



2026 CSCS Time Attack Rulebook & Regulations

(In honour of "Sean" and "Blake")

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Foreword

This is an outline on how to build your car for competition. If you have any questions about what is contained in this Rulebook, or how to interpret it, please contact us.

CSCS reserves the right to reclassify any competitor at any time: before, during or after the competition.

1. GENERAL COMPETITION RULES

- 1.1. Automobile racing is an inherently dangerous sport. 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 as a guide for the conduct of the sport. By participating in any **CSCS** event, participants are deemed to have read and complied with all rules and regulations pertaining to this rule book and any additional supplementary rules. Supplementary rules and regulations may be released by newsletter, bulletin, or pre-race meeting.

1.2. Entry Requirements

- 1.2.1. In order to compete in a CSCS event, entrants must submit an approved official entry form and payment. Official entry forms and methods of payment are available on the CSCS website: www.cscs.ca. Time Attack entries must be pre-registered. Early Bird Pricing ends one week prior to each event, after which, a late registration fee will apply.
- 1.2.2. In the event a competitor cannot attend an event after entry. CSCS will accept transfers of entries to another competitor for the same event up until the Wednesday before the event at 5:00pm. All transfers must be confirmed with CSCS Management by phone or e-mail. **No transfers will be accepted at the track! Event is rain or shine – No Refunds.**

1.3. Competitor Entries

- 1.3.1. **Only one vehicle is permitted per driver, per class. However, one Driver may enter two different classes (max.) with two different vehicles; if one of the classes is “Sports Car” or “Unlimited” (the Driver must own both vehicles). In addition, “Switching Driver’s” in the same vehicle is NOT permitted.**
- 1.3.2. Only one driver is permitted per vehicle, two drivers cannot both enter and share a vehicle to compete with on the day of the event.
- 1.3.3. The vehicle that the driver techs is the vehicle he/she must compete in – however, with permission from CSCS Officials drivers may request the option of re-teching a vehicle before competition.

1.4. Competitor Obligations, Agreements and Releases

- 1.4.1. Each competitor, by entering a CSCS event, grants CSCS and its authorized agent's permission to utilize their name, car information, audio records, pictures, videos and other media material for any advertising, promotions, broadcasting, or reporting before, during & after such event.
- 1.4.2. All CSCS competitors are required to place decals as provided by CSCS in an unmodified form and located on the car as directed by CSCS. This includes, but is not limited to, **the Exclusive top portion of the Front Windshield (no other competing windshield banner) and front fenders**. CSCS reserves the right to place series provided CSCS windshield banners on all competitor vehicles on the day of the event for the duration of the event.
- 1.4.3. CSCS also reserves the right to place **"Exclusive CSCS Door Cards" (no other competing door cards & numbers are allowed)** on both driver and passenger doors. **A space of 18" x 18" must be available for CSCS use on each door.**
- 1.4.4. CSCS may approve or disapprove the content, placement and size of any advertising, decal or sponsorship identification in conflict with CSCS.

1.5. Safety and Class Inspection

- 1.5.1. All cars, car parts and equipment are subject to inspection by CSCS at any time and in any matter as determined by CSCS officials. Vehicles will only be eligible after passing the safety inspection and being classified by a **CSCS** tech official. It is the driver's responsibility to make sure that the vehicle meets all class specifications and that no changes are made to the vehicle which would alter the classification.
- 1.5.2. **CSCS also reserves the right to randomly re-tech racers at any time before, during and after competition.**

1.6. National Championship

- 1.6.1. Competitors will earn points throughout the season towards the **CSCS National Championship** in each class. In order for an event to qualify for the championship drivers must compete in at least two events within the designated class
- 1.6.2. CSCS Championship Points Structure (All Classes)

Position	Points (new for 2026)
First Place	100
Second Place	80
Third Place	70
Fourth Place	50
Fifth Place	40
Sixth Place	30
Participation/Registration	20

***Note: Competitors must post a "Time" in the final "Time Attack Competition" to get Points other than "Participation/Registration Points" – if "No" Time is posted, only "Participation/Registration Points" will be given. Also, if a Competitor is "DQ", they will still receive "Participation/Registration Points" for the event.**

- 1.6.3. Tie Breakers will be decided as follows, in priority.
 - 1.6.3.1. Most wins

- 1.6.3.2. Most runner-ups
- 1.6.3.3. Most third places
- 1.6.3.4. Most races attended
- 1.6.3.5. Fastest Lap Time (TMP)
- 1.6.3.6. Fastest Lap Time (DDT)

1.6.4. Trophies will be awarded for each class based on the number of competitors.

- 1.6.4.1. 1-3 Cars - First.
4-6 Cars - First-Second
7+ Cars – First, Second, Third

1.6.4.2. Please note that trophies are only handed out on the event day and cannot be picked up at a later date, following event, nor will they be mailed out. To receive your trophy you or a friend must stay back and pick up the trophy during the awards ceremony.

1.6.5. If enrolled, it is the competitor's responsibility to have all contingency verified and registered by a CSCS official before the event or during technical inspection. All contingency not verified before racing begins will be null and void. Incorrect information given by competitors will delay or null and void all contingency prizes.

1.7. Overall “Driver of the Year”

1.7.1. In addition to the CSCS National Championship in each class, CSCS has an overall “Driver of the Year” award. This is calculated by the driver with the most total points from all the events (regardless of class). Driver point's eligibility is at the discretion of CSCS and subject to change.

1.8. Rookie of the Year (Kookie of the Year Award)

1.8.1. In honour of Sean “Kookie” Smith. Eligibility for this award will be new drivers entered in only "Production and/or Street" class. This award will be given out to a new Rookie driver that has the highest points at year-end. Driver point's eligibility is at the discretion of CSCS and subject to change.

1.9. Track Lap Records

1.9.1. CSCS lap records will be recorded and posted for all GT sub-classes.

1.10. Decision / Policy

1.10.1. All decisions will be left to the discretion of CSCS officials. CSCS has the right to reclassify any competitor for any reason CSCS sees fit. CSCS has the right to change any rules without notice at any time. CSCS and track officials have the power to remove any person from competition and from the grounds if they see fit.

1.11. Rainout Policy

1.11.1. Time Attack events are Rain or Shine.

1.12. Professionalism

- 1.12.1. Participants and/or crew members at events are expected, at all times, to conduct themselves in a professional and non-disruptive manner consistent with good sportsmanship.
- 1.12.2. Any participant and/or crew members who, in the sole and absolute judgment of CSCS: verbally or physically threatens another person; uses vulgar or derogatory language; engages in unsportsmanlike conduct; engages in conduct detrimental to the sport; is subject to disqualification, removal of CSCS National Championship Points and may be subject to certain terms/conditions before that participant is allowed to return to competition.
- 1.12.3. CSCS prides itself in being able to offer competitors a place to showcase their vehicles and talents. That being said, appearances are key, please prepare your vehicle in a presentable manner for media and spectators. You may be asked to correct this situation before competing.

1.13. Inquires & Protests

- 1.13.1. Inquires can be made anytime throughout the day as long as its 60 min. before “final competition runs” begin. Inquires must be written and submitted to a CSCS Tech Director / Official and should list the section of rules in potential violation / clarification. Action on inquires will be left up to the sole discretion of CSCS.
- 1.13.2. Protests will be accepted up to 30 min. after the final competition run. Official protest forms will be available at the CSCS tech trailer. All protests must be accompanied with a \$500 (cash) fee and be given to a CSCS Tech Director / Official. If your protest is successful, fees will be returned to the competitor.

