



**CHAMPIONSHIP DRAG RACING**  
**2024 OFFICIAL RULE BOOK**  
**PROVE IT AT THE TRACK**  
EST. 2003

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# INDEX

SECTION 1: GENERAL INFORMATION, REGULATIONS & RACE PROCEDURES	3-7
SECTION 2: CANADIAN SPORT COMPACT SERIES DRIVER & CHASSIS RECORDS	8-10
SECTION 3: MEDIA POLICY & REGISTRATION	11
SECTION 4: PRO	12-14
SECTION 5: PRO 6	15-18
SECTION 6: PRO 7	19-22
SECTION 7: PRO 8	23-26
SECTION 8: PRO LIMITED	27-30
SECTION 9: ALL MOTOR	31-33
SECTION 10: SUPER STREET PRO	34-37
SECTION 11: SUPER STREET (10.90 INDEX) – PRESENTED BY GARAGE 16	38-39
SECTION 12: STREET MODIFIED (11.90 INDEX) – PRESENTED BY GARAGE 16	40
SECTION 13: PURE STREET (12.90 INDEX) – PRESENTED BY GARAGE 16	41
SECTION 14: SPEED TRIALS (13.90 INDEX) – PRESENTED BY GARAGE 16	42
SECTION 15: BRACKET RACING	43
SECTION 16: TEST & TUNE	44
SECTION 17: RACE WARS – NO TIME/NO PREP ARM DROP EVENT (JULY 20 <sup>TH</sup> @ GBM)	45

# 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, however is not guaranteed.

## 1.4 - ELIGIBILITY

All competitors must pay a racer registration 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 2024 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 are not eligible to double class under any circumstance. Please contact CSCS with questions or enquiries regarding eligibility 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

	<u>SHORT</u>	<u>CATEGORY-NO QUICKER THAN</u>	<u>ELIMINATION FIELD</u>
1) PRO	PRO	Heads Up - N/A	16
2) PRO 6	P6	Heads Up - N/A	16
3) PRO 7	P7	Heads Up - N/A	16
4) PRO 8	P8	Heads Up - N/A	16
5) PRO LIMITED	PL	Heads Up - N/A	16
6) ALL MOTOR	AM	Heads Up - N/A	16
7) SUPER STREET PRO	SS/P	Heads Up - N/A	16
8) Super Street	SS	Heads Up - 10.90	16
9) Street Modified	SM	Heads Up - 11.90	32
10) Pure Street	PS	Heads Up - 12.90	32
11) Speed Trials	ST	Heads Up - 13.90	32
12) Bracket Racing	BR	BRACKET	32
13) Race Wars (July 20 <sup>th</sup> 2024)	RW	NO TIME	32 (per class)
14) Test & Tune	TT	N/A	N/A

## 0.400 PRO TREE START LIGHT FOR ALL COMPETITION CLASSES - INCLUDING TEST & TUNE

## GENERAL REGULATIONS (continued)

### 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 vehicle throughout competition and during slow down stage.

**1.9 (D)** Repetitive "Double Bulbing" will result in disqualification.

**1.9 (E)** Skipping mandatory weight check after each qualification or elimination round constitutes an automatic DQ from that session, and/or potentially the race event, and further surrendering event championship points.

**1.9 (F)** Skipping mandatory fuel systems check after each qualification or elimination round constitutes an automatic DQ from that session, and/or potentially the race event, and further surrendering event championship points.

### 1.10 – PROTEST/APPEAL PROCEDURES

Should circumstances arise where someone feels that one of their competitors is utilizing a **PERFORMANCE** advantage that is in violation of the 2024 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 be submitted on race day, and up to 7 days after event conclusion. In order to prevent false and misleading protests, a \$100.00 CAD 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, the defending competitor is granted the option to appeal. This must be forwarded to the CSCS Race Director and/or CSCS Event Director. All appeals must be made in writing and be accompanied by supporting defense evidence. All appeals must be submitted within 48 hours of any overturned result stemming from an appeal, no later than 8pm of any day of the week. **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 shortest time increment to class index ET if applicable. Pro classes, including All Motor are 16 car elimination fields, utilizing a PRO elimination ladder. Super Street, Street Modified, Pure Street, Speed Trials, and Bracket are 32 car elimination fields, utilizing a PRO elimination ladder. Double classing is NOT permitted.

**1.11 (B)** - No makeup runs will be permitted for competitors that miss a 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 any elimination round the higher qualifier will receive a "bye" run. This is pre determined through the PRO elimination ladder structure. Breaking the starting line timing beams is required if you are on a buy run of either type.

## GENERAL REGULATIONS (continued)

**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 are permitted for eligibility, if field is not exceeding maximum allowable entries.

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

**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 present 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 - SPEC DRAG RADIAL ACCEPTANCE LIST

MANDATORY: **SLICKS (ANY TYPE OR BRAND)** or SPEC DRAG RADIALS (SEE BELOW):

A) **Nitto**: NT555R2 or NTO5R (NTO5R is discontinued - some stock still available)

B) **Mickey Thompson**: ET Street; Radial Pro, S/S, R

C) **Hoosier**: Quick Time Pro, Drag Radial, DR2

D) **M&H Racemaster**: Drag Radial Tire, Muscle Car DOT, Cheater Slick

E) **Toyo**: Proxes TQ

F) **BF Goodrich**: G-Force T/A Drag Radial

### 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. Drivers may use different vehicles throughout the season, but must use the same vehicle throughout an individual event. If driver changes vehicles throughout the season, the new chassis must pass safety inspection in which it meets or exceeds the previous chassis used.

### 1.14 - CSCS NATIONAL DRIVERS CHAMPIONSHIP - DRIVER OF THE YEAR

In addition to each CSCS Class 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 DRAG RACING CHAMPIONSHIP POINTS STRUCTURE FOR ALL CLASSES

Qualifying Base Points	<b>+10</b> per round -- (2-6 rounds of qualifying per event weekend)
Qualifying Bonus	#1 Qualifier <b>+20</b> -- #2 Qualifier <b>+15</b> -- #3 Qualifier <b>+10</b> -- #4 Qualifier <b>+5</b> #5 Qualifier <b>+4</b> -- #6 Qualifier <b>+3</b> -- #7 Qualifier <b>+2</b> -- #8 Qualifier <b>+1</b>

#### **FINAL POSITION EVENT POINTS:**

33 <sup>rd</sup> or higher	<b>+1</b> Determined by qualifying position
TOP 32: Eliminated	<b>+2</b> (17 <sup>th</sup> - 32 <sup>nd</sup> ) Determined by qualifying position
TOP 16: Eliminated	<b>+3</b> (9 <sup>th</sup> - 16 <sup>th</sup> ) Determined by qualifying position
TOP 8: Eliminated	<b>+9</b> (5 <sup>th</sup> ) -- <b>+8</b> (6 <sup>th</sup> ) -- <b>+7</b> (7 <sup>th</sup> ) -- <b>+6</b> (8 <sup>th</sup> ) Determined by qualifying position
3 <sup>rd</sup> Place Shootout Runner-Up	<b>+ 10</b> Determined by final round attendance, then by qualifying position
3 <sup>rd</sup> Place Shootout Winner	<b>+ 20</b> Determined by final round attendance, then by qualifying position
Class Runner-Up (2 <sup>nd</sup> )	<b>+ 40</b>
Class Winner (1 <sup>st</sup> )	<b>+ 60</b>

