Technical Regulations

2026

Contents

1 General

1.1 The following document lists the technical rules and regulations that all entrants must refer to, and abide by, to run a car legally in Performance Cup Canada. The technical regulations are as written. If there is a technical opportunity not covered in this document, it should be presumed illegal. If any clarification is needed, please issue all technical inquiries to the Performance Cup Canada Chief Technical Official at Performancecup@outlook.com

1.2 Performance Cup Canada retains the right to make amendments to this document at any time, and for any purpose; including but not limited to: adding ruleset clarification, adding additional rules or technical clarifications and adjusting the existing ruleset configuration based on new data.

1.3 Performance Cup Canada retains the right to refuse any entry solely at their own discretion. If any entrant is caught in breach of the rules and regulations listed in this document, Performance Cup Canada retains the right to expel that entrant/team/team member from the series at any time.

1.4 It is the responsibility of the entrants to ensure that their car meets all rules and regulations listed in this document. If a car does not meet the technical requirements, it can be deemed unfit to participate in official sessions and is therefore prohibited from competing in Performance Cup Canada until the technical regulations are met.

1.5 All cars must undergo a thorough technical examination at the beginning of the season or before your first official Performance Canada Cup on-track session of that calendar year. All cars that have passed the technical inspection will receive an inspection sticker placed on the driver’s side roll cage, behind the driver’s head.

1.6 Single race or event exemptions can be granted SOLELY at the discretion of the Performance Cup Canada Chief Technical Official, provided they are deemed as not providing a competitive advantage.

1.7 Performance Cup Canada retains the right to conduct an inspection of any car, at any time, during the events official schedule.

1.8 If any rule within the regulation’s conflicts with another, or is potentially contradictory due to exceptional circumstances, please bring this to the attention of the Performance

Cup Canada Chief Technical Official so the ruleset can be amended to ensure that your car will remain legal. If a rule is subject to interpretation, it is always the Chief Technical Officials interpretation that takes precedence.

1.9 If an entrant is unsure if a new component meets the technical regulations, it is recommended to contact the Chief Technical Official (performancecup@outlook.com) to open a line of communication, and have any questions answered prior to the next event. The entrant may bring the part in question with them to the race weekend, and promptly have it inspected by technical officials. The legality of the part is entirely up to the Chief Technical Officials discretion. If this reveals a gap in the existing ruleset, it will be promptly amended.

1.10 Headings in this document are for ease of reference and are not part of the Technical Regulations

2 Requests and Protests

2.1 Special requests for modifications or exemptions from specific rules can be made, so long as requests are submitted at least 7 days prior to the first official on-track session in which they are expected to be implemented. All requests are subject to review by the Performance Cup Canada Chief Technical Official and can be denied at their discretion.

2.2 All special requests that are granted expire at the end of that calendar year. These requests will have to be re-submitted for review before the start of each race season.

2.3 All modifications or exemptions granted that fall outside the agreed upon ruleset within this document will be made public on all BoP Technical Bulletins until such modification or exemption is no longer in effect.

2.4 Teams and drivers have up to 1 hour after a sessions results are made official to file protests. Unless special extensions are granted by the race director, any protests filed after 1 hour will be rejected

3 Professionalism

3.1 Performance Cup Canada aims to bridge the gap between Amateur and Professional motorsports. Entrants and crew are expected to abide by *the* sporting regulations and the code of conduct signed by the entrant at all times.

3.2 Cars must arrive at each race weekend in an undamaged, clean and presentable state

3.3 All body panels, custom components visible from the exterior of the car shall be painted or wrapped, free of any primer or bare metal or aluminum. Any untreated aluminum must be polished and in a clean and presentable state.

3.4 Carbon Fibre or Fibreglass components do not require painting or wrapping provided the panels have not received excessive sun or weather damage

3.5 Cars are expected to locate and place all stickers provided and presented in the style guide on the car in a presentable fashion

3.6 If the style guide cannot be completed as demonstrated, stickers may be placed in the next most available location to the immediate left, right, upwards or downwards location, remaining visible from the angle presented in the style guide.

3.7 Stickers may not be modified, altered, cut or tampered with in any way, and must be presented and uncovered during all official sessions.

3.8 Cars involved in on track incidents which damage official stickers must notify Performance Cup Canada officials.

3.8.1 If damage occurs during the race weekend, the entrant must inform Performance Cup Canada officials prior to any upcoming sessions

3.8.2 If damage occurs during the final session of a race weekend, the entrant must inform Performance Cup Canada officials before the upcoming race weekend so replacements can be provided

3.9 Cars that receive damage in the promoter test day, or official sessions and do not have replacement panels must do their best to straighten repair remove damage and clean broken panels. Performance Cup Canada is aware that not all teams may have replacement parts available in the event of a crash, but do expect teams and entrants to make the cars safe, presentable, and professional. All cars involved in accidents may be required to undergo further scrutineering at the race director or chief technical officials discretion

4 Performance Declarations and Spec Sheets

4.1 All entrants are required to submit a completed Performance Declaration including the latest available Dynamometer report that is representative of the on-track performance level of the car. The report must be submitted a minimum of 5 days prior the cars first official on-track session on the registration form on the website

4.2 The entrant is responsible for providing the most recent representative Dynamometer report along with an updated Performance Declaration anytime a change is made. New dyno submissions must be submitted by email to the Chief Technical Official at Performancecup@outlook.com

4.3 The minimum weight of any vehicle is always measured “as it comes off the track”. This will include all fluids at operating levels at the conclusion of the session. Remaining fuel, the driver’s weight and all required driver safety gear as the car exited the track. Crew are only permitted to touch the car for adjusting the tire pressures to 30 Psi, this may only be done while being observed by a Performance Cup Canada official. Loose objects and crew may not contact the car, and crew may not put any loose objects in or on the vehicle until the conclusion of the weigh in.

