



2022 DRAG RACING CHAMPIONSHIP
OFFICIAL RULE BOOK
V2 – UPDATED JUNE 17TH 2022

PROVE IT AT THE TRACK
EST. 2003

INDEX

SECTION 1: GENERAL REGULATIONS & RACE PROCEDURES	3-9
SECTION 2: MEDIA POLICY & REGISTRATION	10
SECTION 3: PRO	11-12
SECTION 4: PRO 7	13-15
SECTION 5: PRO 8	16-18
SECTION 6: PRO LIMITED	19-20
SECTION 7: SUPER STREET – PRESENTED BY GARAGE 16	21-22
SECTION 8: STREET MODIFIED	23
SECTION 9: PURE STREET – PRESENTED BY GARAGE 16	24
SECTION 10: SPEED TRIALS	25
SECTION 11: V8 PRO	26
SECTION 12: V8 STREET	27
SECTION 13: TEST & TUNE	28
SECTION 14: KING OF THE STREET	29

SECTION 1:

GENERAL REGULATIONS AND RACE PROCEDURES

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

A rained out event will be rescheduled if venue availability and/or schedule allows, and is not guaranteed.

1.4 - ELIGIBILITY

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. For the 2022 season, CSCS will continue to follow NHRA general competition and SFI safety standards. The safety inspection is separate from CSCS classification. All vehicles must utilize an import or domestic sport compact chassis with functional doors. Competitors who wish to race in more than one class are eligible to do so, only in Speed Trials and Pure Street classes. Please contact CSCS with questions or enquiries regarding eligibility questions or verification.

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	PRO	Heads Up - N/A	32
2) PRO 7	P7	Heads Up - N/A	32
3) PRO 8	P8	Heads Up - N/A	32
4) PRO Limited	PL	Heads Up - 9.50	32
5) Super Street	SS	Heads Up - 10.50	32
6) Street Modified	SM	Heads Up - 11.50	32
7) Pure Street	PS	Heads Up - 13.00	32
8) Speed Trials	ST	Heads Up - 14.00	32
9) V8 Street	V8	BRACKET	32
10) V8 Pro	V8 PRO	BRACKET	32
11) Test & Tune	TT	N/A	N/A

PRO TREE - 0.400 START LIGHT FOR ALL CLASSES OF COMPETITION, INCLUDING TEST & TUNE, THROUGHOUT ENTIRE RACE EVENT

GENERAL REGULATIONS (cont...)

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. 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. CSCS & CLASS SPONSORED STICKERS MANDATORY.

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, unless stated otherwise within class rules. 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 "Double Bulbing" will result in disqualification.

1.10 - PROTEST PROCEDURES

Should circumstances arise that someone feels that one of their competitors is utilizing a PERFORMANCE advantage that is in violation of the 2022 CSCS Rule book, they may submit 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 may only be submitted on race day. In order to prevent false and misleading protests, a \$500.00 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 \$50.00 administration fee. Should the result of any official protest not be satisfactory to the defending competitor, they are granted an appeal, which may be forwarded 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. Safety violations do NOT constitute grounds for a protest.

1.11 – TECH/QUALIFYING/ELIMINATIONS - RULES & PROCEDURES - ALL CLASSES

1.11 (A) - Competition qualifying fields will be ranked from quickest to slowest E/T, starting from closest/smallest time increment to class ET. Pro Sport Compact and PRO-8 are open ET 16 car elimination fields, utilizing a PRO elimination ladder. Pro Limited, Super Street, Street Modified, Pure Street, and Speed Trials are index set, 32 car elimination fields, utilizing a PRO elimination ladder. Double classing is permitted ONLY in Pure Street, and Speed Trials.

1.11 (B) - No makeup runs will be permitted for competitors that miss their qualifying round.

1.11 (C) - 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 the case of odd amount of competitors entering E1, the top qualifier (P1) will receive a "bye" run. This will be determined by highest position in qualifying. Only one "bye" run per competitor, per race event, in the case of odd numbers of cars. Breaking the starting line timing beams is required if you are on a buy run of either type.

1.11 (D) TECH INSPECTION - When proceeding to tech, line up in the staging lane that applies to your competition class.

1.11 (E) QUALIFYING - One (1) qualifying run is mandatory to be eligible for elimination ladder entry. Breakouts and breaks/no time runs permitted for eligibility, if field is not exceeding maximum entries.

1.11 (F) LANE CHOICE - During eliminations the competitor with the better qualifying position will be given lane choice.

GENERAL REGULATIONS (cont...)

1.11 (G) CLASSIFICATION - CSCS reserves the right to re-classify a vehicle, prior to eliminations.

1.11 (H) THIRD PLACE SHOOTOUT - Competitor eligibility will be determined by each semi-final non advancing car. If the eligible competitor(s) do not to participate in the third place shootout, finishing position will be surrendered to the opposing competitor. In the case of both eligible vehicles not choosing to participate, points and payout will be distributed based on qualifying position.

1.11 (I) STAGING - NO DOUBLE BULBING - You will be rolled back! Multiple infractions will result in disqualification. All racers are expected to follow "courtesy staging" procedures. If opposing competitor double bulbs DO NOT STAGE and signal starter. In this scenario, staging is acceptance of the infraction and the race will proceed. Deep staging is permitted thereafter.

1.12 - NATIONAL RECORD PROCEDURE

When setting a new ET/MPH record, a backup run within 1% of the new mark is required within the same race season. Quickest ET records will be recorded to the hundredth of a second. Fastest MPH records will be recorded to the hundredth. Any record must be achieved during a CSCS qualifying or elimination session.

CANADIAN SPORT COMPACT SERIES RECORD HOLDER(S)

IMPORT-EURO-DOMESTIC SPORT COMPACT: 2003-2021

FWD 4 CYLINDER:

FORCED INDUCTION/NITROUS - PRO: Paul Bhawan - 8.28 @ 179 MPH - EG Honda Civic - Cayuga 2007

(CSCS OVERALL FWD ET RECORD)

FORCED INDUCTION/NITROUS - SFWD: Paul Bhawan - 8.31 @ 180.46 MPH - EK Honda Civic - Grand Bend 2019

(CSCS OVERALL SFWD ET RECORD)

186 MPH - Cayuga **(CSCS OVERALL FWD MPH RECORD)**

ALL MOTOR - PRO: David Robert - 9.77 @ 135 MPH - Honda Civic - St. Thomas 2008

ALL MOTOR - M1: Corey Schneider - 9.93 - TOP MPH: 135 - Honda Civic - Cayuga 2021

ALL MOTOR - OUTLAW: Gary Botelho - 9.55 @ 144 MPH - Acura Integra - Cayuga 2021

FWD 6 CYLINDER:

FORCED INDUCTION/NITROUS - PRO: SEM - 9.99 @ 140 MPH - MK3 Golf - St. Thomas 2006

FORCED INDUCTION/NITROUS: JP Dias - 9.89 @ 146 - TOP MPH: 150 - VW Golf - Cayuga 2008

ALL MOTOR - PRO: Ford Probe - 11.10 - Cayuga 2006

ALL MOTOR: Jim Edwards - 11.16 @ 115 MPH - Nissan Maxima - Cayuga 2009

RWD 4 CYLINDER:

FORCED INDUCTION/NITROUS - PRO: Imran Aziz - 8.13 @ 170 MPH - Honda Accord - Cayuga 2019

FORCED INDUCTION/NITROUS: Patrick Dumont - 9.82 @ 124 - TOP MPH: 141 - Nissan 240SX - Cayuga 2008

RWD 6 CYLINDER:

FORCED INDUCTION/NITROUS - PRO: Ryan Sammut - 7.218 @ 189.11 MPH - Toyota Supra - Cayuga 2021

(CSCS OVERALL & RWD ET RECORD)

200.14 MPH - Cayuga 2020 **(CSCS OVERALL & RWD MPH RECORD)**

AWD 4 CYLINDER:

FORCED INDUCTION/NITROUS - PRO: Marco Passante - 8.77 @ 170 MPH - Eagle Talon - Cayuga 2007

FORCED INDUCTION/NITROUS - SAWD: Anthony Trizzo - 8.97 @ 157 MPH - Honda Civic - Cayuga 2019

AWD 6 CYLINDER:

FORCED INDUCTION/NITROUS - AWD: Frank K - 7.92 @ 182 MPH - Nissan GTR - Cayuga 2020

(CSCS OVERALL AWD ET & MPH RECORD)

2 ROTOR:

FORCED INDUCTION/NITROUS:

CANADIAN SPORT COMPACT SERIES RECORD HOLDER(S) (CONT...)

