



SECTION: 5

5.1 - CLASS DESIGNATION: PRO 6

5.2 - MINIMUM QUALIFYING E/T: 9.99

The Pro 6 class is like no other, offering a place to see some of the quickest and fastest in the drag racing world go head to head. A class where purpose built pro drag cars show up, throw down, and more often than not go home with hardware in addition to some form of a Canadian national record. Low 7 second to high 6 second passes can be seen within this category, and put down from various setups, such as turbo AWD & RWD 6 cylinder cars primarily, with the potential of some OG turbo AWD & FWD 4 cylinder cars. This class is technically new for 2024, but has roots that go back to the beginning of CSCS Racing, Canadian Import, and Canadian Domestic Sport Compact drivers & teams alike. As this class begins to take shape throughout the 2024 season and beyond, expect to see some of the most meticulously crafted, highly advanced chassis compete here. Not to mention the chance for all to see some of the most exhilarating side by side passes ever witnessed in person. Something all race fans have to see to appreciate. Among the drag racing community, there are various teams getting ready to debut new cars, in addition to those existing, and we genuinely look forward to giving them the place to get the necessary data to get setup for strong competition at CSCS and south of the border at other major drag racing events.

If you this class is for you, and you would like more information or want to contribute to this set of rules, reach out via DM at @cscsdragracing on instagram, or email drag@cscs.ca

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

5.4 - BODY & CHASSIS: 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 (oem spec), ground effects & bumpers only. Modification of wheel tubs permitted. Rear spare tire well may be removed, and replaced with a flat composite or sheet metal covering, for the purpose of keeping the driver compartment sealed from outside air or debris. No body parts may be removed during competition, unless approved by CSCS tech. Widened one or three-piece front ends permitted. Removal or modification of OEM structure/chassis forward of the front suspension points is permitted. Shock tower must remain entirely intact and unmodified. Aftermarket tubular or strengthened front and rear sub-frames permitted.

RWD & AWD: Must retain oem steel rear quarter panels. The following chassis areas are to remain OEM spec and unmodified; firewall, frame rails, floor throughout driver compartment.

FWD: May run 3/4 tube chassis, including floor removal and replacement. OEM firewall must be retained. Strengthening or shoring of suspension and chassis structural areas permitted.

5.5 - SUSPENSION: All cars must utilize stock front and rear suspension OEM mounting points. If within spec, suspension geometry may be altered. (Example: FCS or Speedfactory adjustable rear trailing arm assembly) Aftermarket front control arms, rear control arms, and sub-frame connectors are permitted. Aftermarket struts and shocks are permitted. IRS-RWD cars may convert to straight axle only if it is a direct bolt in. Wheelie bars prohibited on all cars.

- 5.6 - BRAKES:** All vehicles must utilize four wheel braking. Secondary staging brake permitted.
- 5.7 - 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.
Tire size is determined by specified manufacturer size, as displayed on the tire side wall.
FWD: MAXIMUM TIRE DIMENSIONS: 26" DIAMETER & 10.5" WIDTH
RWD: MAXIMUM TIRE DIMENSIONS: 28" DIAMETER & 11.5" WIDTH OR 275/60/15 RADIAL
AWD: MAXIMUM TIRE DIMENSIONS: 28" DIAMETER & 11.5" WIDTH
- 5.8 - LIGHTS:** Operational head lights and brake lights required. One headlight may be removed for induction.
- 5.9 - 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
- 5.10 - INTERIOR:** NO RESTRICTIONS
- 5.11 - EXHAUST:** NO RESTRICTIONS
- 5.12 - ELECTRONICS:** Two-steps, data loggers, aftermarket ECU's, and engine management systems are allowed.
MASTER ELECTRICAL CUT OFF SWITCH REQUIRED WHEN: BATTERY RELOCATED OR (2007 & OLDER) = QUICKER THAN 10.99 OR FASTER THAN 135 MPH OR (2008 - 2013) = QUICKER THAN 9.99 OR FASTER THAN 135MPH OR (2013 & NEWER) = QUICKER THAN 9.00 OR FASTER THAN 150 MPH - Plastic or Keyed switches PROHIBITED.
- 5.13 - 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 permitted.
- 5.14 - TRANSMISSION:** If H PATTERN manual, must be hand operated --- SEQUENTIAL: Permitted
AUTO: Any variations of automatic transmissions permitted. Lock up converters permitted.
Strain gauge permitted for all --- Air shifters permitted for auto or sequential.
- 5.15 - DRIVELINE:** **QUICKER THAN 10.99:** SFI SPEC 4.1 rated transmission housing **OR** SCATTER SHIELD.
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 specs.
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 design specs, refer to SFI Foundation Quality Assurance Specification 4.1 on their website
NO EXCEPTIONS WILL BE GRANTED OUTSIDE OF THE ABOVE GUIDELINES – STRICTLY ENFORCED
RWD/AWD: Driveshaft loop required if driveline contains any form of a u-joint
- 5.16 - FUEL:** All competitors must use fuel as designed by the manufacturer. Blending of fuels permitted.
Electronic fuel injection only permitted. Use of carburetors prohibited.
Electric and/or Mechanical fuel pumps permitted.
- 5.17 - POWER ADDERS:** Turbo Chargers, Pro Chargers, Super Chargers, and Nitrous Oxide permitted.
NOTE: See section 5.22 for corresponding weight B.O.P. when using nitrous oxide
- 5.18 - NITROUS OXIDE:** All application types of nitrous oxide systems permitted, unless stated otherwise. See 5.22.