5 Chassis Eligibility

GRAND TOURING	TOURING	STREET TOURING
Must be either front-wheel drive or rear-wheel drive. All-wheel drive or four-wheel drive cars are NOT permitted.	Must be either front-wheel drive or rear-wheel drive. All-wheel drive or four-wheel drive cars are NOT permitted.	Must be either front-wheel drive or rear-wheel drive. All-wheel drive or four-wheel drive cars are NOT permitted.
Power to Weight ratio of 10 LBS per PWR (300hp x 10 lbs = 3000 lbs minimum weight)	Power to Weight ratio of 14 LBS per PWR (200hp x 14 lbs = 2800 lbs minimum weight)	Power to Weight ratio of 22 LBS per PWR (120hp x 22 lbs = 2640 lbs minimum weight)
Recommended for vehicles from 400-250 Horsepower	Recommended for vehicles from 250-150 Horsepower	Recommended for vehicles from 150 Horsepower and under
If the torque value submitted on the declaration exceeds 115% of the maximum declared horsepower and exceeds 115% in post race inspections, the max torque figure will be used for all power calculations	If the torque value submitted on the declaration exceeds 115% of the maximum declared horsepower and exceeds 115% in post race inspections, the max torque figure will be used for all power calculations	If the torque value submitted on the declaration exceeds 115% of the maximum declared horsepower and exceeds 115% in post race inspections, the max torque figure will be used for all power calculations
Tube frame cars are NOT permitted. Open-wheel cars are NOT	Tube frame cars are NOT permitted. Open-wheel cars are NOT	Tube frame cars are NOT permitted. Open-wheel cars are NOT

permitted. Carbon Monocoques are NOT permitted unless it is a full line production car and is in OEM condition.	permitted. Carbon Monocoques are NOT permitted unless it is a full line production car and is in OEM condition.	permitted. Carbon Monocoques are NOT permitted unless it is a full line production car and is in OEM condition.
Vehicle chassis must not have a production date older than 1990, and must weigh less than 4000 Lbs	Vehicle chassis must not have a production date older than 1990, and must weigh less than 4000 Lbs	Vehicle chassis must not have a production date older than 1990, and must weigh less than 4000 Lbs

6 Drivetrain and Powertrain

6.1 Although all-wheel drive and four-wheel drive vehicles are prohibited, entrants are permitted to convert AWD vehicles to either front-wheel drive or rear-wheel drive. All vehicles subject to such conversions must demonstrate that it has been done permanently and must declare either rear-wheel drive or front-wheel drive on their Performance Declaration.

6.2 All vehicles driven by electric motors are prohibited. This includes hybrids and energy recovery systems.

6.3 Engine swaps are permitted. Engine and drivetrain layout must remain the same as OEM. “FWD vs RWD” “Front engine vs Mid engine vs Rear engine”

6.4 Exhaust system modification is open. Exhaust systems must be securely mounted at multiple points. Any singular mounting point failure may not result in total system detachment. All exhaust systems must not exceed the track-mandated sound limit. Exhaust systems may not exceed the furthest point of the rear bodywork

6.5 All transmission types are permitted.

6.6 All cars must be able to start on their own, at any time, without assistance from boosters or pushing.

7 Body, Chassis and Roll cage

7.1 All OEM openings such as doors, hoods and trunks must remain functional. The addition of new openings that provide direct passenger compartment access are not permitted.

7.2 All door locks must be removed or disabled. Factory hood and trunk latches are permitted, provided they are operable from outside the vehicle and are appropriately marked.

7.3 All sharp edges in the cockpit and driver compartment must be covered.

7.4 Glass may be replaced with LEXAN.

7.5 Glass openings in the roof are not permitted I.E. “sunroof or moonroof”. Glass must be replaced with Lexan, metal or suitable composite.

7.6 All vehicles must have front and rear windscreens. Driver and passenger windows must always remain open while on track. Rear passenger windows must remain closed. If windscreens are LEXAN, they must have appropriate banding and/or reinforcements. LEXAN front windscreens must be 1/4” (6mm) thick or more. Windscreens must remain fully intact, free of holes or cracks

7.7 Vehicles must have at minimum, exterior mirrors on both driver and passenger side. It is highly recommended to have mirrors inside the vehicle as well. Exterior mirrors must be OEM.

7.8 Rear view cameras are permitted; however, they cannot replace exterior mirrors.

7.9 Unibody chassis or frame alteration is limited. A vehicles unibody chassis or frame may not be altered or compromised in any way. Limited modification may be permitted for engine/transmission swaps, seat fittings and fuel cells.

7.10 Unibody chassis and frame reinforcement is permitted provided it does not conflict with other rules.

7.11 It is permitted to alter the unibody chassis for the installation of a fuel cell or seat, however the integrity of the chassis cannot be compromised and as such, appropriate chassis reinforcement may be necessary.