#### **BONUS POINTS:**

Top R/T - in Class	<b>+10</b> In Qualifying or Eliminations (Bracket class: Closest to dial in - eliminations)
Pro Classes: Fastest MPH	<b>+5</b> In Qualifying or Eliminations
Pro Classes: Quickest ET	<b>+5</b> In Qualifying or Eliminations

## GENERAL REGULATIONS (continued)

### 1.16 - CSCS 2024 DRAG RACING CHAMPIONSHIP POINTS SCORING EVENTS

**RACE 1** -- CSCS RACING ROUND 2: June 23<sup>rd</sup> @ Toronto Motorsports Park - Cayuga, Ontario

**RACE 2** -- CSCS RACING ROUND 3: July 19<sup>th</sup> - July 21<sup>st</sup> @ Grand Bend Motorplex - Grand Bend, Ontario

**RACE 3** -- CSCS RACING ROUND 5: September 15<sup>th</sup> @ Toronto Motorsports Park - Cayuga, Ontario

### 1.17 - 2024 CSCS RACE FEES

**\$600.00 - MANDATORY RACING REGISTRATION/COMMITMENT FEE – NOT INCLUDING FACILITY GATE ENTRY FEE**

**COVERING ALL CSCS DRAG RACING PROGRAM SPECIFIC; EVENT HOSTING COSTS, SECURITY, INSURANCE, AWARD HARDWARE, OVERHEAD, AND OPERATIONAL COSTS.**

**ONE TIME PAYMENT, MADE ON OR BEFORE MONDAY JUNE 3<sup>rd</sup> 2024 - ADD HST IF PAYMENT MADE VIA PAYPAL, EMT, DEBIT, CREDIT CARD, MONEY ORDER, BANK DRAFT OR CHEQUE. INVOICE WILL BE PROVIDED. IMPORTANT NOTE: THE REGISTRATION AMOUNT DOES NOT REDUCE THROUGHOUT THE SEASON. IF THE OPTION IS AVAILABLE TO ENTER THE CHAMPIONSHIP AFTER THE COMMENCEMENT OF THE SEASON, OR AFTER THE FIRST ROUND OF 2024, THE AMOUNT PAYABLE WILL NOT CHANGE.**

**PER EVENT – FORWARDED AT EACH ROUND ATTENDED (JULY & SEPTEMBER EVENTS ONLY)**

- 1) PRO (PRO) -- **\$300.00 CAD** -- (EVENT PURSE VS CHAMPIONSHIP PURSE SPLIT: 60/40)
- 2) PRO 6 (P6) -- **\$300.00 CAD** -- (EVENT PURSE VS CHAMPIONSHIP PURSE SPLIT: 60/40)
- 3) PRO 7 (P7) -- **\$300.00 CAD** -- (EVENT PURSE VS CHAMPIONSHIP PURSE SPLIT: 60/40)
- 4) PRO 8 (P8) -- **\$300.00 CAD** -- (EVENT PURSE VS CHAMPIONSHIP PURSE SPLIT: 60/40)
- 5) PRO LIMITED (PL) -- **\$300.00 CAD** -- (EVENT PURSE VS CHAMPIONSHIP PURSE SPLIT: 60/40)
- 6) ALL MOTOR (AM) -- **\$300.00 CAD** -- (EVENT PURSE VS CHAMPIONSHIP PURSE SPLIT: 60/40)
- 7) SUPER STREET PRO (SS/P) -- **\$300.00 CAD** -- (EVENT PURSE VS CHAMPIONSHIP PURSE SPLIT: 60/40)
  
- 8) SUPER STREET (SS) -- **\$200.00 CAD** -- (EVENT PURSE VS CHAMPIONSHIP PURSE SPLIT: 50/50)
- 9) STREET MODIFIED (SM) -- **\$200.00 CAD** -- (EVENT PURSE VS CHAMPIONSHIP PURSE SPLIT: 50/50)
- 10) PURE STREET (PS) -- **\$200.00** -- (EVENT PURSE VS CHAMPIONSHIP PURSE SPLIT: 50/50)
- 11) SPEED TRIALS (ST) -- **\$200.00** -- (EVENT PURSE VS CHAMPIONSHIP PURSE SPLIT: 50/50)
  
- 12) BRACKET (BR) -- **\$200.00** -- (EVENT PURSE VS CHAMPIONSHIP PURSE SPLIT: 25/0)
- 13) TEST & TUNE (TT) -- **\$200.00 PER EVENT** INCLUDES WEEKEND PASS FOR JULY

### 1.18 - 2024 CSCS PAYOUT STRUCTURE

**1.18 (A)** (PRO CLASSES) PRO, PRO 6, PRO 7, PRO 8, PRO LIMITED, ALL MOTOR & SUPER STREET PRO payouts may be estimated & announced prior to each event. Based on registration data received, CSCS may post payouts via; social media or CSCS website. Payouts will be announced at the sole discretion of CSCS, and can change at any time.

**1.18 (B)** (INDEX CLASSES) SUPER STREET, STREET MODIFIED, PURE STREET, SPEED TRIALS + BRACKET payouts are based directly on how many cars are entered in the class at each event. From that data, 50% of the total event wager is applied towards the payout purse which will then be divided between 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> & 4<sup>th</sup> place event finalists. (EXAMPLE: 10 competitors @ \$200 WAGER = \$2000 – 50% = \$1000 EVENT PURSE)

**1.18 (C-1)** If there are less than 4 entries in competition for any class, CSCS holds the right to cancel the class for that particular race event. Thus, resulting in a non-points scoring race. In this case, event fee and partial registration fee refund may be made available, depending on the circumstance of the event class cancellation. If a competitor chooses to participate in test & tune, the corresponding daily TT rate will still apply.

**1.18 (C-2)** In the case of class cancellation, gate fee will not be refunded. Facility entry policy is at sole discretion of facility Ownership/Management, whom reserves the right to any final decision of refund.

## GENERAL REGULATIONS (continued)

### 1.19 - GENERAL COMPETITION VEHICLE/CHASSIS ACCEPTANCE LIST

#### **FULL SIZE TRUCKS & FULL SIZE 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, Golf R, Jetta, Corrado, GTI, Passat

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

Porsche: Carrera, 911, Boxster, Cayman, Panamera etc..

BMW: 1 series, M1, 3 series, M3, 4 Series (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 - SAFETY & 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
- **QUICKER THAN 7.49 AND/OR FASTER THAN 150 MPH: SFI SPEC 38.1 HEAD & NECK RESTRAINT SYSTEM (HANS DEVICE)**
- 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 – TEST & TUNE INCLUDED
- 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 - INCLUDING APPROPRAITE CONTAINER TYPE
- 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

# CANADIAN SPORT COMPACT SERIES

## SECTION: 2

### CANADIAN SPORT COMPACT SERIES DRIVER & CHASSIS RECORDS

#### 2.1 - CSCS NATIONAL RECORD PROCEDURE

When setting a new ET or 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.

