



SECTION 9:

9.1 - CLASS DESIGNATION: ALL MOTOR

9.2 - MINIMUM QUALIFYING E/T: 10.99

ALL MOTOR IS BACK!

After many years absent, the time has come to bring one of the most competitive fields of import drag racing back to the CSCS rankings. The class will feature the quickest and fastest FWD imports in the country. Including homegrown teams that we have witnessed break records over the past few seasons. In addition to some from a far who have been equally successful in their own right in recent years. Competition ranging from the most popular Honda power plants such as; K series, B series, H Series, and J series, going up against just about any other modern day import, euro, or domestic sport compact manufacturer in existence.

With tight competition comes tight scrutinizing. We will be employing additional specialized staff to enforce all critical components of the rules are being followed. Rules that have been chiselled over the years by various top industry programs to provide the absolute best and most effective set of rules for import all motor competition. This will include fuel & system checks, weight checks and regular safety compliance checks for both chassis and drivers.

If you have any questions, are interested in learning more about this class, interested in entering the championship, feel we have missed something in this rule set, or simply see an error, reach out via email at DRAG@CSCS.CA. Alternatively send us a DM on instagram on the official CSCS drag racing account (@cscsdragracing). These are the two sole methods of communication for all things Drag Racing at CSCS. We generally get back to all enquires within 48 hours.

9.3 - GENERAL SAFETY: Vehicle and driver must conform to & follow all general **SFI** chassis & personal safety standards.

9.4 - BODY: Must have an import body, euro body, or a domestic sport compact body.
Lightweight components are limited to hood, roof, hatches, front fenders, sunroofs, wings, doors, ground effects & bumpers only. Rear quarter panels must remain steel.(Insight exempt)
Widened three-piece front ends permitted. One piece front ends prohibited.
No body parts may be removed during competition, unless approved by CSCS tech.

9.5 - CHASSIS: 5 point roll bar installed in vehicles 2007 or older, mandatory. NHRA spec install recommended.
QUICKER THAN 9.99: 10 point roll cage, with valid SFI SPEC 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.

9.6 - SUSPENSION: All cars must utilize stock front and rear suspension OEM mounting points. (Insight exempt - front upper bolt pattern may be altered to accommodate readily available parts. Geometry remains the same) 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.

9.7 - BRAKES: All vehicles must utilize four wheel braking. Secondary staging brake permitted.