5.19 - ENGINE: 4/6 Cylinder or 2/3 Rotor ONLY. Any internal engine modifications are permitted. Any gasoline engine type allowed. Example: 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

5.20 - INTERCOOLING: Any method of intercooling permitted. Water/Methanol injection permitted.

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

5.22 - TURBO SIZE LIMITATIONS & CORRESPONDING MINIMUM VEHICLE WEIGHT WITH DRIVER:

FWD 4 CYLINDER: ANY TRANS - NO COMPRESSOR WHEEL OR TURBINE WHEEL SIZE LIMITATIONS: 1800 LBS

FWD 4 CYLINDER NOTE: SOHC: DEDUCT 200 LBS

AWD 4 CYLINDER: ANY TRANS - NO COMPRESSOR WHEEL OR TURBINE WHEEL SIZE LIMITATIONS: 2000 LBS

AWD 4 CYLINDER NOTE: SOHC: DEDUCT 200 LBS

RWD 4 CYLINDER: ANY TRANS - NO COMPRESSOR WHEEL OR TURBINE WHEEL SIZE LIMITATIONS: 2200 LBS

INDEPENDENT REAR SUSPENSION: DEDUCT 100 LBS --- **RWD 4 CYLINDER NOTE:** SOHC - DEDUCT 200 LBS

FWD 5/6 CYLINDER: ANY TRANS - NO COMPRESSOR WHEEL OR TURBINE WHEEL SIZE LIMITATIONS: 1600 LBS

AWD 5 CYLINDER: ANY TRANS - NO COMPRESSOR WHEEL OR TURBINE WHEEL SIZE LIMITATIONS: 2500 LBS

AWD 6 CYLINDER: ANY TRANS - SINGLE TURBO: max compressor wheel tip diameter of 89mm: 3400 LBS

AWD 6 CYLINDER: ANY TRANS - TWIN TURBO: with max compressor wheel tip diameter of 69mm: 3400 LBS

TWIN TURBO AWD 6 CYLINDER NOTE: Nitrous Oxide PROHIBITED

RWD 6 CYLINDER: ANY TRANS - SINGLE TURBO: max compressor wheel tip diameter of 77mm: 2800 LBS

RWD 6 CYLINDER: ANY TRANS - SINGLE TURBO: max compressor wheel tip diameter of 83mm: 3000 LBS

RWD 6 CYLINDER: ANY TRANS - SINGLE TURBO: max compressor wheel tip diameter of 85mm: 3200 LBS

RWD 6 CYLINDER: ANY TRANS - SINGLE TURBO: max compressor wheel tip diameter of 89mm: 3400 LBS

RWD 6 CYLINDER: ANY TRANS - SINGLE TURBO: max compressor wheel tip diameter of 92mm: 3600 LBS

RWD WITH INDEPENDENT REAR SUSPENSION: DEDUCT 100 LBS

RWD 2 ROTOR: ANY TRANS - NO COMPRESSOR WHEEL OR TURBINE WHEEL SIZE LIMITATIONS: 2000 LBS
INDEPENDENT REAR SUSPENSION: DEDUCT 100 LBS

RWD 3 ROTOR: ANY TRANS - NO COMPRESSOR WHEEL OR TURBINE WHEEL SIZE LIMITATIONS: 2300 LBS
INDEPENDENT REAR SUSPENSION: DEDUCT 100 LBS

5.23 - CSCS TECH AND SAFETY REMINDERS:

- Cars 2007 & older: 5 point roll bar required when quicker than 11.49 ET or faster than 135 MPH (1/4)
Cars 2008 to 2013: 5 point roll bar NOT required until quicker than 9.99 or 135 MPH (1/4)
Cars 2013 & older: 10 point NHRA cert. roll cage required when quicker than 9.99 or faster than 150 MPH (1/4)
Cars 2013 & older: SFI SPEC 25.1/2/3/4/5 roll cage required if quicker than 8.49 (1/4)
Cars 2013 & older: SFI SPEC 27.1 Window Net Required if quicker than 9.99 or faster than 135 MPH (1/4)
Cars 2014 to 2024: 10 point NHRA cert. roll cage required when quicker than 9.00 or faster than 150MPH (1/4)
Cars 2014 to 2024: SFI SPEC 27.1 Window Net Required if quicker than 9.00 or faster than 150 MPH (1/4)
Cars 2014 to 2024: SFI SPEC 25.1/2/3/4/5 roll cage required if quicker than 8.49 (1/4)
- Bring ALL personal safety equipment to tech - inspection for validity required
ALL CLASS ENTRIES:
SFI SPEC 3.3 NECK COLLAR UP TO 150 MPH - MANDATORY & SFI SPEC 3.3 HEAD SOCK - MANDATORY
IF FASTER THAN 150 MPH: SFI SPEC 38.1 HEAD AND NECK RESTRAINT SYSTEM (HANS DEVICE) - MANDATORY
SFI SPEC 3.2A/5 FOR ONE PIECE SUIT, OR PANTS & JACKET COMBO - MANDATORY
SFI SPEC 3.3/5 GLOVES - MANDATORY & SFI SPEC 3.3/5 SHOES OR BOOTS - HIGHLY RECOMMENDED
- 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 or newer. 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 drivers 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 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 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.