1.14. Time Attack Procedures

- 1.14.1. CSCS time attack competitions are strategically set up to allow proper classes for a wide range of vehicles from stock to fully modified race cars. Upon registering for the time attack competition, drivers are placed into one of our thirteen classes based on their vehicle and modifications.
- 1.14.2. Each driver will receive adequate practice / qualifying time giving them a chance to fine tune their vehicles and learn the track layout. These laps are not taken into consideration for the actual competition.
- 1.14.3. All vehicles involved in a “spin” or an “off” during the Time Attack session are permitted to re-enter the racing surface only if done without interfering with other competitors. If the vehicle stops and needs assistance to get moving it will receive a DNF for that lap and will not be allowed to have any additional laps.
- 1.14.4. To rent the transponder for the day of the event, all competitors must provide CSCS officials with two pieces of identification (driver’s license & valid credit card) or a \$950.00 cash deposit. Once the transponder is returned, driver’s will receive their license and credit card or cash back, no charges will take place. Once a driver is given a transponder, they are solely responsible for it. If a transponder is lost, stolen, unreturned or incurs any physical damage, a \$950 credit/cash charge will incur. Please note that all transponders are coded and any stolen transponder can be remotely deactivated and will no longer work on any timing system. Any unreturned transponders will incur a \$950.00 charge.
- 1.14.5. Any vehicle or driver that is determined by CSCS officials to have intentionally impeded or obstructed any competitor during a Time attack session will lose the times recorded in that session and may be disqualified. This includes, but is not limited to: spreading debris on the racing surface

or placing ones vehicle in such a manner as to limit the other competitor's ability to run a clean lap.

- 1.14.6. All drivers must attend the mandatory drivers meeting prior to entering the racing surface. If a driver is late or unable to attend the drivers meeting the driver must meet with the Chief driving instructor before entering the racing surface. The Chief driving instructor may disqualify or impose a penalty for being late/missing the drivers meeting.

1.15. Pit Area and Vendors

- 1.15.1. At each venue CSCS will have a designated pit area for paid vendors. In this area only paid vendors may display signage. Any promotional canopies that are part of a team's setup may not be displayed in this area.

1.16. Licence Requirements

- 1.16.1. All drivers must hold a valid G2, or G licence. Drivers from out of province / country must hold a valid driver's licence. If unsure please contact CSCS.

1.17. Helmet Requirements

- 1.17.1. Approved helmets in good condition are mandatory for all on track activities. All drivers and passengers must wear a helmet. The minimum acceptable standard for helmets is Snell 2000 or newer. Other certifications (DOT, SFE, FIA, etc.) are subject to approval by CSCS Tech Director. Head and neck restraints systems are optional, but recommended.

1.18. Safety Standards

- 1.18.1. 15 km/h pit/paddock speed must be maintained at all times.
- 1.18.2. Despite organizers taking all reasonable precautions it is up to the Drivers/Crew to also check for vehicle safety and obey all rules and regulations.
- 1.18.3. Rear brake lights, and hazard lights must be in-tact and operational. In the Unlimited class, only brake lights are required to be operational.

1.19. On Track (Practice & Competition)

- 1.19.1. Passenger Rules are enforced accordingly at each event and may be conditionally changed per event and during the course of the day.
- 1.19.2. In case of a collision, malfunction, or other reasons of inability to move the car while on course, the driver is asked to wait in the car with seatbelts and helmet worn until directed or assisted by course marshal (exception to this rule will be any pending or visible fire, or chemical hazards that threaten the driver).
- 1.19.3. Refueling is prohibited on the grid and is applicable to all cars, tools, and generators.
- 1.19.4. Drivers and passengers on the track shall wear shirts, pants, and fully enclosed shoes (no sandals).

1.20. Roll Bars/ Roll Cage Requirements

- 1.20.1. A roll bar is required for vehicles with fold down or completely removable tops (e.g., convertibles). The top of the roll bar shall be a minimum of two inches above the top of the driver's helmet when the driver is sitting in a normal driving position, and the top of the roll bar shall not be more than ten inches behind the back of the driver's helmet when the driver is sitting in a normal driving position. An OEM or DOT approved restraint system is acceptable for all vehicles.
- 1.20.2. The roll bar hoop and all braces shall be of seamless or ERW or DOM mild steel tubing, or chrome molybdenum alloy steel such as SAE 4130. It is recommended that mild steel tubing be used as chromium alloys present difficulties in welding and shall be normalized to relieve stress. Proof of the use of alloy steel will be the responsibility of the Entrant. The minimum size seamless or DOM tubing to be used shall be as follows:

Curb Weight Mild Steel Alloy Steel

Up to 1500 lbs 1.375" x 0.095" 1.375" x 0.080"

1501-2500 lbs 1.500" x 0.095" 1.375" x 0.095"

Over 2500 lbs 1.500" x 0.120" 1.500" x 0.095"

ERW tubing may be used in the following sizes only.

Curb Weight ERW Tubing

Up to 2500 lbs 1.500" x 0.120"

Over 2500 lbs 1.750" x 0.120"

The minus tolerance for wall thickness shall not be more than 0.010" below the nominal thickness. An inspection hole of at least 3/16 inch diameter shall be drilled in a non critical area of the roll bar hoop to facilitate verification of wall thickness.

Where bolts and nuts are used to fasten the roll bar to the vehicle's chassis or frame (i.e., bolt-in roll bar), the bolts shall be at least 3/8 inch diameter SAE Grade 5.

MIG or TIG welding, shall be used whenever possible. Alloy steels shall be normalized after welding.

Two fore/aft braces with tubing of dimensions of at least that required for the main hoop itself shall be installed. Diagonal lateral bracing of tubing equal in dimension to the tubing of the main hoop shall be installed to prevent lateral distortion of the main hoop. In most cases, a lateral brace from the bottom corner of the main hoop on one side to the top corner of the main hoop on the other side is sufficient.

The fore/aft bracing shall be attached as near as practical to the top of the main hoop, no more than 6 inches below the top, and at an included angle of at least 30 degrees.

In cars with frame type construction, the roll bar and braces shall be attached to the frame of the car wherever possible. Mounting plates attached to the frame, regardless of whether welded or bolted, shall be at least 3/16 inch thick with a backup plate of equal size and thickness on the opposite side of the panel with the plates bolted together. Mounting plates welded shall not be less than 0.080 inch in thickness. Wherever possible, the mounting plate should extend onto a vertical section of the structure such as a door pillar.

The minimum mounting plate area shall be 20 square inches. The important consideration is that the loads be distributed over as large an area as possible and as close to vertical structures as possible.

Removable roll bars and braces shall be very carefully designed and constructed to be at least as strong as a permanent installation. If one tube fits inside another tube to facilitate removal, the removable portion shall fit tightly and shall bottom on the permanent mounting, and at least two bolts shall be used to secure such a joint. The telescope section shall be at least eight inches in length.

A roll cage is not required, but is recommended for any car that requires roll over protection.

- 1.20.3. Roll cages meeting SCCA (GCR Section 18), NASA (GCR Section 15.5.8), CARS (GCR Part B Section II, CASC-OR Race Regulations (Appendix "0"), Global Time Attack (GTA CCR Section 4) are approved for use.