7.12 The front and rear “crash bars” or “bumper beams” may be replaced with alternatives that provide equal or greater strength. The attachment points cannot be altered or moved.

7.13 All vehicles must have a firewall between the engine compartment and passenger compartment. Firewalls must be completely sealed to prevent any fluids or gases from entering the passenger compartment. All pass throughs for mechanical and wires must be sealed.

7.14 Passenger compartments must be sealed from debris under the car. No gaps or holes to the outside are permitted. Drain holes with a diameter of 1/4” (6mm) or less are

permitted. Any mechanical or electrical pass throughs must be sealed to a maximum hole diameter of 1/4” (6mm).

7.15 If the trunk or rear storage compartment of a vehicle is not separated from the passenger compartment by a firewall, it is deemed as part of the passenger compartment.

7.16 All vehicles must have a dashboard that covers all loose wiring and electronics. OEM dashboards are encouraged, however aftermarket replacements are permitted, provided they are made of suitable materials and serve that same purpose.

7.17 Bumper covers must be of OEM shape and style. Aftermarket parts are permitted provided they resemble the OEM unit and serve the same purpose.

7.18 OEM suspension location cannot be modified. Non-OEM subframes are permitted, provided they are of equal of greater strength than OEM and do not change the layout or configuration of the suspension geometry. Mounting point reinforcement is permitted. Suspension components may be replaced with aftermarket alternatives provided the mounting points on the OEM subframe are not modified

7.19 Exhaust systems must exit outside the passenger compartment aft of the driver’s seat.

7.20 Open top cars are permitted provided all soft tops and related mounting hardware is permanently removed. Hardtop cars are permitted provided they are permanently fastened to the vehicle. Any hardtop vehicle with an opening in the roof such as a “sun roof” must have the opening permanently fastened and secure as detailed in section 7.5

7.21 Vehicles must be fitted with at minimum, 1 working front windscreen wiper that clears the view of the driver. The wiper must be functional at all times.

7.22 Ballast must be composed of lead or cast Iron steel, and located within the bodywork of the vehicle. Ballast segments may not exceed more than 50 lbs per segment. Each segment shall be secured with a minimum of two (2) one-half (1/2) inch bolts and positive lock nuts of SAE Grade 5/Metric 8.8 or better, and shall utilize large-diameter, load distributing washers. Should the total amount of ballast in the vehicle exceed 300 lbs, please consult the chief technical director. For further information on ballast, consult Appendix M, Section 7 of the CASC road racing regulations linked here:

https://casc.on.ca/road-racing/rules

8 Brakes

8.1 Cars must have fully functional brakes on all 4 wheels.

8.2 ABS systems and brake bias control systems are permitted.

8.3 Carbon or ceramic brake rotors are not permitted.

9 Wiring, Battery and Electronics

9.1 Switches may be added or removed. All functional switches required for safe vehicle operation must always be accessible to the driver.

9.2 All wiring must be done in a safe manner. All positive (+) wires and their terminations may not show any exposed conductor. It is recommended that all circuits be fused.-

9.3 Battery types are open. Acid or any vented wet cell batteries must be contained in a nonconductive enclosure. Un-covered positive terminals are considered exposed conductors and must be well isolated. Lithium batteries require the following decal to be placed next to the Fire System decal.

Small lithium-ion batteries used to power low voltage circuits not hardwired to the vehicle such as cameras or radios do not need to be marked.

9.4 All batteries must be secured in such a way that in the event of a collision or rollover, the battery must be completely immobile.

9.5 The use of an aftermarket ECU is permitted.

9.6 All vehicles must have fully functional headlights and taillights. Lights must be OEM in nature. Lights can be replaced with an aftermarket alternative, provided they are the same shape, size and location and serve the same purpose. Glass lights must be replaced. If no other option exists, lights must be taped or wrapped clear to contain all broken glass.

9.7 Headlights and tail lights must be fully functional during every official on track session. Headlights and tail lights are required to be ON, in their low beam setting, during all rain or low light sessions such as heavy overcast, dawn/dusk or night. All vehicles must use OEM shaped housings, in the OEM location. The use of upgraded aftermarket housings

for better light performance is permitted, provided they retain the OEM shape and placement. All vehicles must have 2 headlights and 2 tail lights

9.8 Brake lights must be functional during every on track session. A minimum of 1 working brake light is mandatory at all times.

9.9 An FIA homologated rain light is mandatory and must always be fully functional. Rain lights must be ON during any session with reduced visibility such as rain or fog. They are not required to be on at night, provided visibility is clear. Rain lights must be switched and be set to blink when ON.

9.10 Rain lights must be positioned along the vertical centerline of the car below the rear windscreen and above the rear axle height.

9.11 All electronics should be rendered water resistant. Performance Cup Canada races rain or shine and with open windows.

9.12 The use of devices, hardware or software, to manually or wirelessly switch or alter ECU or sensor programming to increase performance during an official session is strictly prohibited. This does not affect the use of ABS, Traction Control or Stability Control systems.

9.13 All cars shall be equipped with a functional AMB TranX 260 or MyLaps TR2 Car/Bike or MyLaps X2 Car/Bike transponder for timing purposes.