3 ROTOR:

FORCED INDUCTION/NITROUS - PRO: Magnus Motorsports - 9.79 @ 136 MPH - FD RX-7 - Cayuga 2006

CSCS CHASSIS ET & MPH RECORDS:

DSC – CHEVROLET CAVALIER (88-94):

DSC – CHEVROLET CAVALIER (95-05):

DSC – PONTIAC SUNFIRE (95-05):

DSC – CHEVROLET COBALT SS/G4/G5 (05-10):

DSC – PONTIAC G6 (V6):

DSC – DODGE NEON:

DSC – DODGE SRT-4 (03-05):

DSC – FORD FUSION:

DSC – FORD FOCUS ST:

DSC – FORD FOCUS RS:

EURO - VW MK2 (83-90)(GOLF/JETTA):

EURO - VW MK3 (91-96)(GOLF/JETTA):

EURO - VW MK4 (97-03)(GOLF/JETTA):

EURO - VW MK5 (04-07)(GOLF/JETTA):

EURO - VW MK6 (08-11)(GOLF/JETTA):

EURO – VW MK7 (12-18)(GOLF/JETTA):

EURO – VW MK8 (19-21)(GOLF/JETTA):

EURO – VW – SCIROCCO/CORRADO:

EURO - BMW 1 SERIES:

EURO - BMW 2 SERIES:

EURO - BMW 3 SERIES:

EURO - BMW 4 SERIES:

EURO - MERCEDES:

EURO - MERCEDES:

EURO - AUDI TT-RS:

IMPORT – SUBARU LEGACY (OVERALL):

IMPORT – SUBARU GC (OVERALL):

IMPORT – SUBARU WRX/STI (GD/GG)(01-07):

IMPORT – SUBARU WRX/STI (08-11):

IMPORT – SUBARU WRX/STI (11-16):

IMPORT – SUBARU WRX/STI (16-PRESENT):

IMPORT – SUBARU BRZ (2012-2021):

IMPORT – MAZDA RX-7 (FC):

IMPORT – MAZDA RX-7 (FD):

IMPORT – MAZDA 3:

IMPORT – MAZDA 6:

IMPORT – NISSAN:

IMPORT – INFINITI:

CANADIAN SPORT COMPACT SERIES RECORD HOLDER(S) (CONT...)

IMPORT – MITSUBISHI ECLIPSE/TALON:

IMPORT – MITSUBISHI EVO 8:

IMPORT – TOYOTA MK3 SUPRA:

IMPORT – TOYOTA MK4 SUPRA:

IMPORT – TOYOTA MK5 SUPRA:

IMPORT – TOYOTA MR-2:

IMPORT – TOYOTA ARISTO:

IMPORT – TOYOTA AE-86/CORROLA:

IMPORT – LEXUS IS 300:

IMPORT – HYUNDAI/KIA:

IMPORT – HONDA/ACURA:

SUBMIT ET ENQUIRES TO: DRAG@CSCS.CA

GENERAL REGULATIONS (cont...)

1.13 - CSCS NATIONAL CHAMPIONSHIP

Competitors within each class will earn points throughout the season towards the CSCS National Championship. Season class champion and runner up will receive additional awards and prizes. To qualify, participants must be compliant to all rules pertaining to their class. Drivers may use different vehicles throughout the season, but must use the same vehicle throughout an individual event.

1.14 - CSCS NATIONAL DRIVERS CHAMPIONSHIP - DRIVER OF THE YEAR

In addition to each class CSCS National Championship, the Driver of the Year championship is awarded to the driver with the most points scored overall in one season, in one class.

1.15 - CSCS POINTS STRUCTURE FOR ALL CLASSES

Qualify	+ 30
Qualifying Bonus	+ 20 #1 Qualifier -- +15 #2 Qualifier -- +10 #3 Qualifier -- +5 #4 Qualifier
Top R/T in Class	+ 10 (In Qualifying OR Eliminations)
TOP 32: Eliminated	+ 1 (17 th to 32 nd - Determined by qualifying position)
TOP 16: Eliminated	+ 2 (9 th to 16 th - Determined by qualifying position)
TOP 8: Eliminated	+ 5 (5 th to 8 th - Determined by qualifying position)
3 rd Place Runner-Up (4 th)	+ 10
3 rd Place Shootout Winner (3 rd)	+ 30
Class Runner-Up (2 nd)	+ 50
Class Winner (1 st)	+ 70

1.16 - CSCS 2022 DRAG RACING POINTS SCORING EVENTS

RACE 1 - CSCS ROUND 1: Saturday May 28th - Grand Bend Motorplex - Grand Bend, Ontario
RACE 2 - CSCS ROUND 2: Sunday June 26th - Toronto Motorsports Park - Cayuga, Ontario
RACE 3 - CSCS ROUND 3: Sunday July 24th - Toronto Motorsports Park - Cayuga, Ontario
RACE 4 - CSCS ROUND 5: Sunday September 25th - Toronto Motorsports Park - Cayuga, Ontario
RACE 5 - CSCS ROUND 6: Saturday October 15th - Grand Bend Motorplex - Grand Bend, Ontario

1.17 - 2022 CSCS RACE FEES

ALL RACE FEE'S TO BE PAID AT TECH - PRE REGISTRATION AVAILABLE

PRICING FOR SINGLE DAY RACE EVENTS:

- 1) PRO (PRO) -- **\$250.00**
- 2) PRO 7 (P7) -- **\$250.00**
- 3) PRO 8 (P8) -- **\$250.00**
- 4) PRO LIMITED (PL) -- **\$250.00**
- 5) SUPER STREET (SS) -- **\$150.00**
- 6) STREET MODIFIED (SM) -- **\$150.00**
- 7) V8 STREET & V8 PRO (V8) (V8 PRO) -- **\$150.00**
- 8) PURE STREET (PS) -- **\$100.00**
- 9) SPEED TRIALS (ST) -- **\$100.00**
- 10) TEST & TUNE (TT) -- **\$50.00**

1.18 - 2022 CSCS PAYOUT STRUCTURE

1.18 (A) PRO, PRO 7, PRO 8, & PRO LIMITED payouts may be estimated prior to each event. Based on pre registration data received, CSCS may post guaranteed payouts via; social media OR CSCS website. 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) SUPER STREET, STREET MODIFIED, V8 BRACKET, PURE STREET & SPEED TRIALS payouts are based directly on how many cars are entered in the class. From there, 60% of the total entry fee goes towards the payout purse which will be divided between 1st, 2nd, 3rd & 4th place finishers. (EXAMPLE: 10 competitors @ \$150EA = \$1500 x 0.60 = \$900 payout purse) Minimum 4 car **qualified** field to apply, otherwise payouts are determined by CSCS officials.

GENERAL REGULATIONS (cont...)

1.18 (C) PRE REGISTRATION IS REQUIRED TO RECEIVE MAXIMUM POTENTIAL PAYOUTS. NO EXCEPTIONS.

1.18 (D) In any class, if there are less than 4 cars entering eliminations, CSCS has the right to cancel the class for the event. Thus, resulting in a non-points scoring race. In this case, competition fee refund will be available. Gate fee will not be refunded. If competitor participates in test & tune \$100 entry fee still applies. Facility entry policy is at sole discretion of facility Ownership/Management, whom reserves the right to any decision of refund.

1.19 - GENERAL COMPETITION VEHICLE/CHASSIS ACCEPTANCE LIST

This is a general list. If you do not see your vehicle on this list, contact CSCS for more information.

FULL SIZE TRUCKS & SUV'S, LARGE VANS, OR ELECTRIC VEHICLES PROHIBITED IN COMPETITION.

IMPORT/EURO:

Honda/Acura - CRX, Civic, Accord, S2000, Insight, Element, Fit, Integra, TL, TSX, CLX, RSX, CSX, NSX

Toyota/Lexus/Scion - Corolla/AE86, Celica, Supra, MR-2, FRS, Tercel

Mitsubishi - Eclipse, EVO, Lancer

Nissan/Infiniti - 240SX, 300ZX, 350/G35, 370/G37, Q50, Skyline, GT-R, Maxima, Altima, Sentra

Mazda - RX-7, 626, 323, Protégé/MP3, MX-6, RX-8, Mazda 3, Mazda 6

Subaru - Forester, Impreza, WRX, STI, Legacy, BRZ

Hyundai - Elantra, Genesis, Tiberon

Volkswagen - Golf, Jetta, Corrado, GTI, Passat

Audi - TT, TT RS, A3, A/RS4, A6 (NON V8)

Porsche - 911, Boxster, Cayman, Panamera etc..