1.21. Vehicle Classification / Eligibility

- 1.21.1. **Not all vehicles are eligible for "Production" or "Street" or "Super Street" or "Sports Car" or "Unlimited" class even if they are 100% OEM. If in doubt, please contact us (905) 209-0000 or email "timeattack@cscs.ca" for specific vehicle classification.**
- 1.21.2. The entire tub, floor plan, firewall, door frame and frame assemblies including but not limited to the cowl and windshield frame must remain in the stock position. On unibody cars the frame is defined as the boxed and formed parallel sections running the length of the vehicle.
- 1.21.3. Limit of "one" internal combustion engine per vehicle. The only approved internal combustion engines are piston and wankel rotary type.
- 1.21.4. Hybrid drives are permitted, but must be CSCS approved.

1.22. Time Attack Championship Classes

- 1.22.1. CSCS Time Attack Championship will consist of 5 Main Vehicle Classes. These vehicle classes will then be split into "Sub-classes" based on an "Index Time" for each class (E.g. Production, Production Touring, Production GT). Note: There will be no more Drivetrain class designations.

12 TOTAL CLASSES

Production	Production Touring	Production GT
Street	Street Touring	Street GT
Super Street	Super Street Touring	Super Street GT
Sports Car		Sports Car GT
Unlimited		

- 1.22.2. Sub-classes are separated by Time Only.
- 1.22.3. Competitors are encouraged to register in their sub-class based on their most accurate “best predicted lap time”. Competitors can change their sub-class at “anytime” (move up, or down) but only during Qualifying sessions. It is the competitors responsibility to make sure that they are in the most accurate “sub-class”.
- 1.22.4. Points are non-transferrable between sub-classes (E.g. Production to Production Touring).
- 1.22.5. **Qualifying:** Applicable to all sub-classes (except “GT” sub-classes) competitors are allowed to “Break-out” of their sub-class during Qualifying. However, all final class changes must be done (approx. 45min.- 1hr) before the last “Qualifying Session” of the Competitor’s assigned Run Group, before Time Attack Competition.
- 1.22.6. **Time Attack Competition:** Applicable to all sub-classes (except “GT” sub-classes) competitors will be issued a “DQ” if they “Break-out” of their sub-class during final Time Attack Competition.
- 1.22.7. The sub-class Index times are determined from "Previous Years" data. Index Time sub-classing is a new format for CSCS. CSCS reserves the right to adjust the sub-class “Index Times” at any time before, during, or after competition.
- 1.22.8. **In order to qualify for the final “Time Attack Competition”, competitors must qualify in the “TOP 8 and within 107-110%” of the fastest qualifier in their class (track dependent). CSCS reserves the right to enforce this rule whenever necessary.**
- 1.22.9. **These rules are only a guideline, CSCS cannot be expected to foresee every scenario, therefore, in the interest of competition, CSCS reserves the right to reclassify any competitor at any time before, during or after competition.**
- 1.22.10. **If there is any doubt as to which class you fit into, please contact CSCS prior to any event for clarification and assistance.**

2. PRODUCTION CLASS (Production, Production Touring, Production GT)

- 2.1.** Production class is designed to be an entry level class with limited modifications permitted. This class consists of 3 sub-classes: Production, Production Touring, and Production GT. All these sub-classes adhere to the same Rule set & only modifications listed in this section are permitted. The only difference between these sub-classes is the “Index Times” (see rule 2.2). Note: There will be no more Drivetrain class designations. CSCS reserves the right to challenge any and all vehicle eligibility. It is the responsibility of the entrant to supply all printed material to validate any modification or swaps permitted in the class.
- 2.1.1. CSCS reserves the right to adjust the sub-class “Index Times” at any time before, during, or after competition.
- 2.1.2. Break-out: Competitors are only allowed to “Break-out” (go faster) than their “Index Time” during Qualifying sessions. However, all final class changes must be done (approx. 45min.- 1hr) before the last “Qualifying Session” of the Competitor’s assigned Run Group, before Time Attack Competition.
- 2.1.3. Disqualification (DQ): Only applicable to “Production” & “Production Touring” classes – Competitors will be issued a “DQ” if they “Break-out” of their sub-class Index Time during final

“Time Attack Competition” (they will not automatically be scored in the next faster class).

- 2.1.4. **“Production GT” class does not have a “Break-out” Index Time.** Any competitor can register in the GT or Touring class, regardless if they are slower than the Index Time for the class. However, if a competitor has a time faster than “2 classes” above (E.g. faster than Street Touring class Index time), CSCS reserves the right to potentially reclassify this vehicle in a higher class at the next event.
- 2.1.5. Competitors are encouraged to register in their sub-class based on their most accurate “best predicted lap time.” Competitors can change their sub-class at “anytime” (move up, or down) but only during Qualifying sessions. It is the competitor’s responsibility to make sure that they are in the most accurate “sub-class”.
- 2.1.6. Points are non-transferrable between sub-classes (E.g. Production to Production Touring).

2.2. Sub-class Index Times

Index Times – (Toronto Motorsports Park)

Production GT – 1:19.999 and faster
Production Touring – 1:20 to 1:21.999
Production – 1:22 and slower

Index Times – (Mosport DDT)

Production GT – 1:36.999 and faster
Production Touring – 1:37 to 1:39.999
Production – 1:40 and slower

Index Times – (Shannonville Motorsports Park)

Production GT – *To be confirmed*
Production Touring – *To be confirmed*
Production – *To be confirmed*

Index Times – (Grand Bend Motorplex)

Production GT – *To be confirmed*
Production Touring – *To be confirmed*
Production – *To be confirmed*

2.3. Driver Eligibility

- 2.3.1. **Driver’s that have two or more of any Production Class Championships are not eligible to run in any Production Class again. They must move up in class. Also, any Driver that has been a “Champion” and/or “Lap Record Holder” in “Super Street, Sports Car, or Unlimited” is not eligible to run in this class. CSCS reserves the right to reclassify Driver’s at any time.**

2.4. Vehicle Eligibility

- 2.4.1. All cars competing in Production shall be based on Canadian models derived from production street cars available from recognized Global Dealer Networks. Vehicles that are of a limited production type (Super Cars, Hyper Cars, Sports Racer, and Kit Cars) are not eligible for Production class.

- 2.4.2. Production race cars (i.e. Porsche Cup Cars, Ferrari Challenge, and Lamborghini Super Trofeo) are not eligible for Production class.
- 2.4.3. Body work must remain in stock Canadian OEM form; tires shall not extend beyond the body lines when viewed from above. The addition of fender flares is not permitted. Fender rolling or flattening of inner fender lips is permitted providing the external profile remains unchanged (no “stretching” fenders). All OEM glass must remain in its original location. All OEM trim must remain with the exception of loose floor mats which may be removed. Aftermarket composite (e.g. carbon fiber) hoods and or trunk lids are permitted.
- 2.4.4. List of class eligible Production cars can be found at the end of this set of regulations.