10 Fuel System and Cooling System

10.1 Fuel cells are permitted, Rotary molded fuel cells are prohibited. They must be FIA compliant and in perfect working condition. Reference Article 14, found in FIA 2025 Appendix J – Article 253
https://api.fia.com/system/files/documents/253_2025_wmsc_2025.06.10_pj-aba.pdf

10.2 All fuel, cooling and oil lines that run inside the passenger compartment must be enclosed in metal shielding unless OEM. The use of braided AN line and fittings is highly recommended. Does not apply to Cool Suit systems.

10.3 Fuel system vents must be directed outside the passenger compartment and away from all high temperature components and potential ignition sources.

10.4 If an OEM fuel tank is used, it cannot be altered in any way and must remain in the original location.

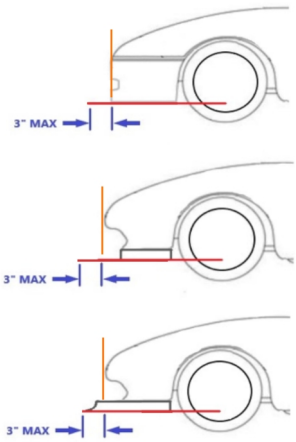
10.5 Cars who declare 94 octane or lower are free to use the fuel brand of their choosing. The fuel must be used in the car as purchased, and may not contain any additives, enhancers, or modifiers.

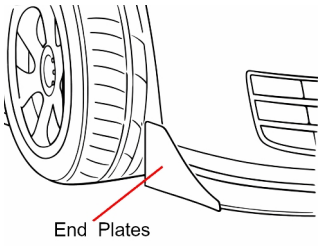
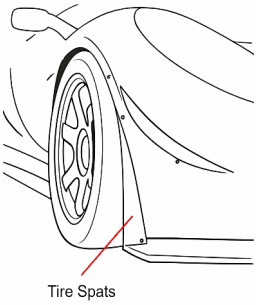
10.6 Cars who declare 95 octane or higher must use the spec fuel provided by the series. See the fuel order form in the registration page

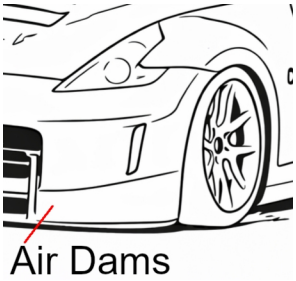
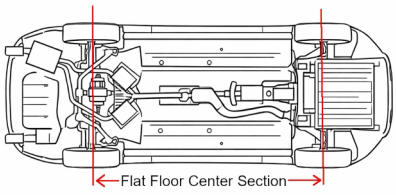
10.7 Anti-freeze or glycol-based coolants are prohibited. All cars must use water-based coolants. Additives such as Water Wetter are permitted.

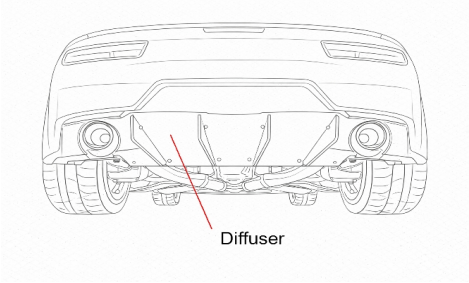
11 Aerodynamic Surfaces

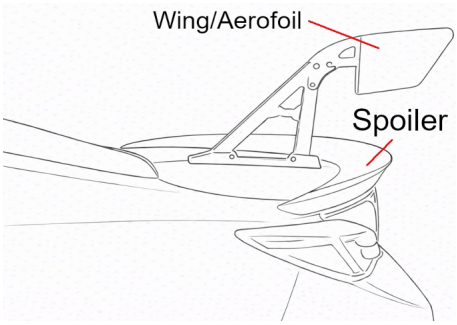
11.1 Active aerodynamic surfaces are not permitted. All aerodynamic surfaces and their accompanying assemblies/supports must be completely static.

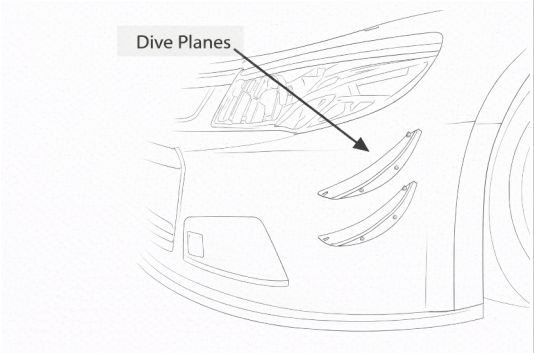
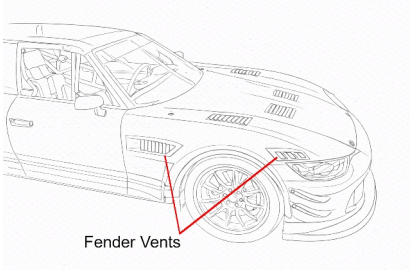
Grand Sport	Touring	Street Touring
Front Splitters 		
Front splitters are permitted. Splitters must not extend further back then the centerline of the front wheels. Splitters must not protrude more than 3 inches (76.2mm) beyond the bumper front and	Front splitters are permitted. Splitters must not extend further back then the centerline of the front wheels. Splitters must not protrude more than 3 inches (76.2mm) beyond the bumper front and	Front splitters are NOT permitted unless OEM.