BMW - 1 series, M1, 3 series, M3 (NON V8)

Mercedes Benz - C Class, GLA 45 AMG, GLC 43 (NON V8)

DOMESTIC SPORT COMPACT:

Dodge/Chrysler/Eagle - Talon, SRT-4, Neon, Dart (4 CYL), PT-Cruiser, Calibre, Challenger V6

GMC/Chevrolet/Pontiac - Cobalt, Cavalier, Sunfire, Berretta, SS, G8 (V6), G6, G4

Ford/Cosworth - Fusion, RS, ST, Focus, Escort, SHO, Mustang (4 cylinder or V6)

1.20 - SPEC DRAG RADIAL ACCEPTANCE LIST

– COMPETITION CLASS REQUIREMENT – SPEED TRIALS, PURE STREET & TT EXEMPT – SLICKS (ANY BRAND) OR:

A) **Nitto:** NTO5R, NT555R B) **Mickey Thompson:** ET Street; Radial Pro, S/S, R C) **Hoosier:** Quick Time Pro, Drag Radial
D) **M&H Racemaster:** Drag Radial Tire, Muscle Car DOT, Cheater Slick E) **Toyo:** Proxes TQ F) **BFG:** g-Force T/A Drag Radial

1.21 - SAFETY AND TECH INSPECTION REMINDERS

- QUICKER THAN 14.00 – 1- NO PASSENGERS PERMITTED 2 - IF CONVERTIBLE 5 POINT ROLL BAR REQUIRED
- QUICKER THAN 13.99 - HELMET REQUIRED - SNELL 2015, or SFI 31.1/41.1
- QUICKER THAN 11.49 - 5 POINT ROLL BAR MANDATORY (EXCEPT 2008 or NEWER - GOOD UNTIL 9.99 OR 135 MPH)
- QUICKER THAN 9.99 - SFI 10 POINT ROLL CAGE REQUIRED - (EXCEPT 2014 OR NEWER – GOOD UNTIL 9.00 OR 150 MPH)
- QUICKER THAN 8.50 - SFI 25.1/25.3/25.5 ROLL CAGE REQUIRED - NHRA CHASSIS STICKER MANDATORY
- FASTER THAN 150 MPH - PARACHUTE REQUIRED & MUST BE EMPLOYED
- FASTER THAN 135 MPH or QUICKER THAN 10.99 - MASTER ELECTRICAL CUT OFF SWITCH MANDATORY
- ENSURE PROPER BATTERY MOUNTING IS EMPLOYED
- LOOSE ITEMS MUST BE REMOVED FROM INTERIOR OF CAR PRIOR TO TECH INSPECTION
- NO CRACKED WINDSHIELDS - NO EXCEPTIONS - CHIPS MAY BE FILLED
- NO HOLES IN FIREWALL
- NO DIRT OR SIGNIFICANT VISUAL BODY RUST
- DRAG SLICKS OR DOT SPEC DRAG RADIALS MANDATORY IN ALL CLASSES EXCEPT STREET MODIFIED, PURE STREET, SPEED TRIALS & TT
- ALL BODY PANELS/BUMPERS INSTALLED - MANDATORY
- NO CONVENTIONAL COOLANT PRESENT IN COOLING SYSTEM - WATER ONLY - NO ADDITIVES
- ENSURE ADEQUATE LIQUID OVERFLOW IS PRESENT – MINIMUM 1 LITRE
- OIL CONTAINMENT DEVICE & SCATTER SHIELD MANDATORY IN SUPER STREET CLASS OR QUICKER. SEE CLASS FOR DETAILS
- PANTS AND TEE SHIRTS MUST BE WORN - LONG SLEEVES RECOMMENDED. CLOSE TOE SHOES MANDATORY.

END OF SECTION 1: GENERAL REGULATIONS

SECTION 2:

MEDIA POLICY & REGISTRATION

NO OUTSIDE MEDIA PERMITTED

TO APPLY FOR MEDIA CREDENTIALS AT ANY
OFFICIAL CSCS RACING EVENT, PLEASE EMAIL
DRAG@CSCS.CA OR DM @CSCSDRAGRACING ON
INSTAGRAM

RACE DAY MEDIA PASS REQUESTS WILL **NOT** BE
GRANTED

MEDIA PASSES ARE NOT GUARANTEED



SECTION: 3

3.1 - CLASS DESIGNATION: **PRO**

3.2 - MINIMUM QUALIFYING E/T: **N/A**

3.3 - GENERAL SAFETY: All vehicles must conform to and follow ALL SFI/NHRA general safety regulations and standards.
SFI SPEC 16.1/16.5 MANDATORY - DRIVER RESTRAINT SYSTEM (BELTS)
SFI SPEC 3.2A/5 MINIMUM - DRIVERS SUIT/PANTS/JACKET
SFI SPEC 3.3 MANDATORY - NECK COLLAR & HEAD SOCK
SFI SPEC 38.1 HEAD & NECK RESTRAINT SYSTEM (HANS DEVICE) - 7.49 OR QUICKER/200MPH OR FASTER
SFI SPEC 3.3/1 MINIMUM - GLOVES & SHOES

3.4 - BODY: Vehicle must be of **import** or **domestic sport compact** body origin.
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.
Rear quarter panels must remain steel.
Cars are permitted to run widened three-piece or one piece front ends.
No body parts may be removed during competition.

3.5 - CHASSIS: 10 point roll cage, with valid SFI/NHRA chassis certification - MINIMUM
Notching of chassis for clearance is permitted.
Tube chassis permitted.

3.6 - SUSPENSION: RWD cars must utilize OEM location suspension mounting points.
Aftermarket control arms and sub-frame connectors are permitted.
Aftermarket struts and shocks are permitted.
FWD: NO suspension restrictions.

3.7 - BRAKES: All vehicles must utilize four wheel braking. Secondary staging brakes permitted.
Functioning parachute required, and must be employed when vehicles travelling over 150 MPH.

3.8 - LIGHTS: Operational head lights and brake lights required. One headlight may be removed for induction.

3.9 - WINDOWS: All windows may be OEM glass OR Lexan
SFI SPEC 27.1 Window Net - MANDATORY

3.10 - INTERIOR: NO RESTRICTIONS

3.11 - EXHAUST: NO RESTRICTIONS

3.12 - ELECTRONICS: NO RESTRICTIONS
MASTER ELECTRICAL CUT OFF SWITCH - MANDATORY - Plastic or Keyed switches prohibited.

3.13 - DRIVELINE: NO RESTRICTIONS

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 NHRA 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: 4 Cylinder, 6 Cylinder, 2 Rotor or 3 Rotor. No diesel. No V8. No V10. No V12.

Any gasoline engine type allowed. Ex. V-Type 6 (45/18degree), Rotary 2/3, Straight 4/6, Flat 4/6

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 verify at any time.

SFI SPEC 18.1 Harmonic Balancer MANDATORY

3.21 - TURBOCHARGERS RESTRICTIONS-MAX:

FWD 4 - NO RESTRICTIONS

FWD 6 - NO RESTRICTIONS

AWD 4 - NO RESTRICTIONS

AWD 6 - NO RESTRICTIONS

RWD 4 - NO RESTRICTIONS

RWD 6 - NO RESTRICTIONS

2 ROTOR/3 ROTOR - NO RESTRICTIONS

3.22 - NITROUS OXIDE: All application types of nitrous oxide systems are permitted. Engraved -DOT 1800LB - minimum spec

3.23 - INTERCOOLING: NO RESTRICTIONS

3.24 - INDUCTION: NO RESTRICTIONS

3.25 - TIRES: **MANDATORY** racing slick or SPEC DOT Drag Radial Racing Tire. **NO EXCEPTIONS.**

ALL tires must be in good visual condition, with no noticeable signs of damage.

3.26 - MINIMUM VEHICLE & DRIVER WEIGHTS:

FWD 4: 1900 LBS

RWD 4: 2200 LBS

AWD 4: 2100 LBS

RWD 6: 2400 LBS

AWD 6: 2600 LBS

2 ROTOR: 1900 LBS

3 ROTOR: 2400 LBS

3.27 - BEAM TRIPPING DEVICES: MAX 45" forward, measured from centre of vehicle front wheel

3.28 - ONBOARD FIRE EXTINGUISHING SYSTEM: SFI SPEC 17.1 - 20LB - Mandatory for vehicles quicker than ET 7.49

3.29 - CSCS TECH & SAFETY REMINDERS: Bring ALL personal safety equipment to tech



SECTION: 4

4.1 - CLASS DESIGNATION: PRO 7

4.2 - MINIMUM QUALIFYING E/T: N/A

The Pro 7 class is quickly becoming the main event of drag racing at CSCS. Some of the quickest Canadian Import and Sport Compact racers are showcased within this class. As the sport continues to evolve, we recognize the ongoing changes that are necessary and required to keep classes balanced while remaining as competitive as ever. Racers entering competition in Pro 7 generally have goals that exceed far beyond the CSCS podium, and with that being considered, we will employ rules and regulations set out by those regulating bodies that formulate what the appropriate rules should be for this category of racing. The end goal is to provide a platform that racers can rely on, and utilize to get the absolute maximum performance from themselves and their cars, so that they are able to use that performance as a tool to enter/qualify for the next level of their racing careers, and beyond. Whether that being FWD, RWD, or AWD, we will continue to hold this position for the foreseeable future, and update rules as frequently as necessary. If you would like to contribute to this set of rules, reach out via email, DM at @cscsdragracing on instagram, or make a point of attending the annual off season drivers meetings. We look forward to seeing the Pro 7 racers advance during competition at CSCS, with aspirations of those racers representing Canada and Canadian Drag Racing at the higher levels, as they have throughout the past 20+ years.