2.5. Approved Body Upgrades and Modifications

- 2.5.1. All Canadian market OEM aero parts (wings, lips, air dams) from the same model or model variant are permitted. Only with CSCS approval is the use of aftermarket lip kits and side skirts permitted provided they do not provide a significant aerodynamic improvement. The addition of front canards is not permitted. Aftermarket rear wings and diffusers are not permitted. Flat bottom of any kind is not permitted unless supplied from the factory for that model. Should the question of eligibility arise it is the responsibility of the entrant to provide documentation.
- 2.5.2. Race seats may be installed provided they are approved and in good condition.
- 2.5.3. Seat Belts may be upgraded to a 4 or 6 point type. A HANS type device is strongly recommended for use with 4 or 6 point harnesses.
- 2.5.4. “Weld-in” roll cages are prohibited in this class. However, bolt-in roll bar/ roll cage may be fitted. Roll bars must be of a four (4) point bolt-in design. Roll cages must be six (6) point bolt-in designs. At no point shall any tubes pass through the vehicles firewall(s). Every effort must be made to retain factory interior with installation of roll over protection.
- 2.5.5. Battery shall be firmly fastened and the positive (+) terminal covered.
- 2.5.6. Canadian OEM Style headlights (“air intake hole” style is prohibited) and tail lights must be retained in unmodified condition and all lights must function.

2.6. Approved Suspension Upgrades

- 2.6.1. Springs are free, the type and number must, be as Canadian OEM. Coilover kit springs are open.
- 2.6.2. Shocks may be upgraded with a maximum two-way adjustable damper (one bump and one rebound adjuster), no remote reservoirs. The reservoir must be attached / mounted to the shock body from the manufacturer.
- 2.6.3. Suspension bushing may be replaced with a urethane or similar type upgrade. The use of spherical or rod end bearings is permitted but must be commercially available “as an assembly”.
- 2.6.4. Sway bars are free.

2.7. Brakes

- 2.7.1. Brake upgrades are free. Brake rotors are free as is brake pad material.
- 2.7.2. Brake cooling ducts are permitted but must fit within the front bumper and be solely used for caliper and/or rotor cooling (No aero improvement).

2.8. Engine / Power / Fuel Modifications

- 2.8.1. Engine swaps are permitted within the same model / model variant. The new engine must have been commercially available in the same chassis. E.g. any engine that was available in an "EG" Civic can be put in an "EG" Civic. An engine from newer Civic model (K-series) is not permitted. Note: If that chassis is available with that series of motor anywhere in the world, e.g. 1992-1995 Civic's in Japan came with a B16, that means that any "B" series motor (B16, B17, B18, B20) will be allowed in a 1992-1995 Civic. 8th Gen civic came with K20 motor will be allowed to put in any K-series motor. E.g. 2010 civic with k24 motor swap. Another e.g. BMW E46 325i (M52,54) can swap in a E46 M3 (S54) motor. All swaps / upgraded engines must be CSCS approved.
- 2.8.2. For forced induction engines all turbo/superchargers must be Canadian OEM from same model/model variant. Swaps between same model/model variant are permitted. Size and location of the turbo / supercharger must remain as per Canadian OEM. However, if that model year(s) and model variant for that car never originally came turbocharged / supercharged from the manufacturer, you cannot do it.
- 2.8.3. Intercooler must be Canadian OEM and remain in stock location.
- 2.8.4. Aftermarket turbo or superchargers are prohibited.
- 2.8.5. Cat back aftermarket exhaust are free, but must meet road emission standards. Exhaust noise (dB) may not exceed specific track limits. One catalytic converter and one muffler are mandatory (can be aftermarket units). External wastegates must be plumbed back into the exhaust before the catalytic converter.
- 2.8.6. Aftermarket cold air intake and air filters are free.
- 2.8.7. The use of aftermarket aluminum radiator is permitted. Mounting points may be modified to fit a larger radiator. Location must remain as per Canadian OEM (i.e. no rear mounted radiators when OEM is front mounted).
- 2.8.8. Fuel must be commercially available with a maximum octane rating of 94. Alternative fuels such as ethanol, natural gas, propane, etc. are not permitted.
- 2.8.9. The addition of a water / meth injection system is prohibited. Water spray is prohibited unless it came from the factory, and must be Canadian OEM and in Canadian OEM location.

2.9. Transmissions

- 2.9.1. Canadian OEM transmission swaps are permitted between the same model/model variant.
- 2.9.2. Limited slip differential (LSD) Canadian OEM or aftermarket may be fitted.

2.10. Wheels

2.10.1. Aftermarket wheels, size and type are free.

2.11. Tow Hooks

2.11.1. Front tow hooks strongly recommended. Rear tow hooks are recommended. Competitors must be prepared to show officials where to easily hook onto their car in case of a required tow. It is mandatory to have a place to attach a tow rope to the car. This can be an aftermarket tow hook or a factory component.

2.12. Tire Eligibility & Contingency

2.12.1. Production Class – Any DOT rated tire is allowed provided the tread wear rating is 200 or higher. However, “only” the following tire listed below is allowed in the class regardless of its tread wear rating.

2.12.2. Production Class - Maximum tire widths are as follows based on drivetrain configuration. If the vehicle came from the Canadian OEM manufacturer with larger tires, contact CSCS for approval.

FWD (regardless of sub-class) - 265 max width

AWD (regardless of sub-class) - 265 max width

RWD (regardless of sub-class) - 265 max width

2.13. Safety Equipment

2.13.1. All Competitors (including passengers) must wear an approved helmet. Long pants and closed toe shoes are required. It is recommended that full safety gear be used.

2.14. Production Class Vehicle Eligibility

2.14.1. Not all vehicles are eligible for “Production” class even if they are 100% OEM. Exotics, super cars, limited edition cars are prohibited in this class. Any car(s) that is similar in performance to the list below is also prohibited and will require CSCS approval to compete. If your car is not listed below please contact us (905) 209-0000 or email timeattack@cscs.ca for classification on your specific vehicle.

2.14.2. V8 powered vehicles are not permitted in Production class.

Make	Models Allowed	Models Not Allowed
Acura	All	NSX
Ariel	None	
Audi	(Selected models)	R8, B8 RS, MK3 TT RS, 2015- RS3
BMW	(Selected models)	M3, 4 GTS, CS, F/G-series M, M5, M6, M-badged models, “Competition” models, i8
Chevrolet	All Non-V8 Models	Corvette C5 Z06, C6 Z06, C7 Base
Chrysler/Dodge	All Non-V8 Models	Viper, Viper ACR

Ferrari	None	
Ford	All Non-V8 Models	Cobra, Mustang Cobra, Ford GT, Mustang GT (V8 models)
Honda	All	NSX
Hyundai	All	
Infiniti	All	
Lamborghini	None	
Lexus	All	LFA
Lotus	None	
Mazda	All	
McLaren	None	
Mini	All	
Mitsubishi	All	
Nissan	All	R35 GTR
Pontiac	All	
Porsche	987 Cayman/Boxer or older	All other "Models" Not Allowed
Saab	All	
Scion	All	
Subaru	All	
Toyota	All	MK5 GR Supra
VW	All	

3. **STREET CLASS** ([Street](#), [Street Touring](#), [Street GT](#))

3.1. Street class is designed to allow the competitor the ability to do limited modifications and swaps beyond what Production class permits while staying true within the spirit of a "Street" car, meaning a car that could easily be driven on the street. This class consists of 3 sub-classes: Street, Street Touring, and Street GT. All these sub-classes adhere to the same Rule set & only modifications listed in this section are permitted. The only difference between these sub-classes is the "Index Times" (see rule 3.2).