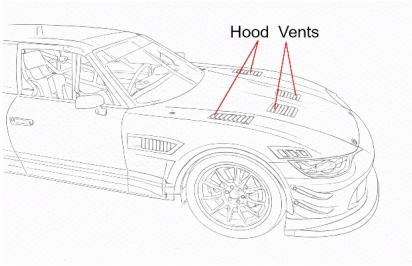
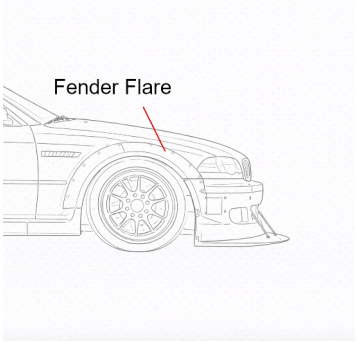
Grand Sport	Touring	Street Touring
1 inch beyond the bumper side. Viewed from top down. Splitter dimensions can be measured from an air dam if present. (3 inches or 76.2mm forward of the air dam) Splitter tunnels/ramps are permitted. Maximum of 2. Must be simple in design, single plane, no strakes or vortex generators. When viewed from the top down, all corners of the main splitter plane must be rounded and exceed a radius of 1 inch (25.4mm). Minimum splitter ground clearance is 3 inches (76.2mm) measured at its lowest point with all 4 tires measuring 30 Psi.	1 inch beyond the bumper side. Viewed from top down. Splitter tunnels are NOT permitted. When viewed from the top down, all corners of the main splitter plane must be rounded and exceed a radius of 1 inch (25,4mm). Minimum splitter ground clearance is 3 inches (76.2mm) measured at its lowest point with all 4 tires measuring 30 Psi.	
End Plates and Tire Spats		
Splitter end plates and tire spats are permitted. These must be standalone items and cannot be part of the splitters support system. (The loss of one cannot structurally	Splitter end plates and tire spats are NOT permitted	Splitter end plates and tire spats are NOT permitted

Grand Sport	Touring	Street Touring
weaken the other) Splitter end plates may not exceed 36 sq/in (232.25 sq/cm) each. End plates or tire spats may not protrude past the vertical line created by the side of the splitter.		
Air Dams		
Air dams are permitted. Air dams must conform to the general bumper shape. Air dams cannot exceed 8 inches in height. Minimum air dam ground clearance is 3 inches (76.2mm) measured at its lowest point.	Air dams are permitted. Air dams must conform to the general bumper shape. Air dams cannot exceed 8 inches in height. Minimum air dam ground clearance is 3 inches (76.2mm) measured at its lowest point.	Air dams are NOT permitted.
Flat Floors and Center Section		
Flat floors are NOT permitted.	Flat floors are NOT permitted.	Flat floors are NOT permitted.

Grand Sport	Touring	Street Touring
All under floor space between the front and rear wheels must remain OEM. Measured from wheel centerlines. Flat floors are defined as any surface that encloses the driveline/exhaust tunnel and/or rear drivetrain assembly ahead of the rear wheel centerline. OEM panels covering the floors beneath the driver and passenger seat or permitted. OEM panels covering underneath the powertrain are permitted.	All under floor space between the front and rear axles must remain OEM.	All under floor space between the front and rear axles must remain OEM.
Minimum side skirt ground clearance is 3 inches (76.2mm) measured at its lowest point.	Minimum side skirt ground clearance is 3 inches (76.2mm) measured at its lowest point.	Minimum side skirt ground clearance is 3 inches (76.2mm) measured at its lowest point.
Rear Diffusers 		
Rear diffusers are permitted. Diffusers cannot extend forward of the rear wheel centerline. Diffusers cannot extend beyond the width of the rear bumper. Viewed from top down. Diffusers may have strakes or dividers. They cannot extend	Rear diffusers are NOT permitted unless OEM.	Rear diffusers are NOT permitted unless OEM.

Grand Sport	Touring	Street Touring
lower than the lowest point of the main diffuser plane. No part of the diffuser assembly can protrude more than the furthest rearward point of the rear bumper. Minimum diffuser ground clearance is 3 inches (76.2mm) measured at its lowest point. The use of high velocity gasses to energize the diffuser airstream beyond the natural airstream velocity is prohibited. E.g. no blown diffusers of any kind.		
Rear Wings, Spoilers and Lips 		
Rear aerofoils, spoilers or lips are permitted. Aerofoils must be static. Multi-plane aerofoils are permitted. Gurney flaps are permitted. The aerofoil must be no wider than the width of the rear bodywork when viewed from top down. The aerofoil must not	Rear aerofoils, spoilers or lips are permitted. Aerofoils must be static. Multi-plane aerofoils are prohibited. Gurney flaps are permitted. The aerofoil must be no wider than the width of the rear bodywork when viewed from top down. The aerofoil must not	Rear aerofoils, spoilers and lips are NOT permitted unless OEM.