4.3 - General Safety: All vehicles must conform to and follow ALL general NHRA safety regulations and SFI safety standards.
SFI SPEC 16.1/16.5 MANDATORY - DRIVER RESTRAINT SYSTEM (BELTS)
SFI SPEC 3.2A/5 MINIMUM - DRIVERS SUIT/PANTS/JACKET
SFI SPEC 3.3 MANDATORY - NECK COLLAR & HEAD SOCK
SFI SPEC 3.3/1 MINIMUM - GLOVES & SHOES

4.4 - Body: Vehicle must be of **import** or **sport compact** body origin.
Lightweight components are limited to hood, front fenders, deck lid, hatches, sunroofs, wings, ground effects, bumpers, and doors. Doors but must remain OEM spec/design/appearance.
Rear quarter panels must remain steel.
Widened three-piece front ends permitted. One piece front ends prohibited.
No body parts may be removed during competition.

4.5 - Chassis: MINIMUM - 10 point roll cage, with valid SFI/NHRA chassis certification - MANDATORY
All cars must have OEM chassis. Including; floor, firewall, and frame rails.
Notching of chassis for clearance is permitted. Modification of rear wheel well is permitted.

4.6 - Suspension: All cars must utilize OEM front and rear suspension 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 a direct bolt in component is used.
Wheelie bars prohibited.

4.7 - Brakes: All vehicles must utilize four wheel braking. Secondary staging brake permitted.
Functioning parachute required, and must be employed when vehicle is travelling over 150 MPH.

4.8 - Lights: Operational head lights and brake lights required. One headlight may be removed for induction.

4.9 - Windows: OEM glass or lexan permitted on all windows. If passenger and drivers side lexan, use lock or support bar.
SFI SPEC 27.1 Window Net - MANDATORY

- 4.10 - Interior:** NO RESTRICTIONS
- 4.11 - Exhaust:** NO RESTRICTIONS
- 4.12 - Electronics:** NO RESTRICTIONS FOR ENGINE MANAGEMENT ELECTRONICS.
MASTER ELECTRICAL CUT OFF SWITCH - MANDATORY - Plastic or Keyed switches prohibited.
- 4.13 - 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.
- 4.14 - Transmission:** Manual, Automatic, DCT, or Sequential transmissions permitted.
- 4.15 - Clutch:** NO RESTRICTIONS
- 4.16 - Shifter:** NO RESTRICTIONS
- 4.17 - Fuel Type:** NO RESTRICTIONS
- 4.18 - Fuel System:** Aftermarket fuel cells are permitted, and may be mounted anywhere, within application safety specifications. Mechanical or electric fuel pumps permitted.
- 4.19 - 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, the racer may be disqualified from further competition at the sole and absolute discretion of the CSCS event director.

- 4.20 - Engine:** 4 Cylinder, 6 Cylinder, or RWD 2 Rotor ONLY. No diesel. No V8. No V10. No V12.
Any gasoline engine type allowed. Ex. V-Type 6 (45/18degree), 2 Rotor, Straight 4/6, Flat 4/6
Engine must be of import origin, euro origin, or domestic sport compact origin.
Any internal engine modifications are permitted.
Engine type changes (OEM/AFTERMARKET) of the same or different manufacturers, are allowed, as long as they meet weight requirements, and are of the Import, Euro, 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 they are drained and filled with water. CSCS official may check for water, at any time.
SFI SPEC 18.1 Harmonic Balancer - MANDATORY

- 4.21 - Turbocharger Restrictions-MAX:** FWD 4 CYLINDER – NO RESTRICTIONS
FWD 5/6 CYLINDER – NO RESTRICTIONS
- AWD 4 CYLINDER – 73.9mm/76.9/80.9/83.9 SINGLE TURBO
AWD 5/6 CYLINDER – 76.9mm SINGLE TURBO
AWD 6 CYLINDER – 58.9mm/68.9mm TWIN TURBO
- RWD 4 CYLINDER – 67.9/73.9mm/76.9mm/80.9mm SINGLE TURBO
RWD 6 CYLINDER – 76.9mm/88.9mm SINGLE TURBO - MANUAL TRANSMISSION
RWD 6 CYLINDER – 76.9/82.9 SINGLE TURBO - T4 FLANGE - AUTOMATIC TRANSMISSION
- RWD 2 ROTOR – 91.9mm SINGLE TURBO

SEE 4.25 FOR CORRESPONDING WEIGHT REQUIREMENTS

- 4.22 - Intercoolers:** All applications of **air to air** intercoolers are permitted, and mandatory for 4 & 6 cylinder powered cars. Water or methanol injection may be utilized. Some exceptions may apply, but must be verified/approved prior to race day.
EXCEPTION: RWD 2 rotor powered cars may utilize water to air method.
- 4.23 - Nitrous Oxide:** All application types of nitrous oxide systems are permitted. Bottle requirement: engraved - DOT 1800LB
FWD: Nitrous Allowed
AWD 4 Cylinder w/manual transmission: Nitrous Allowed
RWD 4 Cylinder w/automatic transmission: Nitrous Prohibited
AWD 6 Cylinder: Nitrous Prohibited
RWD 6 Cylinder: Nitrous Allowed
2 ROTOR: Nitrous Allowed
3 ROTOR: Nitrous Allowed
If nitrous is prohibited, all nitrous components must be removed prior to entering tech.
- 4.24 - Tires:** **MANDATORY** racing slick or SPEC DOT Drag Radial Racing Tire. NO EXCEPTIONS.
FWD: 26" X 10.5" - MAX SIZE
AWD: 28" X 11.5" - MAX SIZE
RWD: 28" X 11.5" SLICK **OR** RADIAL - ANY SIZE
All tires must be in good visual condition, with no noticeable signs of damage.
- 4.25 - Minimum Vehicle Weight with Driver:**
- FWD 4 CYLINDER: 2150 LBS
FWD 5/6 CYLINDER: 2200 LBS
FWD NOTE 1: SOHC 4 CYLINDER - DEDUCT 400 LBS
FWD NOTE 2: VW POWERED - DEDUCT 200 LBS
- RWD 4 CYLINDER with max 73.9mm TURBO: 2350 LBS - MANUAL TRANS
RWD 4 CYLINDER with max 76.9mm TURBO: 2600 LBS - MANUAL TRANS
RWD 4 CYLINDER with max 80.9mm TURBO: 2700 LBS - MANUAL TRANS
RWD 4 CYLINDER with max 67.9mm TURBO: 2650 LBS - AUTO TRANS
RWD 6 CYLINDER with max 76.9mm TURBO: 2600 LBS - MANUAL TRANS
RWD 6 CYLINDER with max 88.9mm TURBO: 2750 LBS - MANUAL TRANS
RWD 6 CYLINDER with max 76.9mm T4 TURBO: 3350 LBS - AUTO TRANS
RWD 6 CYLINDER with max 82.9mm T4 TURBO: 3600 LBS - AUTO TRANS
RWD NOTE: AUTO TRANSMISSION WITHOUT NITROUS - DEDUCT 250 LBS
- AWD 4 CYLINDER with max 73.9mm TURBO: 2400 LBS
AWD 4 CYLINDER with max 76.9mm TURBO: 2500 LBS
AWD 4 CYLINDER with max 80.9mm TURBO: 2600 LBS
AWD 5/6 CYLINDER with max 76.9mm TURBO: 2800 LBS
AWD 6 CYLINDER with max 58.9mm TWIN TURBO: 3400 LBS - NO NITROUS
AWD 6 CYLINDER with max 58.9mm TWIN TURBO: 3600 LBS
AWD 6 CYLINDER with max 68.9mm TWIN TURBO: 3650 LBS - NO NITROUS
AWD 6 CYLINDER with max 68.9mm TWIN TURBO: 3850 LBS
- RWD 2 ROTOR: 2600 LBS - NO NITROUS
- NOTE 1:** CLUTCHLESS OR SEQUENTIAL TRANSMISSION - ADD 150 LBS
NOTE 2: CAST INDUCER WHEEL OR IRS VEHICLE - DEDUCT 100 LBS
- ALL CATEGORY NOTE 1: ALL VEHICLES WITH A CLUTCHLESS OR SEQUENTIAL TRANSMISSION - ADD 150 LBS**
ALL 4 CYLINDER NOTE 1: ALL VEHICLES EQUIPPED WITH NITROUS - ADD 100 LBS
- 4.26 - Beam Tripping Devices:** MAX 45" forward, measured from centre of vehicle front wheel.