Note: There will be no more Drivetrain class designations. CSCS reserves the right to challenge any and all vehicle eligibility. It is the responsibility of the entrant to supply all printed material to validate any modification or swaps permitted in the class.

3.1.1. CSCS reserves the right to adjust the sub-class "Index Times" at any time before, during, or after competition.

3.1.2. Break-out: Competitors are only allowed to "Break-out" (go faster) than their "Index Time" during Qualifying sessions. However, all final class changes must be done (approx. 45min.- 1hr) before the last "Qualifying Session" of the Competitor's assigned Run Group, before Time Attack Competition.

3.1.3. Disqualification (DQ): Only applicable to "Street" & "Street Touring" classes – Competitors will be issued a "DQ" if they "Break-out" of their sub-class Index Time during final "Time Attack Competition" (they will not automatically be scored in the next faster class).

3.1.4. "Street GT" class does not have a "Break-out" Index Time. Any competitor can register in the GT or Touring class, regardless if they are slower than the Index Time for the class. However, if a competitor has a time faster than "2 classes" above (E.g. faster than Super Street Touring class Index time), CSCS reserves the right to potentially reclassify this vehicle in a higher class at the next event.

3.1.5. Competitors are encouraged to register in their sub-class based on their most accurate "best predicted lap time." Competitors can change their sub-class at "anytime" (move up, or down) but

only during Qualifying sessions. It is the competitors responsibility to make sure that they are in the most accurate “sub-class”.

3.1.6. Points are non-transferrable between sub-classes (E.g. Street to Street Touring).

3.2. Sub-class Index Times

Index Times – (Toronto Motorsports Park)

Street GT –	1:17.999 and faster
Street Touring –	1:18 to 1:19.999
Street –	1:20 and slower

Index Times – (Mosport DDT)

Street GT –	1:34.999 and faster
Street Touring –	1:35 to 1:37.999
Street –	1:38 and slower

Index Times – (Shannonville Motorsports Park)

Street GT –	<i>To be confirmed</i>
Street Touring –	<i>To be confirmed</i>
Street –	<i>To be confirmed</i>

Index Times – (Grand Bend Motorplex)

Street GT –	<i>To be confirmed</i>
Street Touring –	<i>To be confirmed</i>
Street –	<i>To be confirmed</i>

3.3. Vehicle Eligibility

3.3.1. All cars competing in Street class shall be based on models derived from production street cars available from recognized Global Dealer Networks. Vehicles that are of a limited production type (i.e. Super Cars, Hyper Cars, Sports Racer and kit Cars) are not eligible for Street class.

3.3.2. Production race cars (i.e. Porsche Cup Cars, Ferrari Challenge, and Lamborghini Super Trofeo) are not eligible for Street class.

3.3.3. Tires shall not exceed beyond the body lines when viewed from above. The addition of fender flares and widebody kits is permitted. Fender rolling or flattening of inner fender lips is permitted. All OEM glass must remain in its original location. All OEM trim must remain, except where Street class rules allow for modifications.

3.3.4. List of class eligible Street cars can be found at the end of this set of regulations.

3.4. Approved Body Upgrades and Modifications

3.4.1. All OEM aero devices are approved provided they come from that model/model variant. The addition of an aftermarket rear wing is permitted but must not exceed the width of the body line. For sedans and coupes the aftermarket rear wing may not extend further than five (5”) inches past the most rearward part of the body. Maximum height of the rear wing shall not exceed the roof line’s highest

point.

- 3.4.2. For hatchbacks or wagons the rear wing must not exceed the width of the body line and shall not extend further than five (5") inches past the most rearward part of the body. The maximum height of the rear wing shall not exceed eight (8") inches above the roof line's highest point.
- 3.4.3. Front splitter may be added but are limited to a maximum of five (5") inches in front of the body work. Width of the splitter must be contained within the track width of the front wheels. Front splitters shall not extend back beyond the centerline of the front axles. Aftermarket dive planes (canards) are prohibited. The overall height of the front splitter must not exceed three (3") inches, this includes endplates.
- 3.4.4. Bargeboard style side skirts may only extend inboard to the pinch weld of the chassis and a maximum of 3" outward when viewed from above. When viewed from the side, the overall height of the skirts may not exceed four (4") inches.
- 3.4.5. Floor must remain in stock OEM condition. Custom inner wheel tubs are prohibited. Flat bottom and rear diffuser are prohibited unless OEM fitted to that model/model variant.
- 3.4.6. Interior trim may be modified but not removed to accommodate a roll bar or roll cage. Rear seat may be removed. Interior trim rearwards of the B-pillar may be removed. Headliner must remain. Dash, front door cards, A-pillar trim, and center console must remain.
- 3.4.7. Hood and trunk lid may be replaced with aftermarket carbon or fiberglass type.
- 3.4.8. Doors and all other body work not listed above must remain unmodified OEM. Front bumpers can be slightly modified for intercooler/radiator fitment.
- 3.4.9. Race seats may be installed provided they are approved and in good condition.
- 3.4.10. Seat Belts may be upgraded to a 4 or 6 point type but may only be used in conjunction with an approved race seat. A HANS type device is strongly recommended for use with 4 or 6 point harnesses. Roll over protection is strongly recommended for use with 4 or 6 point harnesses.
- 3.4.11. Roll bar / roll cage may be fitted. Roll bars must be of a four (4) point design. Roll cages must be designed to retain the interior panels required for the class. Full safety gear (helmet, fire proof suit, shoes, and gloves) must be worn with a full roll cage.
- 3.4.12. Battery shall be firmly fastened and the positive (+) terminal covered.
- 3.4.13. OEM Style headlights ("air intake hole" style is prohibited) and tail lights must be retained in unmodified condition and all lights must function.

3.5. Approved Suspension Upgrades

- 3.5.1. Springs are free, the type and number must be as OEM. Coil over kit springs are open.
- 3.5.2. Shocks may be upgraded with a maximum two-way adjustable damper (one bump and one rebound adjuster), no remote reservoirs. The reservoir must be attached / mounted to the shock body from the manufacturer.
- 3.5.3. Suspension bushing may be replaced with a urethane or similar type upgrade.

3.6. Brakes

- 3.6.1. Brake upgrades are free. Brake rotors are free as is brake pad material.
- 3.6.2. Brake cooling ducts are permitted but must fit within the front bumper or splitter with minimal modifications.

3.7. Engine / Power / Fuel Modifications

- 3.7.1. Engine swaps are permitted. No turbo / supercharging V8's allowed in this class. All swaps / upgraded engines must be CSCS approved.
- 3.7.2. Aftermarket performance engine parts are free. ECU's are free.
- 3.7.3. Aftermarket turbo and superchargers are permitted. Aftermarket intercoolers are permitted.
- 3.7.4. Exhaust system is free. Exhaust must exit behind the rear wheels. Exhaust noise (DB) may not exceed specific track limits. External wastegates are permitted.
- 3.7.5. The use of aftermarket aluminum radiator is permitted. Mounting points may be modified to fit a larger radiator. Location must remain in front of the car (i.e. no rear mounted radiators when OEM is front mounted).
- 3.7.6. Fuel must be commercially available with a maximum octane rating of 94. Alternative fuels such as ethanol, natural gas, propane, etc. are not permitted.
- 3.7.7. The addition of a water / meth injection system is prohibited. Water spray is prohibited unless it came from the factory, and must be OEM and in OEM location.

