class Designation: STREET MODIFIED

6.2 – NO QUICKER THAN: 12.50

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

This class features cars running no quicker than 12.50 in eliminations. If you run quicker than 12.50 in qualifying, you will automatically be classified as the last qualifier. If two cars or more run quicker than 12.50 in qualifying, the quicker of the two cars will be classified as the last qualifier and the 2nd quickest 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 first round eliminations only. If you run quicker than 12.50 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.

6.3 - Engine	Only one internal-combustion gasoline engine permitted in vehicle. 6 Cylinders MAX.
6.4 - Power Adders	No restrictions
6.5 - Exhaust	No restrictions
6.6 - Fuel	All vehicles must run on commercially available gasoline, E-85, 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.
6.7 - Transmissions	No restrictions
6.8 - Body	Import or domestic, door slammer entries only. See list in section 1, Sub section 1.20.
6.9 - Chassis-All Basic	All vehicles must be a sport compact. Domestic vehicle must be an electronic fuel-injected domestic manufactured after 1985.
6.10 - Suspension & Chassis	Any modifications allowed.
6.11 - Tires	Must be DOT or Racing Tire.
6.12 - Electronics	No delay boxes or down track timing devices allowed.

CANADIAN SPORT COMPACT SERIES

SECTION 7:

7.1 - Class Designation: PURE STREET

7.2 – NO QUICKER THAN: 13.50

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 quicker than 13.50 in eliminations. This class will have a .400 Pro Tree start.

If you run quicker than 13.50 in qualifying, you will automatically be classified as the last qualifier. If two cars or more run quicker than 13.50 in qualifying, the quicker of the two cars will be classified as the last qualifier and the 2nd quickest will be the 2nd last qualifier, etc. If a competitor does not have a qualifying run, within reason, CSCS has the right to make that competitor the last qualifier, for first round eliminations only. If you run quicker than 13.50 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 non-points scoring event.

7.3 - Engine	Only one internal-combustion gasoline engine permitted in vehicle.
7.4 - Power Adders	No restrictions.
7.5 - Exhaust	No restrictions.
7.6 - Fuel	All vehicles must run on commercially available gasoline, E-85, 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.
7.7 - Transmissions	No restrictions
7.8 - Body	Import or domestic sport compact body
7.9 - Chassis-All Basic	All vehicles must be a sport compact. Domestic vehicle must be an electronic fuel-injected domestic manufactured after 1985.
7.10 – Suspension	Any modifications allowed.
7.11 - Tires	Must be DOT or Racing Tire.
7.12 - Electronics	No delay boxes or down track timing devices allowed.

CANADIAN SPORT COMPACT SERIES

SECTION 8:

8.1 - Class Designation: SPEED TRIALS

8.2 – NO QUICKER THAN: 15.00

The Speed Trials class features the best introduction to racing action. Vehicles can be mild to wild, full-race or full-street. Open to all sport compacts. This class features cars running no quicker than 15.00 in eliminations. This class will have a .400 Pro Tree start.

If you run quicker than 15.00 in qualifying, you will automatically be classified as the last qualifier. If two cars or more run quicker than 15.00 in qualifying, the quicker of the two cars will be classified as the last qualifier and the 2nd quickest will be the 2nd last qualifier, etc. If a competitor does not have a qualifying run, within reason, CSCS has the right to make that competitor the last qualifier, for first round eliminations only. If you run quicker than 15.00 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 non-points scoring event.

8.3 - Engine	Only one internal-combustion gasoline engine permitted in vehicle.
8.4 - Power Adders	No restrictions
8.5 - Exhaust	No restrictions
8.6 - Fuel	All vehicles must run on commercially available gasoline, E-85, 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.
8.7 - Transmissions	No restrictions
8.8 - Body	No restrictions
8.9 - Chassis-All Basic	All vehicles must be a sport compact. Domestic vehicle must be an electronic fuel-injected manufactured after 1985.
8.10 - Suspension & Chassis	Any modifications allowed.
8.11 - Tires	Must be DOT or Racing Tire.
8.12 - Electronics	No delay boxes or down track timing devices allowed.

CANADIAN SPORT COMPACT SERIES

SECTION 9:

9.1 - Class Designation: **TEST & TUNE**

9.2 – NO QUICKER THAN: **N/A**

MUST PASS MANDATORY TECH AND SAFETY INSPECTION

MUST ABIDE BY ALL TRACK SAFETY REQUIREMENTS

PLEASE LISTEN TO, AND FOLLOW DIRECTION OF ALL TRACK & CSCS OFFICIALS

NO VEHICLE RESTRICTIONS

HAVE FUN!

DRIVE SAFE!

THANK YOU FOR PARTICIPATING AT CSCS!