#### 2.2 - CANADIAN SPORT COMPACT SERIES DRIVER ET & MPH RECORD HOLDER(S)

##### **IMPORT-EURO-DOMESTIC SPORT COMPACT: 2003-2023**

##### FWD 4 CYLINDER:

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

**FORCED INDUCTION/NITROUS - SFWD/XFWD:** Reno Mobilio - 8.20 @ 188.52 MPH - 1995 Integra - Cayuga 2022

**(CSCS OVERALL FWD/SFWD/XFWD ET RECORD) + (CSCS 4 CYLINDER 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:** Gerry Sica - 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

**(CSCS OVERALL 4 CYLINDER ET RECORD)**

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

##### RWD 6 CYLINDER:

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

**(CSCS OVERALL ET RECORD) + (CSCS OVERALL RWD ET RECORD) + (CSCS OVERALL 6 CYLINDER ET RECORD)**

200.14 MPH @ Cayuga 2020 **(CSCS OVERALL MPH RECORD) + (CSCS OVERALL RWD & 6 CYLINDER MPH RECORD)**

##### AWD 4 CYLINDER:

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

**FORCED INDUCTION/NITROUS - AWD:** Santiago Mendoza - 8.20 @ 177 MPH - 1999 Honda Civic - Cayuga 2023

##### AWD 5 CYLINDER:

**FORCED INDUCTION/NITROUS - AWD:** Dean Marttinen - 8.91 @ 163.29 MPH - 2018 Audi TT RS - Cayuga 2023

##### AWD 6 CYLINDER:

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

**(CSCS OVERALL AWD ET & MPH RECORD) + (CSCS OVERALL 6 CYLINDER AWD ET & MPH RECORD)**



## CANADIAN SPORT COMPACT SERIES RECORD HOLDER(S) (CONTINUED)

### 2 ROTOR:

FORCED INDUCTION/NITROUS: N/A

### 3 ROTOR:

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

### 2.3 - 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):

**CANADIAN SPORT COMPACT SERIES RECORD HOLDER(S) (CONTINUED)**

**IMPORT – MAZDA RX-7 (FC):**

**IMPORT – MAZDA RX-7 (FD):**

**IMPORT – MAZDA 3:**

**IMPORT – MAZDA 6:**

**IMPORT – NISSAN:**

**IMPORT – INFINITI:**

**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 & MPH RECORD ENQUIRES VIA EMAIL TO: DRAG@CSCS.CA](mailto:DRAG@CSCS.CA)**



SECTION: 3

MEDIA POLICY & REGISTRATION

**NO GENERAL OUTSIDE MEDIA PERMITTED**

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

MEDIA PASS REQUESTS ON RACE DAY WILL **NOT** BE GRANTED – MUST APPLY FOR CREDENTIALS 48 HOURS BEFORE THE EVENT BEGINS

MEDIA PASSES ARE NOT GUARANTEED

# CSCS

## CANADIAN SPORT COMPACT SERIES

### 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 FLEXPATE: 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

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**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 pre mature 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.



## 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 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

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

**AWD 4 CYLINDER NOTE:** SOHC: DEDUCT 200 LBS

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**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

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**FWD 5/6 CYLINDER:** ANY TRANS - NO COMPRESSOR WHEEL OR TURBINE WHEEL SIZE LIMITATIONS: 1700 LBS

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**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

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**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 pre mature 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.**



## SECTION: 6

### 6.1 - CLASS DESIGNATION: PRO 7

### 6.2 - MINIMUM QUALIFYING E/T: 9.99

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 parallel 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 email us, at drag@cscs.ca. 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.

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

**6.4 - 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.

**6.5 - 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-RWD cars may convert to straight axle only if it is a direct bolt in. Wheelie bars prohibited.

**6.6 - 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.  
**FWD:** MAXIMUM TIRE DIMENSIONS: 25" DIAMETER & 9.5" WIDTH  
**RWD:** MAXIMUM TIRE DIMENSIONS: 28" DIAMETER & 11.5" WIDTH OR 275/60/15 RADIAL  
**AWD:** MAXIMUM TIRE DIMENSIONS: 25" DIAMETER X 9.5" WIDTH

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

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

**6.9 - 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

- 6.10 - INTERIOR:** OEM or OEM appearing dash, all other interior components may be removed.
- 6.11 - EXHAUST:** NO RESTRICTIONS
- 6.12 - 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.
- 6.13 - 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 prohibited for RWD vehicles.
- 6.14 - TRANSMISSION:** H PATTERN manual: Hand operated transmissions only - Strain gauge permitted - No air shifters  
AUTO: Any variations of automatic transmissions permitted. Lock up converters prohibited.  
SEQUENTIAL: Permitted. Must be hand operated. Strain gauge permitted - No air shifters.
- 6.15 - 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
- 6.16 - 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 & Mechanical fuel pumps permitted.
- 6.17 - POWER ADDERS:** Turbo Chargers, Pro Chargers, Super Chargers, and Nitrous Oxide permitted.  
NOTE: See section 8.22 for corresponding weight B.O.P. when using nitrous oxide
- 6.18 - NITROUS OXIDE:** All application types of nitrous oxide systems PROHIBITED. All components must be removed.
- 6.19 - ENGINE:** 4/6 Cylinder or 2 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
- 6.20 - INTERCOOLING:** Any method of intercooling permitted. Water/Methanol injection accepted.
- 6.21 - BEAM TRIPPING DEVICES:** MAX 45" forward, measured from centre of front wheel

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

**FWD 4 CYLINDER:** ANY TRANS – NO TURBO COMPRESSOR OR TURBINE SIZE LIMITATIONS: [2300 LBS](#)

**FWD 4 CYLINDER NOTE:** **SOHC:** DEDUCT 400 LBS --- [VW or MAZDA:](#) DEDUCT 200 LBS

**FWD 4 CYLINDER NOTE:** IF USING NITROUS ADD 100 LBS

\*\*\*\*\*  
**AWD 4 CYLINDER:** Single Turbo - with max compressor inducer wheel tip diameter of **74mm** + max compressor exducer wheel tip diameter of **103mm** --- max **105mm** at back of disc: [2400 LBS](#)

**AWD 4 CYLINDER:** Single Turbo - with max compressor wheel tip diameter of **77mm:** [2500 LBS](#)

**AWD 4 CYLINDER** Single Turbo - with max compressor wheel tip diameter of **80mm:** [2600 LBS](#)

**AWD 4 CYLINDER** Single Turbo - with max compressor wheel tip diameter of **84mm:** [2700 LBS](#)

**AWD 4 CYLINDER NOTE:** **SOHC** - DEDUCT 400 LBS --- [AWD AUTO TRANS:](#) ADD 100 LBS

**MITSUBISHI OR SUBARU:** DEDUCT 100 LBS --- [VW:](#) DEDUCT 200 LBS

**AWD 4 CYLINDER NOTE:** IF USING NITROUS ADD 100 LBS

\*\*\*\*\*  
**RWD 4 CYLINDER:** MANUAL TRANSMISSION --- NO TURBO COMPRESSOR/TURBINE SIZE LIMITATIONS: [2600 LBS](#)