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

- 9.9 - WINDOWS:** OEM glass or minimum 1/8" thick polycarbonate (Lexan/Plexiglass) permitted. Where Lexan is used on doors, a support frame and locking support latch must be employed.
QUICKER THAN 9.99: SFI SPEC 27.1 Window Net - MANDATORY
- 9.10 - INTERIOR:** OEM or OEM appearing dash, all other interior components may be removed.
- 9.11 - EXHAUST:** NO RESTRICTIONS
- 9.12 - DRIVELINE:** Aftermarket axles ring & pinions, final drive, spools, and differentials are permitted. Other OEM or aftermarket center sections and rear-ends may be replaced only if direct bolt in.
QUICKER THAN 10.99: SFI SPEC 4.1 rated transmission housing **OR** SCATTER SHIELD - Some exceptions may apply. Verification of exception required prior to race day.
- 9.13 - ELECTRONICS:** Two-steps, data loggers, aftermarket ECU's, and engine management systems are allowed. Electric vacuum pumps may be present and utilized only for brake booster, if booster is present, otherwise must be removed entirely. MASTER CUT OFF SWITCH - No plastic or Keyed switches
- 9.14 - CLUTCH:** SFI SPEC 1.1 single disc, or SFI SPEC 1.2 twin/triple disc clutch & flywheel assembly. Clutch must be released by foot pedal. Clutch release assist devices or slipper valve, such as Magnus Motorsports or Clutch Masters launch control devices permitted. Purpose built slider, adjustable or slipper clutch prohibited.
- 9.15 - SHIFTER:** H PATTERN manual, hand operated transmissions only - Strain gauge permitted - No air shifters
- 9.16 - FUEL:** **K SERIES & H SERIES** powered vehicles must run VP M1 - Supplied & filled only by a CSCS TECH
B SERIES & J SERIES powered vehicles may run VP M5 - Supplied & filled only by a CSCS TECH
ANY **NON** HONDA powered engine may run VP M1 or M5 - Supplied & filled only by a CSCS TECH
- All competitors must use fuel as designed by the manufacturer, no additives or mixing of fuels.
Electronic fuel injection permitted. Use of carburetors prohibited.
Electric fuel pumps mandatory. Mechanical fuel pumps prohibited.
Fuel sample extraction device must be present, and must be sourced adjacent or on the fuel rail.
Fuel sample and system check may be performed after each qualifying and elimination round.
- 9.17 - FUEL SYSTEM:** Fuel cells are mandatory, and may be mounted anywhere, within SFI safety specifications. All fuel system components such as; cells, lines, filters, regulators, pumps must be in clear sight. ENTIRE FUEL SYSTEMS WILL BE TAGGED BY A CSCS TECH & RE-FUELED IN THE LANES ONLY. TAGS WILL BE PLACED AND REMOVED ONLY BY A CSCS TECH. ABSOLUTELY NO EXCEPTIONS.
FUEL VIOLATIONS OF ANY TYPE WILL RESULT IN AN AUTOMATIC BAN FROM COMPETITION FOR THE RACE SEASON, IN ADDITION TO RELINQUISHING OF SEASON REGISTRATION FEE & ALL EVENT WAGERS PAID TO DATE, INCLUDING ALL CHAMPIONSHIP POINTS AS A PENALTY.
- 9.18 - OILING SYSTEM:** OEM OILING SYSTEMS ONLY. No dry sump systems or external pumps of any type.
- 9.19 - ENGINE:** 4 Cylinder & 6 Cylinder ONLY. Any internal engine modifications are permitted. Any gasoline engine type allowed. Ex. V-Type 6 (45/18degree), Straight 4/6, Flat 4/6
Motor type changes (OEM/AFTERMARKET) of the same or different manufacturers, are allowed, as long as they meet weight requirements, and are of Import, Euro or Domestic Sport Compact origin. Engine cooling system must use water only. No additive mixing. Minimum 1 litre over flow containment capacity. Systems containing coolant will not pass tech until system is drained & filled with water.
QUICKER THAN 10.99: SFI SPEC 18.1 Harmonic Balancer - MANDATORY
- 9.20 - POWER ADDERS: PROHIBITED:** NO NITROUS – NO NITROMETHANE – NO TURBO – NO SUPERCHARGER

9.21 - DISPLACEMENT RESTRICTIONS - MAX: FWD 4 CYLINDER - 2.7L or 2699cc
FWD 6 CYLINDER - 3.7L or 3699cc

9.22 - 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 excessive damage.
MAXIMUM TIRE DIMENSIONS: 25" DIAMETER & 9.5" WIDTH

9.23 - MINIMUM VEHICLE WEIGHT WITH DRIVER:

FWD 4 CYLINDER with **K OR F SERIES** ENGINE & 99mm CRANK/STROKE: **1800 LBS**
FWD 4 CYLINDER with **K OR F SERIES** ENGINE & 102mm CRANK/STROKE: **1875 LBS**
FWD 4 CYLINDER with **K OR F SERIES** ENGINE -- 2.7L MAX -- 106mm CRANK/STROKE: **2000 LBS**
FWD 4 CYLINDER with **B SERIES** ENGINE -- 2.5L MAX -- 92mm CRANK/STROKE: **1650 LBS**
FWD 4 CYLINDER with **H SERIES** ENGINE -- 2.5L MAX -- 99mm CRANK/STROKE: **1750 LBS**
FWD 4 CYLINDER: ANY **NON HONDA** ENGINE -- 2.7L MAX DISPLACEMENT: **1850 LBS**
FWD 6 CYLINDER: **ANY MANUFACTURER** ENGINE -- 3.7L MAX DISPLACEMENT: **2100 LBS**