3.8. Transmissions

- 3.8.1. Transmissions swaps are free, however aftermarket transmissions are prohibited. The use of "Sequential or Paddle shift" systems is prohibited unless available as OEM in that model / model variant.
- 3.8.2. Limited slip differential (LSD) OEM or aftermarket may be fitted.

3.9. Tow Hooks

- 3.9.1. Front tow hooks mandatory and must be of a type that is accessible at all times, in some cases aftermarket tow hook may be required. Rear tow hook is strongly recommended. Competitors must be prepared to show officials where to hook on to their car in case of a required tow. It is mandatory to have a place to attach a tow rope to the car. This can be an aftermarket tow hook or factory component.

3.10. Tire Eligibility & Contingency

- 3.10.1. Street Class – Any DOT rated tire is allowed provided the tread wear rating is 200 or higher. However, "only" the following tire listed below is allowed in the class regardless of its tread wear rating.

3.10.2. Street Class - Maximum tire widths are as follows based on drivetrain configuration. If the vehicle came from the Canadian OEM manufacturer with larger tires, contact CSCS for approval.

FWD (regardless of sub-class) - 295 max width

AWD (regardless of sub-class) - 295 max width

RWD (regardless of sub-class) - 295 max width

3.11. Safety Equipment

3.11.1. All Competitors (including passengers) must wear approved helmet. Long pants and closed toe shoes are required. It is recommended that full safety gear be used. When a vehicle is equipped with a roll cage all occupants must be in full safety gear (Approved Helmet, Suit, Shoes & Gloves).

3.12. Street Class Vehicle Eligibility

3.12.1. Not all vehicles are eligible for "Street" class even if they are 100% OEM. Exotics, super cars, limited edition cars are prohibited in this class. Any car(s) that is similar in performance to the list below is also prohibited and will require CSCS approval to compete. If your car is not listed below please contact us (905) 209-0000 or email timeattack@cscs.ca for classification on your specific vehicle.

3.12.2. V8 powered vehicles are not permitted in this class.

Make	Models Allowed	Models Not Allowed
Acura	NA1,NA2 NSX	NSX HYBRID
Ariel	None	
Audi	All	R8, TTRS
BMW	F-Chassis: M2, M3, M4, CS, GTS	Z4 M40i, M5, M8, G-Chassis: M2, M3, M4
Chevrolet	All Non-V8 Models	C5 Z06, C6 Z06, C7 Z06, ZR1
Chrysler/Dodge	All, Non-V8 Models	Viper, ACR Viper
Ferrari	None	
Ford	All Non-V8 Models	Cobra, Mustang Cobra, Ford GT, Mustang GT (V8 Models)
Honda	NA1,NA2 NSX	NSX hybrid
Hyundai	All	
Infiniti	All	
Lamborghini	None	
Lexus	All	LFA
Lotus	(Selected models)	
Mazda	All	
McLaren	None	
Mini	All	
Mitsubishi	All	
Nissan	All	R35 GTR
Pontiac	All	
Porsche	All up to 991 (NA)	991.2 & 992 and following Models: GTS, GT2RS, GT3, GT3RS, GT4, GT4RS, Turbo, Turbo S
Saab	All	
Scion	All	

Subaru	All	
Toyota	All	MK5 GR Supra
VW	All	

4. **SUPER STREET CLASS** (Super Street, Super Street Touring, Super Street GT)

- 4.1. Super Street is designed to allow for extreme modifications and swaps within a limited framework. Extensively modified road cars, V8 powered cars, and “underpowered” race cars are eligible for Super Street. This class consists of 3 sub-classes: Super Street, Super Street Touring, and Super Street GT. All these sub-classes adhere to the same Rule set & only modifications listed in this section are permitted. The only difference between these sub-classes is the “Index Times” (see rule 4.2). Note: There will be no more Drivetrain class designations. CSCS reserves the right to challenge any and all vehicle eligibility. It is the responsibility of the entrant to supply all printed material to validate any modification or swaps permitted in the class.
- 4.1.1. CSCS reserves the right to adjust the sub-class “Index Times” at any time before, during, or after competition.
- 4.1.2. Break-out: Competitors are only allowed to “Break-out” (go faster) than their “Index Time” during Qualifying sessions. However, all final class changes must be done (approx. 45min.- 1hr) before the last “Qualifying Session” of the Competitor’s assigned Run Group, before Time Attack Competition.
- 4.1.3. Disqualification (DQ): Only applicable to “Super Street” & “Super Street Touring” classes – Competitors will be issued a “DQ” if they “Break-out” of their sub-class Index Time during final “Time Attack Competition” (they will not automatically be scored in the next faster class).
- 4.1.4. “Super Street GT” class does not have a “Break-out” Index Time. Any competitor can register in the GT or Touring class, regardless if they are slower than the Index Time for the class. However, if a competitor has a time faster than “classes above” (E.g. faster than Sports Car class Index time), CSCS reserves the right to potentially reclassify this vehicle in a higher class at the next event.
- 4.1.5. Competitors are encouraged to register in their sub-class based on their most accurate “best predicted lap time.” Competitors can change their sub-class at “anytime” (move up, or down) but only during Qualifying sessions. It is the competitors responsibility to make sure that they are in the most accurate “sub-class”.
- 4.1.6. Points are non-transferrable between sub-classes (E.g. Super Street to Super Street Touring).

4.2. **Sub-class Index Times**

Index Times – (Toronto Motorsports Park)

Super Street GT – 1:15.999 and faster
 Super Street Touring 1:16 to 1:17.999
 Super Street – 1:18 and slower

Index Times – (Mosport DDT)

Super Street GT – 1:32.999 and faster
 Super Street Touring 1:33 to 1:35.999
 Super Street – 1:36 and slower

Index Times – (Shannonville Motorsports Park)

Super Street GT – *To be confirmed*
Super Street Touring *To be confirmed*
Super Street – *To be confirmed*

Index Times – (Grand Bend Motorplex)

Super Street GT – *To be confirmed*
Super Street Touring *To be confirmed*
Super Street – *To be confirmed*

4.3. Vehicle Eligibility

- 4.3.1. All cars competing in Super Street shall be based on production street cars. Full tube frame race cars are prohibited. Limited production performance type cars (997 Porsche GT3 RS) may be permitted with series approval.
- 4.3.2. OEM glass may be removed and/or replaced with approved material (polycarbonate, 3mm min. thickness). Front and rear windshields (OEM or approved material) are mandatory.
- 4.3.3. Interior trim may be removed. Dash board must remain in original position but may be modified to accommodate roll cage, gages, data systems and controllers.
- 4.3.4. Flat bottom floors are prohibited. Unless OEM equipment for that model / model variant.

4.4. Approved Body Upgrades and Modifications

- 4.4.1. Rear wing type and design is free.
- 4.4.2. Front splitter type and material is free but may not extend past (rearward) the front axle line.
- 4.4.3. Rear diffuser type and material is free, may not extend forward of the rear axle line. May not extend more than 3 inches rearward of the stock bodywork. May not extend sideways outside of the rear wheels.
- 4.4.4. Body material is free. Body modification (fender flares and widebody) is permitted. Tires shall not be visible and remain inside the body line(s) when viewed from above.
- 4.4.5. OEM glass may be removed and/or replaced with approved material (polycarbonate). Front windshield (OEM or approved material) is mandatory.
- 4.4.6. Race seats are strongly recommended. Race seats must be approved and in good condition.
- 4.4.7. Seat Belts may be upgraded to a 4 or 6 point type and are strongly recommended but may only be used in conjunction with an approved race seat and roll bar or roll cage. A HANS type device is strongly recommended for use with 4 or 6 point harnesses.
- 4.4.8. Roll cage is strongly recommended and may pass through the fire wall. The use of “Roll Bar” padding is strongly recommended.
- 4.4.9. All firewall access holes to accommodate roll cages, cables or hoses must be sealed. Battery shall be firmly fastened and the positive (+) terminal covered. If the battery is moved from the OEM position and relocated inside the car, it must be enclosed in a box, unless it is a sealed battery.