**RWD 4 CYLINDER:** AUTO OR DCT TRANSMISSION - SINGLE TURBO - with max compressor wheel tip diameter of **77mm:** [2300 LBS](#)

**RWD SEQUENTIAL TRANS:** ADD 100 LBS --- **RWD 4 CYLINDER NOTE:** **SOHC** - DEDUCT 400 LBS

\*\*\*\*\*  
**FWD 5/6 CYLINDER:** Single/Twin Turbo - NO TURBO COMPRESSOR/TURBINE SIZE LIMITATIONS: [2300 LBS](#)

\*\*\*\*\*  
**AWD 5/6 CYLINDER:** Any Trans - SINGLE TURBO - with max compressor wheel tip diameter of **77mm:** [2500 LBS](#)

**AWD 6 CYLINDER:** Any Trans - TWIN TURBO - with max compressor wheel tip diameter of **59mm:** [3700 LBS](#)

**TWIN TURBO AWD 6 CYLINDER NOTE:** Nitrous Oxide PROHIBITED

\*\*\*\*\*  
**RWD 6 CYLINDER:** Manual Transmission - Single/Twin Turbo - NO TURBO COMPRESSOR/TURBINE SIZE LIMITATIONS: [2600 LBS](#)

**RWD 6 CYLINDER:** Auto/DCT Transmission - Single Turbo - with max compressor wheel tip diameter of **77mm** + max T4 turbine-manifold flange (V band not permitted) : [3200 LBS](#)

**RWD 6 CYLINDER:** Auto/DCT Transmission - Single Turbo - with max compressor wheel tip diameter of **83mm** + max T4 turbine-manifold flange (V band not permitted) : [3350 LBS](#)

**AUTO/DCT RWD 6 CYLINDER NOTE:** IF USING NITROUS ADD 250 LBS

**RWD SEQUENTIAL TRANS:** ADD 100 LBS -- **RWD INDEPENDENT REAR SUSPENSION:** DEDUCT 100 LBS

**RWD 2 ROTOR:** Any Trans - Single Turbo - with max compressor inducer tip of **89mm**: [2200 LBS](#)

**RWD 2 ROTOR:** Any Trans - Single Turbo - with max compressor inducer tip of **92mm**: [2300 LBS](#)

**RWD 2 ROTOR NOTE:** Nitrous Oxide PROHIBITED --- [RWD 2 ROTOR WITH SEQUENTIAL TRANS:](#) ADD 100 LBS

**6.23 - 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 pre mature 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.**



## SECTION: 7

### **7.1 - CLASS DESIGNATION: PRO 8**

### **7.2 - MINIMUM QUALIFYING E/T: 9.99**

This Pro 8 class is the foundation of pro level 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 long term goals that exceed far beyond the CSCS podium, and with that being considered, we continue to parallel 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. 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 to ensure a level playing field. If you would like to contribute to this set of rules, reach out via email at DRAG@CSCS.CA, or DM at @cscsdragracing on instagram. 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.

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

**7.4 - 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.

**7.5 - 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-RWD cars may convert to straight axle only if it is a direct bolt in. Wheelie bars prohibited.

**7.6 - 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.  
**FWD:** MAXIMUM TIRE DIMENSIONS: 25" DIAMETER & 9.5" WIDTH  
**RWD:** MAXIMUM TIRE DIMENSIONS: 28" DIAMETER & 11.5" WIDTH OR 275/60/15 RADIAL  
**AWD:** MAXIMUM TIRE DIMENSIONS: 25" DIAMETER X 9.5" WIDTH

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

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

**7.9 - 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

- 7.10 - INTERIOR:** OEM or OEM appearing dash, all other interior components may be removed.
- 7.11 - EXHAUST:** NO RESTRICTIONS
- 7.12 - 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.
- 7.13 - 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 prohibited.
- 7.14 - TRANSMISSION:** H PATTERN manual: Hand operated transmissions only - Strain gauge permitted - No air shifters  
AUTO: Any variations of automatic transmissions permitted. Lock up converters prohibited.  
SEQUENTIAL: Permitted. Must be hand operated. Strain gauge permitted - No air shifters.
- 7.15 - 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
- 7.16 - 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 & Mechanical fuel pumps permitted.
- 7.17 - POWER ADDERS:** Turbo Chargers & Super Chargers ONLY
- 7.18 - NITROUS OXIDE:** PERMITTED – See section 7.22 for corresponding weight requirements if using nitrous oxide.
- 7.19 - ENGINE:** 4/6 Cylinder or 2 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
- 7.20 - INTERCOOLING:** Any method of air to air intercooling permitted. Water to air intercooling prohibited.
- 7.21 - BEAM TRIPPING DEVICES:** MAX 45" forward, measured from centre of front wheel
- 7.22 - TURBO SIZE LIMITATIONS & CORRESPONDING MINIMUM VEHICLE WEIGHT WITH DRIVER:**  
**FWD 4 CYLINDER:** Single Turbo - with max compressor inducer wheel tip diameter of **74mm** & max compressor inducer wheel tip diameter of **103mm** --- max **105mm** at back of disc: **2400 LBS**



**FWD 4 CYLINDER:** Single Turbo - with max compressor inducer wheel tip diameter of 68mm & max compressor exducer wheel tip diameter of 103mm --- max 105mm at back of disc: 2350 LBS

**FWD 4 CYLINDER** Single Turbo - with max compressor inducer wheel tip diameter of 64mm & max compressor exducer wheel tip diameter of 89mm + max turbine exducer wheel tip of 70mm: 2300 LBS

**FWD 4 CYLINDER NOTE:** **SOHC:** DEDUCT 400 LBS --- **VW or MAZDA:** DEDUCT 200 LBS

**AUTO TRANS:** DEDUCT 100 LBS --- **UTILIZING NITROUS:** ADD 100 LBS

\*\*\*\*\*  
**AWD 4 CYLINDER:** Single Turbo - with max compressor inducer wheel tip diameter of 74mm & max compressor exducer wheel tip diameter of 103mm --- max 105mm at back of disc: 2750 LBS

**AWD 4 CYLINDER:** Single Turbo - with max compressor inducer wheel tip diameter of 68mm & max compressor exducer wheel tip diameter of 103mm --- max 105mm at back of disc: 2700 LBS

**AWD 4 CYLINDER** Single Turbo - with max compressor inducer wheel tip diameter of 64mm & max compressor exducer wheel tip diameter of 89mm + max turbine exducer wheel tip of 70mm: 2650 LBS