Grand Sport	Touring	Street Touring
protrude aft of the most rearward point of the rear bumper when viewed from top down. The aerofoil may extend up to 4 inches (101.2mm) above the highest point of the roofline. In the case of open top cars, the aerofoil height will be measured from the top of the windscreen frame. End plate size is limited to 144 sq/in (929 sq/cm) each.	protrude aft of the most rearward point of the rear bumper when viewed from top down. The aerofoil may extend up to 4 inches (101.2mm) above the highest point of the roofline. In the case of open top cars, the aerofoil height will be measured from the top of the windscreen frame. End plate size is limited to 144 sq/in (929 sq/cm) each.	
Canards and Dive planes 		
Dive planes/Canards are permitted Must not protrude more than 1 inch (25.4mm) beyond the bodywork to which they're fastened.	Dive planes/Canards are NOT permitted	Dive planes/Canards are NOT permitted
Fender Vents 		
Fender vents are permitted	Fender vents are NOT permitted	Fender vents are NOT permitted

Grand Sport	Touring	Street Touring
Openings in vender vents must be small enough to not allow the passage of any item larger than 5/8 inch (15.87mm) in diameter. The use of a mesh screen is recommended.		
Hood Vents 		
Hood vents are permitted The use of a mesh screen is recommended to prevent entry or egress of large foreign materials.	Hood vents are permitted The use of a mesh screen is recommended to prevent entry or egress of large foreign materials.	Hood vents are NOT permitted
Fender Flares and Widebody Kits 		
Fender flares and widebody kits are permitted.	Fender flares and widebody kits are permitted	Fender flares and widebody kits are NOT permitted

12 Wheels and Bodywork

12.1 Tires must be inside the wheel arches. A tire will be deemed inside the arch if when the steering wheel is turned straight, the measurement is taken from the outer most point of the tire from the centerline of the wheel horizontally passed the bodywork. From this horizontal measurement, a go/ nogo gauge shall be rotated upwards towards the top of the arch, returning 180 degrees to level position. If the go/ nogo gauge makes contact with the bodywork, the tire is considered contained within the wheel arch.

12.2 Carbon wheels are not permitted.

12.3 Spacers are permitted.

13 On Board Cameras and Media

13.1 On Board cameras such as GoPro's and video loggers are permitted anywhere inside the passenger compartment. They are NOT permitted on the exterior of the vehicle unless permanently fastened and in a location that is not likely to see contact.

13.2 Performance Cup Canada mandates that all cars must have forward-facing on-board video where both the steering wheel and forward view through the windshield remains unobstructed. Performance Cup Canada may request video from any onboard camera, from any official on track session, at any time. Video may be used to review on track incidents as well as BoP related questions.

13.3 Although a forward-facing camera is mandatory, other cameras are also permitted. The use of all on-board camera footage for media purposes is permissible, provided it is not used with malintent towards other competitors or Performance Cup Canada.

14 Safety

14.1 All steering locking systems must be removed or completely disabled.

14.2 All OEM supplemental restraint systems (SRS) must be removed or completely disabled. This includes but is not limited to airbags and seatbelts.

14.3 The use of a safety harness is mandatory. Harnesses must comply with Article 6, found in FIA 2025 Appendix J – Article 253
https://api.fia.com/system/files/documents/253_2025_wmsc_2025.06.10_pj-aba.pdf

14.4 All cars must have a fire suppression system. Fire systems must have at minimum 1 nozzle facing the driver and 1 nozzle in the engine compartment. Fire bottles and mounting must comply with Article 7, found in FIA 2025 Appendix J – Article 253 https://api.fia.com/system/files/documents/253_2025_wmsc_2025.06.10_pj-aba.pdf Fire systems must have pull handles that are always accessible by both the driver when seated and harnessed, and from the exterior of the vehicle without the need to lean inside the passenger compartment. Pull handles must be clearly marked by the following symbol.

14.5 Roll cages are mandatory and must be FIA compliant. Roll cages that have been certified by other race series may be accepted SOLELY at the discretion of the Performance Cup Canada Chief Technical Official.

14.6 All roll cages must comply with the regulations set in Appendix J of the FIA safety cages document listed here.

https://www.fia.com/sites/default/files/253_16-17_chap_8_wmsc_04.03.2016-updated_21.03.2016corrected_17.06.2016.pdf

14.7 Roll bar padding must be SFI Specification 45.1 compliant.

https://www.sfifoundation.com/wp-content/pdfs/specs/Spec_45.1_081105.pdf

14.8 Window nets are mandatory and must comply with Article 11.2, found in FIA 2025 Appendix J – Article 253

| Federation Internationale de l'Automobile

14.9 A positive locking fuel filler cap shall be used and fuel pick-up openings and lines, breather vents, and fuel filler lines shall be designed and installed so that if the car is partially or totally inverted, fuel shall not escape. Fuel tank vents shall vent outside the car and not through the roll cage structure. All fuel lines, filler openings, and vents be incorporated in a single fitting located at the top of the fuel tank. For further information on fuel venting and fuel lines, Consult Appendix M, Section 18 of the CASC Road racing regulations linked here:

https://casc.on.ca/road-racing/rules

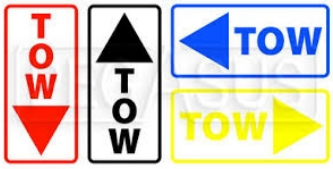
14.10 All engine crankcase breathers, whether directly or indirectly ventilating the crankcase, and all transmission/transaxle breathers shall be equipped with oil catch tanks. All oil