4.5. Suspension

- 4.5.1. Springs are free.
- 4.5.2. Shocks are free.
- 4.5.3. Sway bars are free.
- 4.5.4. Suspension components (bushings, “A” arms, links) are free.

4.6. Brakes

- 4.6.1. Brakes are free.

4.7. Engine / Power / Fuel Modifications

- 4.7.1. Engine swaps and modifications are free.
- 4.7.2. Exhaust system is free. Exhaust noise (dB) may not exceed specific track limits.
- 4.7.3. Fuel is free, must be commercially available.

4.8. Transmission

- 4.8.1. Transmission swaps and aftermarket units are permitted. The use of “Sequential or Paddle shift” systems is prohibited unless available as OEM in that model / model variant.

4.9. Tow Hooks

- 4.9.1. Front and rear tow hooks mandatory. It is mandatory to have a place to easily attach a tow rope to the car. This can be an aftermarket tow hook or factory component.

4.10. Tire Eligibility & Contingency

- 4.10.1. Super Street Class – Any DOT rated Tire & Size is allowed provided the tread wear rating is 100 or higher. However, “only” the following tire listed below is allowed in the class regardless of its tread wear rating.

4.11. Safety

- 4.11.1. All Competitors (including passengers) must wear approved safety gear consisting of approved helmet, suit, shoes and gloves. Each vehicle must be equipped with a minimum 2lb ABC fire extinguisher securely fastened to the vehicle.

4.12. Super Street Class Vehicle Eligibility

4.12.1. Not all vehicles are eligible for “Super Street” class even if they are 100% OEM. Exotics, super cars, limited edition cars are prohibited in this class. Any car(s) that is similar in performance to the list below is also prohibited and will require CSCS approval to compete. If your car is not listed below please contact us (905) 209-0000 or email timeattack@cscs.ca for classification on your specific vehicle.

Make	Models Allowed	Models Not Allowed
Acura	NA1,NA2 NSX	NSX HYBRID
Ariel	None	
Audi	All	R8
BMW	All	
Chevrolet	All	C6 Z06, C7 Z06, ZR1
Chrysler/Dodge	All, Dodge Viper	ACR Viper
Ferrari	None	
Ford	All	Cobra, Mustang Cobra, Ford GT
Honda	NA1,NA2 NSX	NSX hybrid
Hyundai	All	
Infiniti	All	
Lamborghini	None	
Lexus	All	LFA
Lotus	(Selected models)	
Mazda	All	
McLaren	None	
Mini	All	
Mitsubishi	All	
Nissan	All	R35 GTR
Pontiac	All	
Porsche	Up to 991.2 4S only, Cayman GT4 manual (no-PDK), 997 Turbo & Turbo S	GTS, GT2RS, GT3, GT3RS, GT4RS, Turbo, Turbo S
Saab	All	
Scion	All	
Subaru	All	
Toyota	All	
VW	All	

5. SPORTS CAR CLASS (Sports Car, Sports Car GT)

- 5.1. Sports Car Class is designed for modern high-performance/luxury vehicles, super/hyper cars, highly-modified high-performance cars. This class consists of 2 sub-classes: Sports Car, and Sports Car GT. All these sub-classes adhere to the same Rule set & only modifications listed in this section are permitted. The only difference between these sub-classes is the "Index Times" (see rule 5.2). Note: There will be no more Drivetrain class designations. CSCS reserves the right to challenge any and all vehicle eligibility. It is the responsibility of the entrant to supply all printed material to validate any modification or swaps permitted in the class.
- 5.1.1. CSCS reserves the right to adjust the sub-class "Index Times" at any time before, during, or after competition.
- 5.1.2. Break-out: Competitors are only allowed to "Break-out" (go faster) than their "Index Time" during Qualifying sessions. However, all final class changes must be done (approx. 45min.- 1hr) before the last "Qualifying Session" of the Competitor's assigned Run Group, before Time Attack Competition.
- 5.1.3. Disqualification (DQ): Only applicable to "Sports Car" class – Competitors will be issued a "DQ" if they "Break-out" of their sub-class Index Time during final "Time Attack Competition" (they will not automatically be scored in the next faster class).
- 5.1.4. "Sports Car GT" class does not have a "Break-out" Index Time. Any competitor can register in the GT sub-class, regardless if they are slower than the Index Time for the class. However, if a competitor has a time faster than "classes above" (E.g. faster than Unlimited class), CSCS reserves the right to potentially reclassify this vehicle in a higher class at the next event.
- 5.1.5. Competitors are encouraged to register in their sub-class based on their most accurate "best predicted lap time." Competitors can change their sub-class at "anytime" (move up, or down) but only during Qualifying sessions. It is the competitors responsibility to make sure that they are in the most accurate "sub-class".
- 5.1.6. Points are non-transferrable between sub-classes (E.g. Sport Car to Sports Car GT).

5.2. Sub-class Index Times

Index Times – (Toronto Motorsports Park)

Sports Car GT – 1:14.999 and faster
Sports Car – 1:15 and slower

Index Times – (Mosport DDT)

Sports Car GT – 1:31.999 and faster
Sport Car – 1:32 and slower

Index Times – (Shannonville Motorsports Park)

Sports Car GT – *To be confirmed*
Sport Car – *To be confirmed*

Index Times – (Grand Bend Motorplex)

Sports Car GT – *To be confirmed*
Sport Car – *To be confirmed*

5.3. Vehicle Eligibility

- 5.3.1. All cars competing in Sports Car shall be based on production street cars. Full tube frame race cars are prohibited.
- 5.3.2. OEM glass may be removed and/or replaced with approved material (polycarbonate, 3mm min. thickness). Front and rear windshields (OEM or approved material) are mandatory.
- 5.3.3. Interior trim may be removed. Dash board must remain in original position but may be modified to accommodate roll cage, gages, data systems and controllers.
- 5.3.4. Flat bottom floors are prohibited. Unless OEM equipment for that model / model variant.

5.4. Approved Body Upgrades and Modifications

- 5.4.1. Rear wing type and design is free.
- 5.4.2. Front splitter type and material is free but may not extend past (rearward) the front axle line.
- 5.4.3. Rear diffuser type and material is free, may not extend forward of the rear axle line. May not extend more than 3 inches rearward of the stock bodywork. May not extend sideways outside of the rear wheels.
- 5.4.4. Body material is free. Body modification (fender flares and widebody) is permitted. Tires shall not be visible and remain inside the body line(s) when viewed from above.
- 5.4.5. OEM glass may be removed and/or replaced with approved material (polycarbonate). Front windshield (OEM or approved material) is mandatory.
- 5.4.6. Race seats are strongly recommended. Race seats must be approved and in good condition.
- 5.4.7. Seat Belts may be upgraded to a 4 or 6 point type and are strongly recommended but may only be used in conjunction with an approved race seat and roll bar or roll cage. A HANS type device is strongly recommended for use with 4 or 6 point harnesses.
- 5.4.8. Roll cage is strongly recommended and may pass through the fire wall. The use of “Roll Bar” padding is strongly recommended.
- 5.4.9. All firewall access holes to accommodate roll cages, cables or hoses must be sealed. Battery shall be firmly fastened and the positive (+) terminal covered. If the battery is moved from the OEM position and relocated inside the car, it must be enclosed in a box, unless it is a sealed battery.