**AWD 4 CYLINDER NOTE:** **SOHC** - DEDUCT 400 LBS --- **AWD AUTO TRANS w/o TRANS BRAKE:** DEDUCT 100 LBS

**MITSUBISHI OR SUBARU:** DEDUCT 100 LBS --- **VW:** DEDUCT 200 LBS --- **UTILIZING NITROUS:** ADD 100 LBS

\*\*\*\*\*  
**RWD 4 CYLINDER:** Single Turbo - with max compressor inducer wheel tip diameter of 74mm & max compressor exducer wheel tip diameter of 103mm --- max 105mm at back of disc: 2750 LBS

**RWD 4 CYLINDER:** Single Turbo - with max compressor inducer wheel tip diameter of 68mm & max compressor exducer wheel tip diameter of 103mm --- max 105mm at back of disc: 2700 LBS

**RWD 4 CYLINDER** Single Turbo - with max compressor inducer wheel tip diameter of 64mm & max compressor exducer wheel tip diameter of 89mm + max turbine exducer wheel tip of 70mm: 2650 LBS

**RWD AUTO TRANS:** ADD 50 LBS -- **RWD SEQUENTIAL TRANS:** ADD 100 LBS --- **UTILIZING NITROUS:** ADD 100 LBS

\*\*\*\*\*  
**FWD 5/6 CYLINDER:** Any Trans - Single Turbo - with max compressor wheel diameter of 77mm: 2400 LBS  
**UTILIZING NITROUS:** ADD 100 LBS --- **AUTO TRANS w/o TRANS BRAKE:** DEDUCT 100 LBS

\*\*\*\*\*  
**AWD 5/6 CYLINDER:** Any Trans - Single Turbo - with max compressor inducer wheel tip diameter of 74mm & max compressor exducer wheel tip diameter of 103mm --- max 105mm at back of disc: 3000 LBS

**AWD 6 CYLINDER:** Any R35 GTR - Twin Turbo – EMAIL DRAG@CSCS.CA FOR MORE INFORMATION

**AUTO TRANS w/o TRANS BRAKE:** DEDUCT 100 LBS --- **UTILIZING NITROUS:** ADD 100 LBS

\*\*\*\*\*  
**RWD 6 CYLINDER:** Manual Trans - Single Turbo - with max compressor wheel tip diameter of 89mm: 2900 LBS

**RWD 6 CYLINDER:** Auto/DCT Transmission - Single Turbo - with max compressor inducer wheel tip diameter of 68mm & max compressor exducer wheel tip diameter of 103mm --- max 105mm at back of disc: 3000 LBS

**RWD 6 CYLINDER:** Auto/DCT Transmission - T4 Single Turbo - with max compressor inducer wheel tip diameter of 74mm & max compressor exducer wheel tip diameter of 103mm --- max 105mm at back of disc: 3100 LBS

**RWD 6 CYLINDER:** Auto/DCT Trans - T4 Single Turbo - with max compressor wheel diameter of 77mm: 3300 LBS

**RWD SEQUENTIAL TRANS:** ADD 100 LBS --- **AUTO TRANS w/o TRANS BRAKE:** DEDUCT 100 LBS

**USE OF NITROUS:** PROHIBITED

\*\*\*\*\*

**RWD 2 ROTOR:** Any Trans - Single Turbo - with max compressor inducer tip of **81mm: 2850 LBS**

**RWD 2 ROTOR:** Any Trans - Single Turbo - with max compressor inducer tip of **83mm: 2950 LBS**

**RWD 2 ROTOR:** Any Trans - Single Turbo - with max compressor inducer tip of **89mm: 3150 LBS**

**RWD 2 ROTOR:** Any Trans - Single Turbo - with max compressor inducer tip of **92mm: 3250 LBS**

**USE OF NITROUS:** PROHIBITED --- **RWD SEQUENTIAL TRANS:** ADD 100 LBS

### 7.23 - 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 pre mature 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.



## SECTION 8:

### **8.1 - CLASS DESIGNATION: PRO LIMITED**

### **8.2 - MINIMUM QUALIFYING ET: 9.99**

The 2024 season introduces a new competition heads up class. In addition to Super Street Pro, Pro Limited will also be operating as heads up! As seen throughout the import drag racing world, the requirement for heads up racing, with a smaller turbo delivers the same highly competitive environment as seen in the highest ranks. Recognizing this, we too are making the changes to set racers up for their path of success to continue at CSCS, and then beyond. Although we have recently seen the class legal "64/70" turbo take the top seat in this "secondary" class, we are taking the necessary next step at providing a more balanced racing category, by pushing that turbo into Pro 8. Clearing the way for Pro Limited to be a very competitive power adder class with similar sized turbos, but with the goal of providing all setups a heads category to align with.

As seen in most heads up racing categories, this class will be limited by turbo, tire, and weight restrictions. Most importantly, and while continuing to parallel those pre-existing guidelines, racers can take the next step in their development process of pushing their SFWD chassis closer to a XFWD chassis, FWD to AWD drive train, stepping up in turbo size, or similarly stepping up an existing RWD or AWD chassis to a more refined and efficient race setup. If heads up championship drag racing is your short term goal, while pushing your setup further into the pro rankings is a long term goal, this is the class where that journey continues.

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

**8.4 - 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.

**8.5 - 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-RWD cars may convert to straight axle only if it is a direct bolt in. Wheelie bars prohibited.

**8.6 - 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.  
**FWD:** MAXIMUM TIRE DIMENSIONS: 25" DIAMETER & 9.5" WIDTH  
**RWD:** MAXIMUM TIRE DIMENSIONS: 28" DIAMETER & 11.5" WIDTH OR 275/60/15 RADIAL  
**AWD:** MAXIMUM TIRE DIMENSIONS: 25" DIAMETER X 9.5" WIDTH

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

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

- 8.9 - 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
- 8.10 - INTERIOR:** OEM or OEM appearing dash, all other interior components may be removed.
- 8.11 - EXHAUST:** NO RESTRICTIONS
- 8.12 - 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.
- 8.13 - 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 prohibited.
- 8.14 - TRANSMISSION:** H PATTERN manual: Hand operated transmissions only - Strain gauge permitted - No air shifters  
AUTO: Any variations of automatic transmissions permitted. Lock up converters prohibited.  
SEQUENTIAL: Permitted. Must be hand operated. Strain gauge permitted - No air shifters.
- 8.15 - 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
- 8.16 - 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 & Mechanical fuel pumps permitted.
- 8.17 - POWER ADDERS:** Turbo Chargers & Super Chargers ONLY
- 8.18 - NITROUS OXIDE:** All application types of nitrous oxide systems PROHIBITED. All components must be removed.
- 8.19 - ENGINE:** 4/6 Cylinder or 2 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
- 8.20 - INTERCOOLING:** Any method of air to air intercooling permitted. Water to air intercooling prohibited.
- 8.21 - BEAM TRIPPING DEVICES:** MAX 45" forward, measured from centre of front wheel

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

**FWD 4 CYLINDER:** Single Turbo - with max compressor inducer wheel tip diameter of 64mm + max turbine exducer wheel tip of 66mm: 2400 LBS

