



SECTION: 4

4.1 - CLASS DESIGNATION: PRO

4.2 - MINIMUM QUALIFYING E/T: 9.99

The PRO class is the top of the import and domestic sport compact mountain. The quickest and fastest in Canada. The class consists entirely of purpose built PRO drag cars. The types you see make mid 6 second to high 5 second passes at major events throughout the globe. Built by industry leaders and innovators, who apply their experience and knowledge into designing, crafting, and tuning setups that push the boundaries of engineering to new levels, year in, year out. This class is new for 2024, and although there are not many teams within Canada that apply to it, the truth is, the best of the best do reside here, and could deliver some of the absolute highest forms of drag racing performances ever seen on Canadian soil. Among the drag racing community, those various teams are getting ready for competition and we look forward to doing everything we can to give them the platform to gather necessary data to prepare for competition here and beyond. As the coming season begins to take shape, stay tuned to hear more about us having some of these teams out at CSCS, and giving fans the opportunity of a lifetime to experience them fly down the track.

If this class is for you, please contact us prior to attending any of our events that host drag racing, so we can prepare accordingly, and maximize your experience at CSCS. Additionally, if 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

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

4.4 - BODY & CHASSIS: Must have an import body, euro body, or a domestic sport compact body. Doors must be functional. No body parts may be removed during competition, unless approved by CSCS tech. ANY CHASSIS DESIGN AND APPLICATION PERMITTED. NO RESTRICTIONS OTHERWISE.

4.5 - SUSPENSION: NO RESTRICTIONS. Wheelie bars permitted.

4.6 - BRAKES: All vehicles must utilize four wheel braking.

4.7 - 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: NO RESTRICTIONS --- **RWD:** NO RESTRICTIONS --- **AWD:** NO RESTRICTIONS

4.8 - LIGHTS: HEADLIGHT NOT REQUIRED – ONE FUNCTIONING TAIL LIGHT REQUIRED

4.9 - 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

4.10 - INTERIOR: NOT REQUIRED - NO RESTRICTIONS

4.11 - EXHAUST: NO RESTRICTIONS

- 4.12 - ELECTRONICS:** MASTER ELECTRICAL CUT OFF SWITCH REQUIRED
- 4.13 - CLUTCH:** SFI SPEC 1.2 twin/triple disc clutch & flywheel assembly. NO RESTRICTIONS OTHERWISE
- 4.14 - TRANSMISSION:** BELL HOUSING: SFI SPEC 6.1/6.2 required --- LOCKING DIP STICK: required
TRANSMISSION FLEXPLATE: SFI SPEC 29.1 required --- NO RESTRICTIONS OTHERWISE
- 4.15 - DRIVELINE:** TRANSMISSION (AUTO) SHIELD: SFI SPEC 4.1 housing **OR** SCATTER SHIELD “FLYWHEEL SHIELD”
For design specs, refer to SFI Foundation Quality Assurance Specification 4.1 on their website.
RWD/AWD: Driveshaft loop required if driveline contains any form of a u-joint
- 4.16 - FUEL:** NO RESTRICTIONS
- 4.17 - POWER ADDERS:** NO RESTRICTIONS
- 4.18 - NITROUS OXIDE:** All application types of nitrous oxide systems permitted
- 4.19 - 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
- 4.20 - INTERCOOLING:** Any method of intercooling permitted. Water/Methanol injection permitted.
- 4.21 - BEAM TRIPPING DEVICES:** MAX 45” forward, measured from centre of front wheel.
- 4.22 - TURBO SIZE LIMITATIONS & CORRESPONDING MINIMUM VEHICLE WEIGHT WITH DRIVER:**
- FWD 4 CYLINDER:** ANY TRANS - NO COMPRESSOR WHEEL OR TURBINE WHEEL SIZE LIMITATIONS: 1600 LBS
- *****
- AWD 4 CYLINDER:** ANY TRANS - NO COMPRESSOR WHEEL OR TURBINE WHEEL SIZE LIMITATIONS: 1750 LBS
- *****
- RWD 4 CYLINDER:** ANY TRANS - NO COMPRESSOR WHEEL OR TURBINE WHEEL SIZE LIMITATIONS: 1900 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: 2100 LBS
- AWD 6 CYLINDER:** ANY TRANS – TWIN OR SINGLE TURBO: NO COMPRESSOR WHEEL OR TURBINE WHEEL SIZE LIMITATIONS: 2300 LBS

RWD 6 CYLINDER: ANY TRANS - SINGLE TURBO: max compressor wheel tip diameter of **89mm:** [1750 LBS](#)

RWD 6 CYLINDER: ANY TRANS - SINGLE TURBO: max compressor wheel tip diameter of **92mm:** [1950 LBS](#)

RWD 6 CYLINDER: ANY TRANS - SINGLE TURBO: max compressor wheel tip diameter of **95mm:** [2050 LBS](#)

RWD 6 CYLINDER: ANY TRANS - SINGLE TURBO: max compressor wheel tip diameter of **99mm:** [2150 LBS](#)

RWD 6 CYLINDER: ANY TRANS - SINGLE TURBO: max compressor wheel tip diameter of **104mm:** [2300 LBS](#)

RWD 6 CYLINDER: ANY TRANS - NO COMPRESSOR WHEEL OR TURBINE WHEEL SIZE LIMITATIONS: [2750 LBS](#)

RWD 2 ROTOR: ANY TRANS - NO COMPRESSOR WHEEL OR TURBINE WHEEL SIZE LIMITATIONS: [1850 LBS](#)

RWD 3 ROTOR: ANY TRANS - NO COMPRESSOR WHEEL OR TURBINE WHEEL SIZE LIMITATIONS: [2250 LBS](#)

4.23 - CSCS TECH AND SAFETY REMINDERS:

- Bring ALL personal safety equipment to tech - inspection for validity required
ALL CLASS ENTRIES:
SFI SPEC 3.3 HEAD SOCK MANDATORY + SFI SPEC 3.3/10 HELMET SKIRT
SFI SPEC 38.1 HEAD AND NECK RESTRAINT SYSTEM (HANS DEVICE) – MANDATORY
MINIMUM SFI SPEC 3.2A/15 FOR ONE PIECE SUIT, OR PANTS & JACKET COMBO - MANDATORY
MINIMUM SFI SPEC 3.3/10 GLOVES MANDATORY & SFI SPEC 3.3/15 SHOES OR BOOTS MANDATORY
- **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.