ALL ENTRIES ARE REQUIRED TO DRIVE DIRECTLY TO THE SCALE WAITING AREA AFTER EVERY QUALIFYING AND ELIMINATION SESSION. ALL ENTRIES MUST ARRIVE TO SCALES UNDER ENGINE POWER. CAR AND DRIVER MAY BE APPROACHED & TOWED BACK TO THE PITS AFTER WEIGH IN & FUEL CHECKS ARE COMPLETED AND RELEASED BY CSCS TECH. CREW & TOW VEHICLES ARE MANDATED TO REMAIN AT THE DESIGNATED CREW WAITING AREA, AND ARE NOT PERMITTED TO MEET OR APPROACH ANY CAR OR DRIVER AT TOP END OR SCALE, UNLESS ACCOMPANIED BY A CSCS TECH, AND ONLY IN THE CIRCUMSTANCE WHERE A VEHICLE IS DISABLED. IF A VEHICLE IS DISABLED, WEIGH IN AND FUEL SYSTEM CHECKS ARE STILL REQUIRED IF THE PASS IS DONE WITHIN A QUALIFYING SESSION AND DRIVER WISHES FOR ET & MPH TO BE VALIDATED FOR ELIMINATION LADDER PLACEMENT OR FOR RECORD KEEPING PURPOSES.

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

9.25 - CSCS TECH & SAFETY REMINDERS:

- Bring all personal safety gear to tech. **ALL ENTRIES:** SFI SPEC 3.3 NECK COLLAR & HEAD SOCK - MANDATORY
- SFI SPEC 3.2A/5 FOR ONE PIECE SUIT, OR PANTS & JACKET COMBO. SFI SPEC 3.3/5 GLOVES & SHOES OR BOOTS
- HELMET NOTE: Snell 2010 is valid until the conclusion of the 2021 season. As of January 1st 2022, this certification is no longer valid. Snell ratings are good for 12 years. We highly recommend buying Snell 2020 minimum. DOT is NOT accepted, due to these helmets not providing ANY fire protection.
- Chipped windshields should be filled immediately, to prevent premature full replacement. If cracked, and the crack passes through the driver 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 technical inspection card for future re-inspection.
- **Engine Containment Device: MANDATORY – NO EXCEPTIONS**
Engine diaper or catch pan device mandatory. Combination of diaper and pan, highly recommended.
Two piece diapers may be used if restricted, where a single diaper cannot be utilized otherwise, within reason.
If a catch pan device is solely used, catch pan must employ minimum 2 inch high lips on all sides.
Lips should be covered or curved inward, to contain as much fluid in pan as possible when slowing down.
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, they may be disqualified from further competition at the sole and absolute discretion of the CSCS tech.
REPEAT OIL DOWNS WILL BE SUBJECT TO A \$500 CLEAN UP FEE. Contact CSCS for further information or details.

FOR ANY QUESTIONS REGARDING TECHNICAL INFORMATION OR INSPECTION, PLEASE EMAIL DRAG@CSCS.CA, OR DM @CSCSDRAGRACING ON INSTAGRAM. DO NOT SHOW UP TO TECH AND SAY "I DIDN'T KNOW". IT IS A RACERS SOLE RESPONSIBILITY TO BE FULLY PREPARED TO RACE SAFELY AND TO CLASS SPECIFICATIONS. EXCEPTIONS MADE OUTSIDE OF THE RULEBOOK ARE RARE, AND IF GRANTED, MAY ONLY BE UTILIZED ONCE. REFUNDS WILL NOT BE ISSUED DUE TO SAFETY OR REQUIRED CLASS SPEC NEGLIGENCE.