**FWD 4 CYLINDER:** Single Turbo - with max compressor inducer wheel tip diameter of 62mm + max turbine exducer wheel tip of 66mm: 2350 LBS

**FWD 4 CYLINDER** Single Turbo - with max compressor inducer wheel tip diameter of 60mm + max turbine exducer wheel tip of 66mm: 2300 LBS

**FWD 4 CYLINDER NOTE:** SOHC: DEDUCT 400 LBS --- VW or MAZDA: DEDUCT 200 LBS

**AUTO TRANS:** DEDUCT 100 LBS ---

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**AWD 4 CYLINDER:** Single Turbo - with max compressor inducer wheel tip diameter of 64mm + max turbine exducer wheel tip of 66mm: 2750 LBS

**AWD 4 CYLINDER:** Single Turbo - with max compressor inducer wheel tip diameter of 62mm + max turbine exducer wheel tip of 66mm: 2700 LBS

**AWD 4 CYLINDER** Single Turbo - with max compressor inducer wheel tip diameter of 60mm + max turbine exducer wheel tip of 66mm: 2650 LBS

**AWD 4 CYLINDER NOTE:** SOHC - DEDUCT 400 LBS --- AWD AUTO TRANS: DEDUCT 100 LBS

**MITSUBISHI OR SUBARU:** DEDUCT 100 LBS --- VW: DEDUCT 200 LBS

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**RWD 4 CYLINDER:** Single Turbo - with max compressor inducer wheel tip diameter of 64mm + max turbine exducer wheel tip of 66mm: 2750 LBS

**RWD AUTO TRANS:** ADD 50 LBS --- RWD SEQUENTIAL TRANS: ADD 100 LBS

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**FWD 5/6 CYLINDER:** Any Trans - Single Turbo - with max compressor inducer wheel tip diameter of 67mm + max turbine exducer wheel tip of 85mm: 2400 LBS

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**AWD 5/6 CYLINDER:** Any Trans - Single Turbo - with max compressor inducer wheel tip diameter of 67mm + max turbine exducer wheel tip of 85mm: 2400 LBS

**AWD 6 CYLINDER:** Any R35 GTR - Twin Turbo – EMAIL DRAG@CSCS.CA FOR MORE INFORMATION

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**RWD 6 CYLINDER:** Manual Transmission - Single Turbo - with max compressor inducer wheel tip diameter of 73.9mm + max turbine exducer wheel tip of 85mm: 3000 LBS

**RWD 6 CYLINDER:** Auto/DCT Transmission - Single Turbo - with max compressor inducer wheel tip diameter of 64mm + max turbine exducer wheel tip of 66mm: 3200 LBS

**RWD 6 CYLINDER:** Auto/DCT Transmission - Single Turbo - with max compressor inducer wheel tip diameter of 64.9mm + max turbine exducer wheel tip of 69.9mm: 3400 LBS

**RWD 6 CYLINDER:** Auto/DCT Transmission - Single Turbo - with max compressor inducer wheel tip diameter of

67.9mm + max turbine exducer wheel tip of 85mm: 3600 LBS

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RWD 2 ROTOR: Any Trans - Single Turbo - with max compressor inducer tip of 76mm: 2850 LBS

RWD 2 ROTOR: Any Trans - Single Turbo - with max compressor inducer tip of 80mm: 2950 LBS

RWD 2 ROTOR: Any Trans - Single Turbo - with max compressor inducer tip of 83mm: 3150 LBS

RWD 2 ROTOR: Any Trans - Single Turbo - with max compressor inducer tip of 88mm: 3250 LBS

## 8.22 - 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 pre mature 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.**



## 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 1<sup>st</sup> 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.



## SECTION 10:

### 10.1 - CLASS DESIGNATION: SUPER STREET PRO

### 10.2 - MINIMUM QUALIFYING ET: 10.99

The 2024 season introduces an all new heads up competition class. In addition to Pro Limited making the switch to heads up, and the return of All Motor, we are proud to introduce Super Street Pro (SS/P). Poised to be a very competitive power adder class, featuring well known existing setups seen throughout various index rankings at CSCS over the years. In the early years of CSCS, this was the class where some of the tightest competition was found.

As seen in most heads up racing categories, this class will too be limited by turbo and weight restrictions. Most importantly, paralleling those pre existing guidelines, in order for racers to begin the development process of transitioning their street car to a SFWD/XFWD chassis, FWD to AWD drive train, stepping up in turbo size from a factory RWD or AWD, or similarly stepping up a factory RWD or AWD chassis to a more refined and efficient race setup. If heads up championship drag racing is your short term goal, while pushing your setup into the pro rankings is a long term goal, this is the class where that journey fundamentally begins.

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

**10.4 - 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.

**10.5 - 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-RWD cars may convert to straight axle only if it is a direct bolt in. Wheelie bars prohibited.

**10.6 - 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.  
**FWD:** MAXIMUM TIRE DIMENSIONS: 25" DIAMETER & 9.5" WIDTH  
**RWD:** MAXIMUM TIRE DIMENSIONS: 28" DIAMETER & 11.5" WIDTH OR 275/60/15 RADIAL  
**AWD:** MAXIMUM TIRE DIMENSIONS: 25" DIAMETER & 9.5" WIDTH

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

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

**10.9 - 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

- 10.10 - INTERIOR:** OEM or OEM appearing dash, all other interior components may be removed.
- 10.11 - EXHAUST:** NO RESTRICTIONS
- 10.12 - 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.
- 10.13 - 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 prohibited.
- 10.14 - TRANSMISSION:** H PATTERN manual: Hand operated transmissions only - Strain gauge permitted - No air shifters  
 AUTO: Any variations of automatic transmissions permitted. Lock up converters prohibited.  
 SEQUENTIAL: Prohibited (Pro Limited & Quicker: Permitted)
- 10.15 - 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
- 10.16 - 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 & Mechanical fuel pumps permitted.
- 10.17 - POWER ADDERS:** Turbo Chargers ONLY
- 10.18 - NITROUS OXIDE:** All application types of nitrous oxide systems PROHIBITED. All components must be removed.
- 10.19 - ENGINE:** 4/6 Cylinder or 2 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
- 10.20 - INTERCOOLING:** Any method of air to air intercooling permitted. Water to air intercooling prohibited.
- 10.21 - BEAM TRIPPING DEVICES:** MAX 45" forward, measured from centre of front wheel
- 10.22 - TURBO SIZE LIMITATIONS & CORRESPONDING MINIMUM VEHICLE WEIGHT WITH DRIVER:**
- FWD 4 CYLINDER:** Single Turbo - with max compressor inducer wheel tip diameter of **60mm** + max turbine exducer wheel tip of **66mm:** **2400 LBS**

**FWD 4 CYLINDER:** Single Turbo - with max compressor inducer wheel tip diameter of 58mm + max turbine exducer wheel tip of 66mm: [2350 LBS](#)

**FWD 4 CYLINDER:** Single Turbo - with max compressor inducer wheel tip diameter of 55mm + max turbine exducer wheel tip of 62mm: [2300 LBS](#)