catch tanks shall not be mounted in the driver/ passenger compartment. A metal bulkhead shall prevent exposure of the driver to oil spillage. Crankcase vacuum breathers that pass through the oil catch tank(s) to exhaust systems or vacuum devices that connect directly to exhaust systems are prohibited. For further information on catch tanks and breathers, Consult Appendix M, section 19 of the CASC road racing regulations linked here:

https://casc.on.ca/road-racing/rules

14.11 All cars shall have a towing eye or strap, accessible from front and rear, which does not dangerously protrude from the bodywork when a car is racing, to be used for hauling the car. These towing devices shall be welded or bolted to the frame, roll cage or other significant structure. Welds for towing devices shall be of the same quality as required on the main roll cage/hoop. Tow eyes that are bolted shall be attached to the frame or other significant structure. The minimum acceptable bolts shall be SAE Grade 5 of 3/8 in diameter. Tow straps shall come from a recognized manufacturer and shall be designed for motorsport application, and be identifiable by one of the stickers below. For further information on Towing eyes/straps, Consult Appendix M, section 19 of the CASC road racing regulations linked here:

https://casc.on.ca/road-racing/rules



14.12 All cars must be fitted with a kill switch that cuts all electrical circuits, battery, alternator, ignition, and must stop the engine. Kill switches must always be accessible by both the driver when seated and harnessed, and from the exterior of the vehicle without the need to lean inside the passenger compartment. Kill switches must be clearly marked by the following symbol.

14.13 All cars must be equipped with an FIA or SFI compliant competition seat. Seats must meet Current FIA or SFI homologation standards.

- 8855-1999 Competition Seats
- 8855-2021 Competition Seats
- 8862-2009 Advanced Seats
- SFI Specification 39.2

https://www.fia.com/safety-equipment-homologation

https://www.sfifoundation.com/wp-content/pdfs/specs/Spec_39.2.pdf

14.14 All driver safety equipment must be current and must be FIA or SFI compliant. Driver safety equipment worn by competitors must comply with Appendix I, sections 1-5 of the CASC Race regulations. All gear must be in good condition, free from compromising damage of any kind.

https://casc.on.ca/road-racing/rules

https://www.fia.com/safety-equipment-homologation

https://sfifoundation.com/protectivegearrestraintsnets/

15 Balance of Performance (BoP)

15.1 Performance Cup Canada regulates vehicle competitiveness through a class-specific power-to-weight-ratio framework, which serves as the primary control variable for establishing and maintaining performance parity across all categories. This ratio defines the foundational classification architecture for the series and functions as the baseline constraint for all eligible platforms. Complementing this methodology, the series integrates an AI-driven Balance of Performance (BoP) model that processes multi-source vehicle data, including engine output characteristics, mass distribution properties, aerodynamic efficiency metrics, and validated on-track performance telemetry. The AI system utilizes standardized computational algorithms and normalization procedures to produce objective, repeatable adjustment values. These outputs ensure that each vehicle operates within the prescribed performance envelope for its designated class, while maintaining technical fairness, regulatory consistency, and cross-platform equivalency.

The following is a list of possible related BoP adjustments and modifications:

- ride height,
- front and rear camber minimum and maximum
- wheelbase,
- engine air intake or restrictor plates,
- engine mapping or tuning,
- Fuel octane,
- RPM restrictions,
- boost pressure,
- aerodynamic surfaces,
- ballast

15.2 To ensure clarity and good communication, all competitors BoP will be made public. It is the responsibility of Performance Cup Canada to ensure that a new BoP Technical Bulletin is made public with every change or amendment.

15.3 For the purpose of fairness and transparency, all BoP data and performance requirements for every car will be made public to every competitor, along with accompanying rationale given for the requirements and changes.

15.4 Cars of the same make and model falling under the “Homologation” performance modifier of section 16 will have BoP changes made in unison and conformity for the make and model given.

15.5 Performance Cup Canada will work with teams to find the correct solution to a BoP issue. However, it is still the Performance Cup Canada Chief Technical Official that has final determination of BoP requirements.

15.6 The power to weight formula is expected to get all competitors into a narrowed range of car performance. The BoP process is used to further calibrate car competitiveness.

15.7 BoP adjustments can be implemented at any time during an events official schedule. It is the responsibility of the entrant to ensure that they have the necessary provisions to meet the new requirements before the next on-track session. For all BoP adjustments made post official events, Performance Cup Canada is expected to make the updated BoP Technical Bulletin public in a timely manner. This is usually possible within 5-10 business days of the last official session. The series officials understand that large BoP adjustments can sometimes require lead time on the part of the teams, and the series will do its best to work with teams on this matter.

15.8 To ensure all cars are held to their respective power to weight ratios, Performance Cup Canada will ensure that both a Dynamometer and a set of calibrated weigh scales are provided on site and are made available to competitors throughout the duration of all official events.

15.9 Performance Cup Canada retains the right to call on any car, at any time during the official event schedule, to be measured on either the Dynamometer or weigh scales. The weight reported by the official series weigh scales will be taken as final. All other weigh scales will be considered obsolete and illegitimate for the purposes of BoP.

15.10 Cars competing in Performance Cup Canada must have only one map/tune loaded on to the ECU during an official event. If more than one ECU map is found on the ECU, all maps will be tested. The map/tune that provides the highest horsepower readings will be recorded as the official Dynamometer results.