5.5. Suspension

- 5.5.1. Springs are free.

5.5.2. Shocks are free.

5.5.3. Sway bars are free.

5.5.4. Suspension components (bushings, "A" arms, links) are free.

5.6. Brakes

5.6.1. Brakes are free.

5.7. Engine / Power / Fuel Modifications

5.7.1. Engine swaps and modifications are free.

5.7.2. Exhaust system is free. Exhaust noise (dB) may not exceed specific track limits.

5.7.3. Fuel is free, must be commercially available.

5.8. Transmission

5.8.1. Transmission swaps and aftermarket units are permitted. The use of "Sequential or Paddle shift" systems is prohibited unless available as OEM in that model / model variant.

5.9. Tow Hooks

5.9.1. Front and rear tow hooks mandatory. It is mandatory to have a place to easily attach a tow rope to the car. This can be an aftermarket tow hook or factory component.

5.10. Tire Eligibility

5.10.1. Sports Car Class - Any DOT rated Tire & Size is allowed provided the tread wear rating is 100 or higher.

5.11. Safety

5.11.1. All Competitors (including passengers) must wear approved safety gear consisting of approved helmet, suit, shoes and gloves. Each vehicle must be equipped with a minimum 2lb ABC fire extinguisher securely fastened to the vehicle.

6. UNLIMITED CLASS

6.1. Unlimited is designed for full blown race cars, time attack cars, and factory production built race cars. Modifications are virtually limitless. Despite the free nature of the class, competitors are still obliged to follow the minimum requirements of the class when it comes to both vehicle eligibility and safety. **Note:** **There are no sub-classes for Unlimited, and there will be no more Drivetrain class designations.** CSCS reserves the right to challenge any and all vehicle eligibility.

6.2. Vehicle Eligibility

6.2.1. All cars competing in “Unlimited” shall be based on production street cars. Limited production race cars (i.e. Porsche Cup, Ferrari Challenge, Lamborghini Super Trofeo, etc.) are permitted. Full tube frame race cars are prohibited (i.e. Trans-am race car). Production tube frame vehicles are prohibited (i.e. Ariel Atom), however they are eligible to run in the “Exhibition class” for their own lap record, but there is no championship points for the “Exhibition class”.

6.2.2. OEM glass may be removed and/or replaced with approved material (polycarbonate). Front and rear windshield (OEM or approved material) are mandatory.

6.2.3. Interior trim may be removed.

6.2.4. Flat bottom floors are permitted.

6.3. Approved Body Upgrades and Modifications

6.3.1. Rear wing type and design is free.

6.3.2. Front splitter type and material is free.

6.3.3. Rear diffuser type and material is free.

6.3.4. Body material is free. Body modification is free provided the general shape of the original vehicle remains. Tires shall not be visible and remain inside the body line(s) when viewed from above.

6.3.5. Approved Race seats are mandatory.

6.3.6. Seat Belts, 4 or 6 point type, are mandatory. Belts must be SFI or FIA approved. A HANS type device is strongly recommended.

6.3.7. Roll cage is mandatory. Unless given exemption by CSCS (i.e. McLaren P1). The use of “Roll Bar” padding is strongly recommended.

6.3.8. All firewall access holes to accommodate roll cages, cables or hoses must be sealed. Battery shall be firmly fastened and the positive (+) terminal covered. If the battery is moved from the OEM position and relocated inside the car, it must be enclosed in a box, unless it is a sealed battery.

6.4. Suspension

6.4.1. Springs are free.

6.4.2. Shocks are free.

6.4.3. Sway bars are free.

6.4.4. Suspension components (bushings, "A" arms, and links) are free.

6.5. Brakes

6.5.1. Brakes are free.

6.6. Engine / Power / Fuel Modifications

6.6.1. Engine swaps and modifications are free.

6.6.2. Exhaust system is free.

6.6.3. Fuel is free, must be commercially available.

6.7. Transmission

6.7.1. Transmission swaps and aftermarket units including sequential or paddle shift are permitted.

6.8. Tow Hooks

6.8.1. Front and rear tow hooks mandatory. It is mandatory to have a place to easily attach a tow rope to the car. This can be an aftermarket tow hook or factory component.

6.9. Tires

6.9.1. Unlimited Class - Tire size, manufacturer, and compound are FREE.

6.10. Safety

6.10.1. All Competitors (including passengers) must wear approved safety gear consisting of approved helmet, suit, shoes and gloves. Each vehicle must be equipped with a minimum 2lb ABC fire extinguisher securely fastened to the vehicle.

7. EXHIBITION CLASS

7.1. Exhibition is designed for tube-frame, kit cars, and custom built cars that don't fall under any other classification. Modifications are virtually limitless. Despite the free nature of the class, competitors are still obliged to follow the minimum requirements of the class when it comes to both vehicle eligibility and safety. CSCS reserves the right to challenge any and all vehicle eligibility. There are no Championship points for this class.

7.2. Vehicle Eligibility

7.2.1. All cars competing in "Exhibition" shall be full tube frame, kit cars, or custom-built race cars.

7.3. Approved Body Upgrades and Modifications

7.3.1. Rear wing is free.

7.3.2. Front splitter is free.

7.3.3. Rear diffuser is free.

7.3.4. Body material is free.

7.3.5. Approved Race seats are mandatory.

7.3.6. Seat Belts, 4 or 6 point type, are mandatory. Belts must be SFI or FIA approved. A HANS type device is strongly recommended.

7.3.7. Roll cage is mandatory. Unless given exemption by CSCS (i.e. McLaren P1). The use of "Roll Bar" padding is strongly recommended.

7.3.8. All firewall access holes to accommodate roll cages, cables or hoses must be sealed. Battery shall be firmly fastened and the positive (+) terminal covered. If the battery is moved from the OEM position and relocated inside the car, it must be enclosed in a box, unless it is a sealed battery.

7.4. Suspension

7.4.1. Springs is free.

7.4.2. Shocks is free.

7.5. Brakes

7.5.1. Brakes is free.

7.6. Engine / Power / Fuel Modifications

7.6.1. Engine swaps and modifications is free.

7.6.2. Exhaust system is free.

7.6.3. Fuel is free, must be commercially available.

7.7. Transmission

7.7.1. Transmission is free.

7.8. Tow Hooks

7.8.1. Front and rear tow hooks mandatory. It is mandatory to have a place to easily attach a tow rope to the car. This can be an aftermarket tow hook or factory component.

7.9. Tires

7.9.1. Exhibition Class - Tire size, manufacturer, and compound are FREE.

7.10. Safety

7.10.1. All Competitors (including passengers) must wear approved safety gear consisting of approved helmet, suit, shoes and gloves. Each vehicle must be equipped with a minimum 2lb ABC fire extinguisher securely fastened to the vehicle.