**FWD 4 CYLINDER NOTE:** SOHC: DEDUCT 400 LBS --- **FWD 4 CYLINDER NOTE:** VW or MAZDA: DEDUCT 200 LBS  
**FWD AUTO TRANS:** DEDUCT 100 LBS

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**AWD 4 CYLINDER:** Single Turbo - with max compressor inducer wheel tip diameter of 60mm + max turbine exducer wheel tip of 66mm: [2750 LBS](#)

**AWD 4 CYLINDER:** Single Turbo - with max compressor inducer wheel tip diameter of 58mm + max turbine exducer wheel tip of 66mm: [2700 LBS](#)

**AWD 4 CYLINDER:** Single Turbo - with max compressor inducer wheel tip diameter of 55mm + max turbine exducer wheel tip of 62mm: [2650 LBS](#)

**AWD 4 CYLINDER NOTE:** SOHC - DEDUCT 400 LBS --- **AWD AUTO TRANS:** Deduct 100 LBS

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**RWD 4 CYLINDER:** Single Turbo - with max compressor inducer wheel tip diameter of 60mm + max turbine exducer wheel tip of 66mm: [2750 LBS](#)

**RWD AUTO TRANS:** ADD 50 LBS

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**FWD 5/6 CYLINDER:** Single Turbo - with max compressor inducer wheel tip diameter of 62mm + max turbine exducer wheel tip of 66mm: [2400 LBS](#)

\*\*\*\*\*

**AWD 5/6 CYLINDER:** Single Turbo - with max compressor inducer wheel tip diameter of 62mm + max turbine exducer wheel tip of 66mm: [2400 LBS](#)

\*\*\*\*\*

**RWD 6 CYLINDER:** Manual Transmission - Single Turbo - with max compressor inducer wheel tip diameter of 64mm + max turbine exducer wheel tip of 66mm: [3000 LBS](#)

**RWD 6 CYLINDER:** Auto/DCT Transmission - Single Turbo - with max compressor inducer wheel tip diameter of 60mm + max turbine exducer wheel tip of 66mm: [3200 LBS](#)

**RWD 6 CYLINDER:** Auto/DCT Transmission - Single Turbo - with max compressor inducer wheel tip diameter of 64mm + max turbine exducer wheel tip of 70mm: [3400 LBS](#)

**RWD 6 CYLINDER:** Auto/DCT Transmission - Single Turbo - with max compressor inducer wheel tip diameter of 68mm + max turbine exducer wheel tip of 70mm: [3600 LBS](#)

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**RWD 2 ROTOR:** Any Trans - Single Turbo - with max compressor inducer tip of 74mm: [2850 LBS](#)

**RWD 2 ROTOR:** Any Trans - Single Turbo - with max compressor inducer tip of 76mm: [2950 LBS](#)

**RWD 2 ROTOR:** Any Trans - Single Turbo - with max compressor inducer tip of 81mm: [3150 LBS](#)

**RWD 2 ROTOR:** Any Trans - Single Turbo - with max compressor inducer tip of **83mm**: **3250 LBS**

## 10.22 - 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.**



## SECTION 11:

### **11.1 - CLASS DESIGNATION: SUPER STREET**

### **7.2 - NO QUICKER THAN: 10.90**

The 2024 Super Street Index class is proudly presented by Garage 16. In addition to cash prizes for the final 4 of each event, and the season 1<sup>st</sup> & 2<sup>nd</sup> 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 10.90 in eliminations.**

If you run quicker than 10.90 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 10.90 in qualifying, the quicker of the two cars will be classified as the last qualifier and the 2<sup>nd</sup> fastest will be the 2<sup>nd</sup> 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 10.90 in eliminations, you will automatically lose that round. If two cars run side by side and quicker than 10.90, 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: ANY TRANSMISSION**

**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:** Must run SLICK or SPEC DRAG RADIAL. NO street, winter or off road tires permitted.

**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 premature 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 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.**



## SECTION 12:

### **12.1 - CLASS DESIGNATION: STREET MODIFIED**

### **12.2 - NO QUICKER THAN: 11.90**

The 2024 Street Modified Index class is proudly presented by Garage 16. 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 11.90 in eliminations**. If you run quicker than 11.90 in qualifying, you will automatically be classified as the last qualifier. If multiple cars run quicker than 11.90 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 11.90 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.

**12.3 - ENGINE:** Only one internal-combustion engine permitted in vehicle. 4/6 cylinder, or rotary engines permitted. Oil containment pan/device recommended. SFI Spec dampener recommended

**12.4 - POWER ADDER:** NO RESTRICTIONS

**12.5 - EXHAUST:** NO RESTRICTIONS

**12.6 - FUEL:** All vehicles must run on commercially available gasoline, methanol, ethanol, or alcohol. Pump and racing fuels are acceptable. All competitors must use fuels as designed by the manufacturer. Electronic fuel injection only. Mechanical or electronic fuel pumps permitted.

**12.7 - NITROUS OXIDE:** All application types of nitrous oxide systems are permitted. Bottle: Engraved -DOT 1800LB-

**12.8 - TRANSMISSION:** Manual or Automatic. Scatter shield highly recommended.

**12.9 - 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.

**12.10 - SUSPENSION:** Any modifications allowed within OEM mounting specifications.

**12.11 - TIRES:** Must run SLICK or SPEC DRAG RADIAL. NO street, winter or off road tires permitted.

**12.12 - 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.

**12.13 - WINDOWS:** OEM Glass Windshield. Lexan permitted otherwise.

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

**12.15 - CSCS TECH AND SAFETY REMINDERS:** SFI or Snell 2015+ Helmet mandatory. Pants, long sleeve shirt, and closed toe shoes required





## SECTION 13:

### **13.1 - CLASS DESIGNATION: PURE STREET**

### **13.2 - NO QUICKER THAN: 12.90**

The 2024 Pure Street class is proudly presented by Garage 16. In addition to cash prizes for the final 4 of each event, and season 1<sup>st</sup> & 2<sup>nd</sup> 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 12.90 in eliminations**, and will use a .400 Pro Tree start light. If you run quicker than 12.90 in qualifying, you will automatically be classified as the last qualifier. If multiple cars run quicker than 12.90 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 12.90 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.

**13.3 - ENGINE:** Only one internal-combustion engine permitted. 4/6 cylinder, or rotary engines permitted.

**13.4 - POWER ADDER:** NO RESTRICTIONS

**13.5 - EXHAUST:** NO RESTRICTIONS

**13.6 - FUEL:** All vehicles must run on commercially available gasoline, methanol, ethanol, or alcohol. Pump and racing fuels are acceptable. All competitors must use fuels as designed by the manufacturer. Electronic fuel injection only. Mechanical or electronic fuel pumps permitted.