SECTION: 5

5.1 - CLASS DESIGNATION: **PRO 8**

5.2 - MINIMUM QUALIFYING E/T: **N/A**

This Pro 8 class is the foundation of drag racing at CSCS. Historically the quickest Canadian FWD racers have competed here, and still do to this day. As the sport continues to evolve, we recognize the ongoing changes that are necessary and required to keep the class balanced while remaining as competitive as ever. Racers entering competition in Pro 8 generally have goals that exceed far beyond the CSCS podium, and with that being considered, we continue to maintain rules and regulations set out by those regulating bodies that formulate what the appropriate rules should be for this category. The end goal is to provide a platform that racers can rely on, and utilize to get the absolute maximum performance from themselves and their cars, so that they are able to use that performance as a tool to enter/qualify for the next level of their racing careers, and beyond. Whether that being FWD, RWD, or AWD, we will continue to hold this position for the foreseeable future, and update rules as frequently as necessary. If you would like to contribute to this set of rules, reach out via email, DM at @cscsdragracing on instagram, or make a point of attending the annual off season drivers meetings. We look forward to seeing the Pro 8 racers advance during competition at CSCS, with aspirations of those racers representing Canada and Canadian drag racing at the higher levels, as they have throughout the past 20+ years.

5.3 - General Safety: All vehicles must conform to and follow ALL general NHRA safety regulations and SFI safety standards.
SFI SPEC 16.1/16.5 MANDATORY - DRIVER RESTRAINT SYSTEM (BELTS)
SFI SPEC 3.2A/5 MINIMUM - DRIVERS SUIT/PANTS/JACKET
SFI SPEC 3.3 MANDATORY - NECK COLLAR & HEAD SOCK
SFI SPEC 3.3/1 MINIMUM - GLOVES & SHOES

5.4 - Body: Vehicle must be of **import** or **sport compact** body origin.
Lightweight components are limited to hood, front fenders, deck lid, hatches, sunroofs, wings, ground effects, bumpers, and doors. Doors but must remain OEM spec/design/appearance.
Rear quarter panels must remain steel.
Widened three-piece front ends permitted. One piece front ends prohibited.
No body parts may be removed during competition.

5.5 - Chassis: MINIMUM - 10 point roll cage, with valid SFI/NHRA chassis certification - MANDATORY
All cars must have OEM chassis. Including; floor, firewall, and frame rails.
Notching of chassis for clearance is permitted. Modification of rear wheel well is permitted.

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

5.7 - Brakes: All vehicles must utilize four wheel braking. Secondary staging brake permitted.
Functioning parachute required, and must be employed when vehicle is travelling over 150 MPH.

5.8 - Lights: Operational head lights and brake lights required. One headlight may be removed for induction.

5.9 - Windows: OEM glass windshield, otherwise Lexan permitted. All rivets or brackets must be out of plain sight.
SFI SPEC 27.1 Window Net - MANDATORY

5.10 - Interior: OEM or OEM appearing dash, front driver & front passenger door cards must be installed. Headliner, all carpet, passenger seat, rear seats, and all rear interior trim components may be removed.

- 5.11 - Exhaust:** NO RESTRICTIONS
- 5.12 - Electronics:** NO RESTRICTIONS FOR ENGINE MANAGEMENT ELECTRONICS.
MASTER ELECTRICAL CUT OFF SWITCH - MANDATORY - Plastic or Keyed switches prohibited.
- 5.13 - 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.
- 5.14 - Transmission:** Manual or Automatic. AWD & FWD Sequential transmissions PROHIBITED.
DCT permitted for AWD 5 & 6 cylinder. SCATTER SHIELD OR SFI 4.1 BELLHOUSING – MANDATORY
EXCEPTION: RWD cars may use sequential transmission - ADD 150 LBS to minimum weight.
- 5.15 - Clutch:** NO RESTRICTIONS
- 5.16 - Shifter:** H PATTERN (if manual transmission). Strain gauge permitted.
- 5.17 - Fuel Type:** NITRO METHANE PROHIBITED. NO FUEL RESTRICTIONS OTHERWISE.
- 5.18 - Fuel System:** Aftermarket fuel cells are permitted, and may be mounted anywhere, within application safety specifications. Mechanical or electronic fuel pumps permitted.
- 5.19 - 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, the racer may be disqualified from further competition at the sole and absolute discretion of the CSCS event director.

- 5.20 - Engine:** 4 Cylinder, 6 Cylinder, or RWD 2 Rotor ONLY. No 3 Rotor. No diesel. No V8. No V10. No V12.
Any gasoline engine type allowed. Ex. V-Type 6 (45/18degree), 2 Rotor, Straight 4/6, Flat 4/6
Engine must be of import origin, euro origin, or domestic sport compact origin.
Any internal engine modifications are permitted.
Engine type changes (OEM/AFTERMARKET) of the same or different manufacturers, are allowed, as long as they meet weight requirements, and are of the Import, Euro, 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 they are drained and filled with water. CSCS official may check for water, at any time.
SFI SPEC 18.1 Harmonic Balancer - MANDATORY

- 5.21 - Turbocharger Restrictions-MAX:**
- FWD 4 CYLINDER – 67.9mm/73.9mm/76.9mm SINGLE TURBO
FWD 5/6 CYLINDER – 76.9mm SINGLE TURBO
- AWD 4 CYLINDER – 67.9mm/73.9mm SINGLE TURBO
AWD 5/6 CYLINDER – 82mm SINGLE TURBO
AWD 6 CYLINDER – 58.9mm TWIN TURBO
- RWD 4 CYLINDER – 62.9mm/67.9mm/73.9mm SINGLE TURBO
RWD 6 CYLINDER – 76.9mm SINGLE TURBO – MANUAL TRANSMISSION
RWD 6 CYLINDER – 67.9/73.9/76.9mm SINGLE TURBO – AUTOMATIC TRANSMISSION
- RWD 2 ROTOR – 80.9mm/82.9 SINGLE TURBO

SEE 5.25 FOR CORRESPONDING WEIGHT REQUIREMENTS

- 5.22 - Intercooling:** All applications of **air to air** intercoolers are permitted, and mandatory for 4 & 6 cylinder powered cars. Water or methanol injection may be utilized. Some exceptions may apply, but must be verified/approved prior to race day.
EXCEPTION: RWD 2 rotor powered cars may utilize water to air method.
- 5.23 - Nitrous Oxide:** All application types of nitrous oxide systems are permitted. Bottle requirement: engraved -DOT 1800LB-
FWD: +100 LBS if utilizing nitrous
AWD 4 Cylinder w/manual transmission: Nitrous prohibited
RWD 4 Cylinder w/automatic transmission: Nitrous prohibited
AWD 6 Cylinder: Nitrous prohibited
RWD 6 Cylinder: Nitrous prohibited
2 ROTOR: Nitrous prohibited
If nitrous is prohibited, all nitrous components must be removed prior to entering tech.
- 5.24 - Tires:** **MANDATORY** racing slick or SPEC DOT Drag Radial Racing Tire. NO EXCEPTIONS.
FWD: 25" X 9.5" – MAX SIZE
AWD: 28" X 11.5" – MAX SIZE
RWD: 28" X 11.5" SLICK – MAX SIZE **OR** 275/60/15 RADIAL – MAX SIZE
All tires must be in good visual condition, with no noticeable signs of damage.
- 5.25 - Minimum Vehicle Weight with Driver:**
- FWD 4 CYLINDER with max 67.9mm TURBO: 2300 LBS
FWD 4 CYLINDER with max 73.9mm TURBO: 2400 LBS
FWD 4 CYLINDER with max 76.9mm TURBO: 2800 LBS
FWD 5/6 CYLINDER with max 76.9mm TURBO: 2400 LBS
FWD NOTE: SOHC 4 CYLINDER - DEDUCT 400 LBS
FWD NOTE: VW 4 CYLINDER - DEDUCT 400 LBS
- RWD 4 CYLINDER with max 62.9mm TURBO: 2650 LBS - IF AUTO TRANS
RWD 4 CYLINDER with max 67.9mm TURBO: 2550 LBS
RWD 4 CYLINDER with max 73.9mm TURBO: 2750 LBS
- RWD 6 CYLINDER with max 76.9mm TURBO: 2950 LBS - MANUAL TRANS
RWD 6 CYLINDER with max 76.9/116.9mm T4 TURBO: 3400 LBS - AUTO TRANS
RWD 6 CYLINDER with max 67.9mm T4 TURBO: 3000 LBS
RWD 6 CYLINDER with max 73.9mm T4 TURBO: 3200 LBS
RWD 6 CATEGORY NOTE: W/AUTO TRANS & STROKER 3.2 OR 3.4 - ADD 250LBS
- RWD 2 ROTOR with max 80.9mm TURBO: 2400 LBS - NO NITROUS
RWD 2 ROTOR with max 82mm TURBO: 2600 LBS - NO NITROUS
ALL RWD CATEGORY NOTE: W/SEQUENTIAL TRANSMISSION - ADD 150 LBS
- AWD 4 CYLINDER with max 67.9mm/94.9mm TURBO: 2550 LBS
AWD 4 CYLINDER with max 67.9mm/102.9mm TURBO: 2650 LBS
AWD 4 CYLINDER with max 73.9mm TURBO: 2750 LBS
AWD 4 CATEGORY NOTE: AUTO TRANS WITH NITROUS +100 LBS
AWD 5 OR 6 CYLINDER with max 73.9mm TURBO: 3050 LBS
AWD 6 CYLINDER with max 58.9mm TWIN TURBO: 3800 LBS - NO NITROUS
- 4/5/6 CYLINDER:** AUTO TRANS - WITHOUT TRANS BRAKE - DEDUCT 100 LBS
- SEE 5.14 & 5.23 FOR ADDITIONAL WEIGHT REQUIREMENTS**
- 5.26 - Beam Tripping Devices:** MAX 45" forward, measured from centre of vehicle front wheel.