**13.7 - NITROUS OXIDE:** All application types of nitrous oxide systems are permitted. Bottle: Engraved -DOT 1800LB-

**13.8 - TRANSMISSION:** Any Transmission

**13.9 - 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.

**13.10 - SUSPENSION:** Any modifications allowed within OEM mounting specifications. Wheelie bars prohibited.

**13.11 - TIRES:** Must run SLICK or SPEC DRAG RADIAL. NO street, winter or off road tires permitted.

**13.12 - 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.

**13.13 - WINDOWS:** OEM Glass Windshield. Lexan permitted otherwise. All rivets must be out of sight.

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

**13.15 - CSCS TECH AND SAFETY REMINDERS:** Helmet mandatory. Pants, long sleeve shirt, and closed toe shoes required.



## SECTION 14:

### **14.1 - CLASS DESIGNATION: SPEED TRIALS**

### **14.2 - NO QUICKER THAN: 13.90**

Powered by Garage 16, 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, euros, and domestic sport compacts.

This class features cars running **no quicker than 13.90 in eliminations**. If you run quicker than 13.90 in qualifying, you will automatically be classified as the last qualifier. If multiple cars run quicker than 13.90 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 13.90 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.

**14.3 - ENGINE:** Only one internal-combustion engine permitted. 4/6 cylinder, or rotary engines permitted.

**14.4 - POWER ADDERS:** NO RESTRICTIONS

**14.5 - EXHAUST:** NO RESTRICTIONS

**14.6 - FUEL:** All vehicles must run on commercially available gasoline, methanol, ethanol, or alcohol. Pump and racing fuels are acceptable. All competitors must use fuels as designed by the manufacturer. Electronic fuel injection only. Mechanical or electronic fuel pumps permitted.

**14.7 - NITROUS OXIDE:** All application types of nitrous oxide systems are permitted. Bottle: Engraved -DOT 1800LB-

**14.8 - TRANSMISSION:** Any transmission permitted

**14.9 - 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.

**14.10 - SUSPENSION & CHASSIS:** Any modifications allowed within OEM mounting locations.

**14.11 - TIRES:** Must run SLICK, or SPEC DRAG RADIAL. NO street tires, winter tires, or off road tires permitted.

**14.12 - 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.

**14.13 - WINDOWS:** OEM Glass Windshield. Lexan permitted otherwise.

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

**14.15 - CSCS TECH AND SAFETY REMINDERS:** Helmet mandatory. Pants, long sleeve shirt, and closed toe shoes required.



## SECTION 15:

### **15.1 - CLASS DESIGNATION: BRACKET**

### **15.2 - FORMAT: BRACKET RACING (quicker than 15.99)**

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 vehicles, including V8 & V10 powered race cars. 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.

**15.3 - GENERAL SAFETY:** All vehicles must meet all SFI/NHRA General Safety Regulations that apply to their ET/MPH.

**15.4 - ENGINE:** Only one internal-combustion gasoline engine permitted in vehicle. No diesel.

**15.5 - POWER ADDERS:** NO RESTRICTIONS

**15.6 - EXHAUST:** NO RESTRICTIONS

**15.7 - FUEL:** All vehicles must run on commercially available gasoline, 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.

**15.8 - NITROUS OXIDE:** All application types of nitrous oxide systems are permitted. Bottle: Engraved -DOT 1800LB-

**15.9 - TRANSMISSION:** NO RESTRICTIONS

**15.10 - 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.

**15.11 - SUSPENSION:** NO RESTRICTIONS

**15.12 - TIRES:** Must run SLICK, DRAG RADIAL or DOT summer tire. NO winter or off road tires permitted.

**15.13 - INTERIOR:** NO RESTRICTIONS

**15.14 - WINDOWS:** OEM Glass Windshield. Lexan permitted otherwise. All rivets must be out of sight.

**15.15 - ELECTRONICS:** No delay boxes

### **NOTES:**

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



SECTION 16:

16.1 - CLASS DESIGNATION: TEST & TUNE

16.2 - NO QUICKER THAN: N/A

16.3 - TIRES: ANY SLICK OR SPEC DRAG RADIAL. TIRES MUST BE IN GOOD VISUAL CONDITION, AND CLEAN OF ANY DIRT OR DEBRIS.

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!



## SECTION 17:

### RACE WARS

#### **NO TIME – NO PREP ARM DROP COMPETITION**

\$100 ENTRY – DOES NOT INCLUDE FACILITY GATE FEE  
(PRE REGISTRATION OPENS JULY 2ND)

**Saturday July 20th**

**GRAND BEND MOTORPLEX**

**TESTING: 8PM – 9PM**

**ELIMINATIONS BEGIN AT 9:15PM**

(RANDOM/CHIP DRAW LADDER – LANE CHOICE TBD)

### RULES OF COMPETITION

**QUALIFYING:** **No formal qualifying.** Competitors will be randomly selected via chip draw to determine who they will run against. This will repeat for every elimination round. All competitors will receive at least one practice/test run.

**GENERAL:**

- 1) HEADS UP – 1000' RACE
- 2) STAGE ON THE TREE - ARM DROP START - COURTESY STAGING ENFORCED
- 3) NO ET TIMES - WIN LIGHT ONLY
- 4) NO PREP - NO GLUE
- 5) JUMP THE GUN DQ - Infractions will be based on the decision of CSCS starting line officials.
- 6) NO PIT SERVICE - Return to staging lanes immediately following a round win

**CAR:**

- 1) BODY: All body panels and bumpers must be installed.

**Power Adder/  
All Motor**

- 2) INTERIOR: Must include dash, front seats, door panels, **glass** windshield, roof liner and carpet.
- 3) SAFETY: All entries must pass track SFI/NHRA safety tech inspection
- 4) "Super Street Pro" competition entries may race in WILD CLASS only – Pro competition entries prohibited otherwise.
- 5) ENGINE: Any fuel. 4/6 cylinder or rotary – select V8 powered vehicles eligible for WILD CLASS only. EV's prohibited.
- 6) WEIGHT: No weight restrictions
- 7) EXHAUST: No restrictions
- 8) TIRES: SUMMER STREET TIRES, SLICKS OR SPEC DRAG RADIALS - NO WINTER OR OFF ROAD TIRES

**CLASSES:**

- 1) Power Adder Class (RW-PA) - FWD/RWD: All cars running turbo, superchargers or nitrous oxide.
- 2) All Motor Class (RW-AM) - FWD/RWD: No type of forced induction or nitrous oxide.
- 3) Wild Class (RW-WC) - FWD/RWD/**AWD**: No restrictions (must pass general safety & technical inspection).

**WINNINGS:** Winner of each class will receive \$2000.00. Runner up will receive \$500.00. Semi Finalists will receive \$150 each. (subject to change) All entries must place two CSCS stickers on car during competition. Failure to do so will result in non prize payment. Payouts guaranteed with minimum 16 car field per class. Maximum 32 entries per class. All first round losers get entered into 2<sup>nd</sup> chance consolation race.

### **CSCS HOLDS THE RIGHT TO RE-CLASSIFY ANY ENTRY FOR ANY REASON**

For more information email [drag@cscs.ca](mailto:drag@cscs.ca), or DM [@cscsdragracing](https://www.instagram.com/cscsdragracing) on instagram

**PROVE IT AT THE TRACK**