SECTION 6:

6.1 - CLASS DESIGNATION: PRO LIMITED

6.2 - NO QUICKER THAN: 9.50

6.3 - GENERAL SAFETY: All vehicles must conform to and follow general SFI/NHRA safety regulations and standards.

6.4 - BODY: Must have an import body or a domestic sport compact body.
Lightweight components are limited to hood, front fenders, deck lid, hatches, sunroofs, wings, ground effects, roof, and bumpers only. Rear quarter panels must remain steel.
Widened three-piece front ends permitted. One piece front ends prohibited.
No body parts may be removed during competition.

6.5 - CHASSIS: MINIMUM 5 point roll bar installed in vehicles 2007 or older. SFI/NHRA spec.
QUICKER THAN 9.99: 10 point roll cage, with valid SFI/NHRA chassis certification
All cars must retain complete stock chassis, floorboard, firewall, and frame rails.
Notching of chassis for clearance is permitted.
Aftermarket "K" members are permitted.

6.6 - 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. IRS suspension cars may convert to straight axle only if it is a direct bolt in. Wheelie bars prohibited.

6.7 - BRAKES: All vehicles must utilize four wheel braking. Secondary staging brakes permitted. Parachute required and must be employed when vehicle exceeds 150mph.

6.8 - LIGHTS: Operational head lights and brake lights required. One headlight may be removed for induction.

6.9 - WINDOWS: OEM Glass Windshield. Lexan permitted otherwise. All rivets must be covered by OEM appearing trim.
QUICKER THAN 9.99: SFI SPEC 27.1 Window Net - MANDATORY

6.10 - INTERIOR: OEM or OEM appearing dash, front driver door card and passenger door cards must be installed.
Headliner, carpet, passenger seat and all rear interior components may be removed.
EXCEPTION: ALL MOTOR may remove front passenger and front driver door cards.

6.11 - EXHAUST: NO RESTRICTIONS

6.12 - 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.
MANDATORY - SFI 4.1 rated transmission housing **OR** SCATTER SHIELD - Some exceptions may apply.
Verification of exception required prior to race day.

6.14 - ELECTRONICS: Two-steps, data loggers, aftermarket ECU's, and engine management systems are allowed.
MASTER ELECTRICAL CUT OFF SWITCH - MANDATORY - Plastic or Keyed switches prohibited.

6.15 - CLUTCH: NO RESTRICTIONS

- 6.16 - SHIFTER:** H PATTERN manual transmission - Strain gauge permitted.
- 6.17 - FUEL:** All vehicles must run on commercially available race fuel, ethanol, or alcohol.
All competitors must use fuels as designed by the manufacturer, no additives or mixing of fuels allowed.
Electronic fuel injection only. Mechanical or electronic fuel pumps permitted.
- 6.18 - FUEL SYSTEM:** Aftermarket fuel cells are permitted, and may be mounted anywhere, within SFI safety specifications.
- 6.19 - OILING SYSTEM:** NO RESTRICTIONS
Engine 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.
- 6.20 - ENGINE:** 4 Cylinder, 6 Cylinder, 2 Rotor OR 3 Rotor. No diesel. No V8. No V10. No V12.
Any gasoline engine type allowed. Ex. V-Type 6 (45/18degree), Rotary 2/3, Straight 4/6, Flat 4/6
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.
SFI SPEC 18.1 Harmonic Balancer MANDATORY for vehicles quicker than 10.99ET.
- 6.20 - TURBOCHARGERS:** NO RESTRICTIONS
- 6.21 - NITROUS OXIDE:** All application types of nitrous oxide systems are permitted. Bottle: Engraved -DOT 1800LB-
- 6.22 - INTERCOOLING:** All applications of **air to air** intercoolers are permitted.
Some exceptions may apply, but must be verified/approved prior to race day.
- 6.23 - INDUCTION:** NO RESTRICTIONS
- 6.24 - TIRES:** **MANDATORY** racing slick or SPEC DOT Drag Radial Racing Tire. **NO EXCEPTIONS.**
ALL tires must be in good visual condition, with no noticeable signs of damage or excessive wear.
- 6.25 - VEHICLE & DRIVER WEIGHTS:** NO RESTRICTIONS
- 6.26 - BEAM TRIPPING DEVICES:** MAX 45" forward, measured from centre of front wheel
- 6.27 - CSCS TECH & SAFETY REMINDERS:**
- 5 point roll bar required when vehicle exceeds 135mph or 11.49 ET (1/4 mile)
 - Bring all personal safety equipment to tech - inspection for validity required
 - **HELMET NOTE:** Snell 2010 is valid until the conclusion of the 2021 season. As of January 2022, this certification is no longer valid. Snell ratings are good for 12 years. We highly recommend buying Snell 2020. DOT is NOT accepted, due to these helmets not providing ANY fire protection.
 - Chipped windshields should be filled immediately, to prevent pre mature full replacement. If cracked, and the crack passes through the drivers side, then the vehicle will not pass technical inspection. If the crack passes through the passenger area of the windshield, a conditional pass will be granted, and noted on drivers technical inspection card for future re-inspection.
 - **FOR ANY QUESTIONS REGARDING TECHNICAL INSPECTION PLEASE EMAIL DRAG@CSCS.CA OR DM @CSCSDRAGRACING ON INSTAGRTAM. DO NOT SHOW UP TO TECH AND SAY "I DIDN'T KNOW". IT IS A RACERS RESPONSIBLTY TO BE FULLY PREPARED TO RACE SAFELY AND TO CLASS SPEC. EXCEPTIONS OUTSIDE OF THE RULEBOOK ARE RARE AND IF GRANTED WILL ONLY BE UTILIZED ONCE. REFUNDS WILL NOT BE ISSUED DUE TO SAFETY OR REQUIRED CLASS SPEC NEGLIGENCE.**



SECTION 7:

7.1 - CLASS DESIGNATION: SUPER STREET

7.2 - NO QUICKER THAN: 10.50

The 2022 Super Street class is proudly presented by Garage 16. In addition to cash prizes for the final 4 of each event, and the season 1st & 2nd place finalists, racers will be rewarded with allowances directly from Garage 16. This Heads-Up class features some of the quickest street cars in Canada. Open to all imports & domestic sport compacts. This class will have a .400 Pro Tree starting light. This class features cars running **no quicker than 10.50 in eliminations**.

If you run quicker than 10.50 in **qualifying**, you will automatically be classified as the last qualifier, if the class is not already full. If two cars or more run quicker than 10.50 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 10.50 in eliminations, you will automatically lose that round. If two cars run side by side and quicker than 10.50, the slower of the two will be awarded with the win. 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 race.

7.3 - GENERAL SAFETY: All vehicles must conform to and follow general SFI/NHRA safety regulations and standards.

7.4 - ENGINE: 4 Cylinder, 6 Cylinder, 2 Rotor, or 3 Rotor. No diesel. No V8. No V10. No V12.
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.
SFI approved harmonic balancer required when vehicle exceeds 10.99ET.

Engine Containment Device

MANDATORY FOR ANY VEHICLE 2007 OR OLDER OR ANY VEHICLE MODIFIED BEYOND FACTORY SPECIFICATIONS (EXAMPLE: N/A ENGINE FROM FACTORY THAT HAS NITROUS OR FORDED INDUCTION)

Engine diaper or catch pan device.

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.

7.5 - TRANSMISSION:

Manual OR Automatic OR Sequential.

SFI RATED 4.1 TRANSMISSION HOUSING OR SCATTER SHIELD MANDATORY

Some exceptions apply. Verification of exception required prior to race day.

EXCEPTION: 1 - Any vehicle 2008 or newer that has NOT been modified beyond factory specifications. 2 - Specifically regarding to induction; if turbo charged from factory, then scatter shield is not required. If naturally aspirated from factory, and modified for nitrous, supercharger, or turbo charger, then vehicle must be equipped with a scatter shield. For scatter shield design specifications, refer to NHRA General Requirements, section 21, sub section 2:10.

NO EXCEPTIONS WILL BE GRANTED OUTSIDE OF THE ABOVE GUIDELINES – STRICTLY ENFORCED

- 7.6 - POWER ADDERS:** NO RESTRICTIONS
- 7.7 - EXHAUST:** NO RESTRICTIONS
- 7.8 - FUEL:** All vehicles must run on commercially available race fuel, methanol, ethanol, or alcohol. All competitors must use fuels as designed by the manufacturer, no additives or mixing of fuels allowed. Electronic fuel injection only. Mechanical or electronic fuel pumps permitted.
- 7.9 - NITROUS OXIDE:** All application types of nitrous oxide systems are permitted. Bottle: Engraved -DOT 1800LB-
- 7.10 - BODY & CHASSIS:** Both must be import or sport compact. No significant visual body rust. All vehicles must retain OEM unmodified, frame rails, rear quarter panels, roof, firewall and floor. **All body panels must be installed, rear bumpers may be modified.**
Vehicles 2007 or older: Minimum 5 point roll bar MANDATORY.
- 7.11 - SUSPENSION:** Any modifications allowed within OEM mounting location spec. Wheelie bars prohibited.
- 7.12 - TIRES:** **MANDATORY** racing slick or SPEC DOT Drag Radial Racing Tire. NO EXCEPTIONS.
- 7.13 - INTERIOR:** OEM or OEM appearing dash, front driver & front passenger door cards must be installed. Headliner, all carpet, passenger seat, rear seats, and all rear interior trim components may be removed.
EXCEPTION: ALL MOTOR may remove front passenger and front driver door cards.
- 7.14 - WINDOWS:** OEM Glass Windshield. Lexan permitted otherwise. All rivets must be out of sight.
- 7.15 - LIGHTS:** Operational head lights and brake lights required. One headlight may be removed for induction.
- 7.16 - ELECTRONICS:** Two-steps, data loggers, aftermarket ECU's, and engine management systems are allowed. **MASTER ELECTRICAL CUT OFF SWITCH REQUIRED WHEN: BATTERY RELOCATED OR QUICKER THAN 9.99 OR FASTER THAN 135MPH** - Plastic or Keyed switches prohibited.
- 7.17 - CSCS TECH AND SAFETY REMINDERS:**
- 5 point roll bar required when vehicle exceeds 135mph or 11.49 ET (1/4 mile)
 - Bring all personal safety equipment to tech - inspection for validity required **NOTE:** Snell 2010 is valid until the conclusion of the 2021 season. As of January 2022, this certification is no longer valid. Snell ratings are good for 12 years. We highly recommend buying Snell 2020. DOT is NOT accepted, due to these helmets not providing ANY fire protection.
 - Chipped windshields should be filled immediately to prevent pre mature full replacement. If cracked, and the crack passes through the drivers side, then the vehicle will not pass technical inspection. If the crack passes through the passenger area of the windshield, a conditional pass will be granted, and noted on drivers technical inspection card for future re-inspection.
 - **FOR ANY QUESTIONS REGARDING TECHNICAL INSPECTION PLEASE EMAIL DRAG@CSCS.CA OR DM @CSCSDRAGRACING ON INSTAGRTAM. DO NOT SHOW UP TO TECH AND SAY "I DIDN'T KNOW". IT IS A RACERS RESPONSIBILITY TO BE FULLY PREPARED TO RACE SAFELY AND TO CLASS SPEC. EXCEPTIONS OUTSIDE OF THE RULEBOOK ARE RARE AND IF GRANTED WILL ONLY BE UTILIZED ONCE. REFUNDS WILL NOT BE ISSUED DUE TO SAFETY OR REQUIRED CLASS SPEC NEGLIGENCE.**



SECTION 8:

8.1 - CLASS DESIGNATION: STREET MODIFIED

8.2 - NO QUICKER THAN: 11.50

This is an exciting Heads-Up class that features above average, very quick, street cars. Open to all imports and domestic sport compacts. The Super Street class proving grounds!

This class features cars running no quicker than 11.50 in eliminations. If you run quicker than 11.50 in qualifying, you will automatically be classified as the last qualifier. If multiple cars run quicker than 11.50 in qualifying, the quickest of the breakout cars will be classified as the last qualifier with the slower breakout cars being seeded in the same order. If you run quicker 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 prior to eliminations, thus resulting in a non-points scoring race.

- 8.3 - ENGINE:** Only one internal-combustion gasoline engine permitted in vehicle. 4/6 cylinder, or rotary engines permitted.
Oil containment pan/device highly recommended.
- 8.4 - POWER ADDER:** NO RESTRICTIONS
- 8.5 - EXHAUST:** NO RESTRICTIONS
- 8.6 - FUEL:** All vehicles must run on commercially available gasoline, methanol, 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. Electronic fuel injection only. Mechanical or electronic fuel pumps permitted.
- 8.7 - NITROUS OXIDE:** All application types of nitrous oxide systems are permitted. Bottle: Engraved -DOT 1800LB-
- 8.8 - TRANSMISSION:** Manual or Automatic. Scatter shield highly recommended.
- 8.9 - BODY & CHASSIS:** Both must be import or domestic sport compact. No significant visual body rust. All vehicles must retain OEM unmodified, frame rails, rear quarter panels, roof, firewall and floor. All body panels must be installed, rear bumpers may be modified.
- 8.10 - SUSPENSION:** Any modifications allowed within OEM mounting specifications. Wheelie bars prohibited.
- 8.11 - TIRES:** Must be SLICK, DRAG RADIAL or DOT summer tire. NO winter or off road tires permitted.
- 8.12 - INTERIOR:** OEM or OEM appearing dash, front driver and front passenger door cards must be installed. Headliner, carpet, passenger seat and all rear interior components may be removed. Doors must be easily opened from inside and out.
- 8.13 - WINDOWS:** OEM Glass Windshield. Lexan permitted otherwise. All rivets must be out of sight.
- 8.14 - LIGHTS:** Operational head lights and brake lights required. One headlight may be removed for induction.
- 8.15 - CSCS TECH AND SAFETY REMINDERS:** SFI OR Snell Helmet mandatory. Pants, long sleeve shirt, and closed toe shoes required.



SECTION 9:

9.1 - CLASS DESIGNATION: PURE STREET

9.2 - NO QUICKER THAN: 13.00

The 2022 Pure Street class is proudly presented by Garage 16. In addition to cash prizes for the final 4 of each event, and season 1st & 2nd place finalists, racers will be rewarded with allowances directly from Garage 16. This Heads-Up class was created to entice the true racing enthusiasts to compete at the track for top bragging rights, in a balanced, legal, and safe racing environment.

This class features cars running no quicker than 13.00 in eliminations, and will use a .400 Pro Tree start light. If you run quicker than 13.00 in qualifying, you will automatically be classified as the last qualifier. If multiple cars run quicker than 13.00 in qualifying, the quickest of the breakout cars will be classified as the last qualifier with the slower breakout cars being seeded in the same order. If you run quicker 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 prior to eliminations, thus resulting in a non-points scoring race.

- 9.3 - ENGINE:** Only one internal-combustion gasoline engine permitted in vehicle. 4/6 cylinder, or rotary engines permitted.
- 9.4 - POWER ADDER:** NO RESTRICTIONS
- 9.5 - EXHAUST:** NO RESTRICTIONS
- 9.6 - 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. Electronic fuel injection only. Mechanical or electronic fuel pump permitted.
- 9.7 - NITROUS OXIDE:** All application types of nitrous oxide systems are permitted. Bottle: Engraved -DOT 1800LB-
- 9.8 - TRANSMISSION:** Manual or Automatic
- 9.9 - BODY & CHASSIS:** Both must be import or domestic sport compact. No significant visual body rust. All vehicles must retain OEM unmodified, frame rails, rear quarter panels, roof, firewall and floor. All body panels must be installed, rear bumpers may be modified.
- 9.10 - SUSPENSION:** Any modifications allowed within OEM mounting specifications. Wheelie bars prohibited.
- 9.11 - TIRES:** Must be SLICK, DRAG RADIAL or DOT summer tire. NO winter or off road tires permitted.
- 9.12 - INTERIOR:** OEM or OEM appearing dash, front driver and front passenger door cards must be installed. Headliner, carpet, passenger seat and all rear interior components may be removed. Doors must be easily opened from inside and out.
- 9.13 - WINDOWS:** OEM Glass Windshield. Lexan permitted otherwise. All rivets must be out of sight.
- 9.14 - LIGHTS:** Operational head lights and brake lights required. One headlight may be removed for induction.
- 9.15 - CSCS TECH AND SAFETY REMINDERS:** Helmet mandatory. Pants, long sleeve shirt, and closed toe shoes required.



SECTION 10:

10.1 - CLASS DESIGNATION: SPEED TRIALS

10.2 - NO QUICKER THAN: 14.00

The Speed Trials class features the best introduction to competition drag racing action. Providing competitors with a platform to learn, adjust, and improve their driving skills, in addition to gaining priceless seat time in a structured racing environment. Open to all imports and domestic sport compacts.

This class features cars running no quicker than 14.00 in eliminations. If you run quicker than 14.00 in qualifying, you will automatically be classified as the last qualifier. If multiple cars run quicker than 14.00 in qualifying, the quickest of the breakout cars will be classified as the last qualifier with the slower breakout cars being seeded in the same order. If you run quicker than 14.00 in eliminations, you will lose that round. If there is 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.

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| 10.3 - ENGINE: | Only one internal-combustion gasoline engine permitted in vehicle. 4/6 cylinder, or rotary engines permitted. |
| 10.4 - POWER ADDERS: | NO RESTRICTIONS |
| 10.5 - EXHAUST: | NO RESTRICTIONS |
| 10.6 - FUEL: | All vehicles must run on commercially available gasoline, methanol, 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. Electronic fuel injection only. Mechanical or electronic fuel pumps permitted. |
| 10.7 - NITROUS OXIDE: | All application types of nitrous oxide systems are permitted. Bottle: Engraved -DOT 1800LB- |
| 10.8 - TRANSMISSION: | Manual or Automatic or Sequential |
| 10.9 - BODY & CHASSIS: | Both must be import or domestic sport compact. No significant visual body rust.
All vehicles must retain OEM unmodified, frame rails, rear quarter panels, roof, firewall and floor.
ALL body panels must be installed, rear bumpers may be modified. |
| 10.10 - SUSPENSION & CHASSIS: | Any modifications allowed within OEM mounting locations. Wheelie bars prohibited. |
| 10.11 - TIRES: | Must be SLICK, DRAG RADIAL or DOT summer tire. NO winter or off road tires permitted. |
| 10.12 - INTERIOR: | OEM or OEM appearing dash, front driver and front passenger door cards must be installed.
Headliner, carpet, passenger seat and all rear interior components may be removed. Doors must be easily opened from inside and out. |
| 10.13 - WINDOWS: | OEM Glass Windshield. Lexan permitted otherwise. All rivets must be out of sight. |
| 10.14 - LIGHTS: | Operational head lights and brake lights required. One headlight may be removed for induction. |
| 10.15 - CSCS TECH AND SAFETY REMINDERS: | Helmet mandatory. Pants, long sleeve shirt, and closed toe shoes required. |



SECTION 11:

11.1 - CLASS DESIGNATION: V8 PRO

11.2 - FORMAT: BRACKET RACING

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 V8 powered vehicles. This class will have a .400 Pro 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.

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| 11.3 - GENERAL SAFETY: | All vehicles must meet all SFI/NHRA General Safety Regulations that apply to their ET/MPH. |
| 11.4 - ENGINE: | V8 powered vehicles only. Only one internal-combustion gasoline engine permitted in vehicle. |
| 11.5 - POWER ADDERS: | NO RESTRICTIONS |
| 11.6 - EXHAUST: | NO RESTRICTIONS |
| 11.7 - 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. |
| 11.8 - NITROUS OXIDE: | All application types of nitrous oxide systems are permitted. Bottle: Engraved -DOT 1800LB- |
| 11.9 - TRANSMISSION: | NO RESTRICTIONS |
| 11.10 - BODY & CHASSIS: | Both must be import or domestic. Door slammer entries ONLY. No significant visual body rust.
All body panels must be installed, rear bumpers may be modified. Wheelie bars allowed. |
| 11.11 - SUSPENSION: | NO RESTRICTIONS |
| 11.12 - TIRES: | Must be SLICK, DRAG RADIAL or DOT summer tire. NO winter or off road tires permitted. |
| 11.13 - INTERIOR: | NO RESTRICTIONS |
| 11.14 - WINDOWS: | OEM Glass Windshield. Lexan permitted otherwise. All rivets must be out of sight. |
| 11.15 - ELECTRONICS: | No delay boxes |

NOTES:

ANY QUESTIONS/ENQUIRES SHOULD BE EMAILED TO DRAG@CSCS.CA OR DIRECT MESSAGE @CSCSDRAGRACING ON INSTAGRAM.



SECTION 12:

12.1 - CLASS DESIGNATION: V8 STREET

12.2 - FORMAT: BRACKET RACING

The V8 street bracket class features the best **FOOT BRAKE** 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 V8 powered vehicles. This class will have a .400 Pro 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.

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| 12.3 - GENERAL SAFETY: | All vehicles must meet all SFI/NHRA General Safety Regulations that apply to their ET/MPH. |
| 12.4 - ENGINE: | V8 powered vehicles only. Only one internal-combustion gasoline engine permitted in vehicle. |
| 12.5 - POWER ADDERS: | NO RESTRICTIONS |
| 12.6 - EXHAUST: | NO RESTRICTIONS |
| 12.7 - 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. |
| 12.8 - NITROUS OXIDE: | All application types of nitrous oxide systems are permitted. Bottle: Engraved -DOT 1800LB- |
| 12.9 - TRANSMISSION: | NO RESTRICTIONS |
| 12.10 - BODY & CHASSIS: | Both must be import or domestic. Door slammer entries ONLY. No significant visual body rust. All body panels must be installed, rear bumpers may be modified. Wheelie bars allowed. |
| 12.11 - SUSPENSION: | NO RESTRICTIONS |
| 12.12 - TIRES: | Must be SLICK, DRAG RADIAL or DOT <u>STREET</u> summer tire. NO winter or off road tires permitted. |
| 12.13 - INTERIOR: | NO RESTRICTIONS |
| 12.14 - WINDOWS: | OEM Glass Windshield. Lexan permitted otherwise. All rivets must be out of sight. |
| 12.15 - ELECTRONICS: | NO DELAY BOXES |

NOTES:

ANY QUESTIONS/ENQUIRES SHOULD BE EMAILED TO DRAG@CSCS.CA OR DIRECT MESSAGE @CSCSDRAGRACING ON INSTAGRAM.



SECTION 13:

13.1 - CLASS DESIGNATION: TEST & TUNE

13.2 - NO QUICKER THAN: N/A

13.3 - TIRES: SLICK, DRAG RADIAL, OR STREET SUMMER TIRE ONLY. NO WINTER OR OFF ROADING TIRES PERMITTED. TIRES MUST BE CLEAN OF ANY DEBRIS & DIRT.

VEHICLE MUST PASS MANDATORY TECH AND SAFETY INSPECTION

DRIVERS MUST ABIDE BY ALL TRACK SAFETY RULES & PROCEDURES

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

NO VEHICLE RESTRICTIONS

HAVE FUN!

DRIVE SAFE!

THANK YOU FOR PARTICIPATING AT CSCS!



KING OF THE STREET

(Pre-Registration Available)

TBA

TBA

TBA

CSCS “KING OF THE STREET” RULES & REGULATIONS

96 cars MAX (32 per class) will be permitted to enter this event. There will be a **\$30** fee to enter “King of The Street” which will be payable **ONLY** at Technical Inspection, or pre registered at cscs.ca.

RULES OF COMPETITION

QUALIFYING: Competitors will be randomly selected to determine who they will run against. This will repeat for every elimination round. All competitors will receive one practice run.

- GENERAL:**
- 1) HEADS UP - ¼ MILE RACE
 - 2) NO BURNOUTS
 - 3) NO STARTING TREE - ARM DROP START
 - 4) NO ET TIMES - WIN LIGHT ONLY
 - 5) NO GLUE
 - 6) JUMP THE GUN DQ - Infractions will be based on the decision of CSCS starting line officials.
 - 7) NO PIT SERVICE - Return to staging lanes immediately following a round win

- CAR:**
(PA & AM CLASS)
- 1) BODY: All entries must be in complete street legal trim, with all body panels installed
 - 2) INTERIOR: Must include dash, front seats, door panels, **glass** windows, roof liner and carpet
 - 3) SAFETY: All entries must pass track SFI/NHRA safety tech inspection
 - 4) Pro Class & Super Street entries prohibited (PSC, P8, & PL) – May race in WILD CLASS
 - 5) ENGINE: 4/6 cylinder and rotary powered vehicles only
 - 6) WEIGHT: No weight restrictions
 - 7) EXHAUST: Must run full length with exhaust exiting at rear of vehicle
 - 8) TIRES: STREET TIRES ONLY - Drag radials and slicks prohibited - NO WINTER TIRES
(Competitors racing in CSCS classes will have to change tires)

- CLASSES:**
- 1) King of the Street - Power Adder: All cars running turbo, superchargers or nitrous oxide
 - 2) King of the Street - All Motor: No type of forced induction or nitrous oxide
 - 3) King of the Street - WILD CLASS: FULL INTERIOR. ANY TIRE, ANY ENGINE.

WINNINGS: Winner of each class will receive \$500.00. Runner up will receive \$150.00. All entries receive two CSCS stickers to be placed on car during competition. Failure to do so will result in non payment. Minimum 16 car field per class for full payout.

For more information visit www.cscs.ca OR email DRAG@CSCS.CA

PROVE IT AT THE TRACK