15.11 Entrants are allowed to use and tune on the Dynamometer of their choosing, however, in the case of any disparity between reports, it is the series Dynamometer report that will

take precedence. The Dynamometer used by the series will be available between official events to all competitors privately at the scheduling discretion and pricing set by the Dynamometer owner/operators.

15.12 All submitted Dynamometer reports must use SAE J1349 International Standard correction factor. All reports must include team name, car number, date, atmospheric conditions, and horsepower and torque figures along with a graph representing their relationship to each other as well as to the vehicles RPM. The test must be data logged, and all series mandated Channels must be populated (GPS Channels excluded)

15.13 To collect all necessary data needed to make BoP adjustments, all cars are required to utilize either AIM or Motec data acquisition systems. Performance Cup Canada may request submission of data from any official on track session or Dynamometer run. Mandatory data logged channels, and their required names are the following:

Channel	**Minimum Frequency (Hz)**	**Name**	**Details**
GPS Speed	10	GPS Speed	Must be in KP/H
RPM	10	RPM	
Throttle Position Sensor	10	TPS	
Throttle Pedal Position Sensor	10	PPS	
Boost Pressure	10	Boost	Measured is PSI Does not apply to naturally aspirated engines
Wheel Speed Sensors	10	Front Left = FL Front Right = FR Rear Left = RL Rear Right = RR	From 1 or all wheels if available
GPS Lateral G-Force Data	10	GPS G Lat	
GPS Longitudinal G-Force Data	10	GPS G Long	

15.14 It is the responsibility of the entrants to ensure that all sensors and devices are functional and logging during all official on track sessions and/or Dynamometer runs. Data must be submitted no later than 30 minutes after an official session. Devices must be clearly marked with the accompanying car number. Any team that cannot submit data or submits corrupted/incomplete data may be subject to penalties or disqualification.

15.15 Although BoP information is made publicly available, Performance Cup Canada will ensure that all data remains private and confidential. It is also recommended that any team using data devices with WIFI capabilities be password protected.

15.16 All entrants are required to submit session data within 1 hour of that session's conclusion. Exceptions may be granted for cars held in impound for prolonged periods of time.

15.17 It is the entrants responsibly to ensure that their car meets the required power to weight ratios, tire selection, BoP adjustments and all technical directives.

15.18 A dynamometer report shall consist of three back-to-back runs. The official performance metrics will be recorded as an average of the three runs. Reports must be exemplary of the cars real on track state and highest performance levels.

15.19 All cars must finish their sessions with enough fuel to perform a test on the series dynamometer. Adding or changing fuel between a session and dynamometer test is prohibited.

15.20 All post race inspections will be conducted with the tires inflated or deflated to 30 Psi. Tire pressure modifications may only be done in the supervision of Performance Cup Canada officials

15.21 If a cars measured max torque is >115% of max horsepower, the max torque figure will be used for all power calculations.

15.22 It is incumbent upon the entrant to ensure the published technical bulletin and all the BoP metrics given are followed.

15.23 If an on track incident occurred that may impact the measurements taken on BoP items during post race inspection, be sure to notify the technical inspector and the race director.

16 Performance Modifiers

Performance Cup Canada uses Dynamometer reported horsepower and torque figures to calculate a cars minimum allowed weight. Both minimum weight and tire sizes are subject to BoP changes.

Grand Sport Power to Weight ratio = 10 lbs per Horsepower or Torque

Touring Power to Weight ratio = 14 lbs per Horsepower or Torque

Street Touring Power to Weight ratio = 22 lbs per Horsepower or Torque

Title	Modifier	Details
Homologation	Null	If a vehicle is or previously

		complied to FIA or SRO homologation and remains unmodified, performance modifiers shall not apply. The vehicle will remain subject to all BoP requirements.
Turbocharged / Supercharged	+0.2 LBS / PWR	
DCT / PDK / DSG Transmissions with 6 or more speeds	+0.3 LBS / PWR	Transmission gearing must remain OEM.
Dogbox Transmissions	+0.2 LBS / PWR	Any “dog tooth engagement” style gearbox using either OEM or Aftermarket gear choices
Sequential Transmissions	+0.4 LBS / PWR	Any sequential transmission, lever or paddle shifted.
Front splitter assembly (Simple)	+0.1 LBS / PWR	Any splitter assembly that consists only of a single plane. (Touring class ruleset)
Front splitter assembly (Complex)	+0.2 LBS / PWR	Any splitter assembly that includes any of the following: air dam, tunnels/ramps, end plates and/or tire spats. (Grand Sport ruleset)
Simple rear aerodynamic device	+0.2 LBS / PWR	Any rear wing, spoiler, lip or decklid extension that does not use an open aerofoil shape.
Rear wing assembly (Aerofoil)	+0.3 LBS / PWR	Any wing assembly that uses an aerofoil shape.
Rear diffuser assembly or cut rear bumper	+0.1 LBS / PWR	Any use of a diffuser assembly or the cutting of a rear bumper to eliminate excess drag forces.
OEM flat floors	+0.2 LBS / PWR	Some production cars and factory-built race cars are equipped with flat floors. If these cannot be removed, the modifier applies.
Aftermarket or Race-developed ABS/Traction Control Systems	+0.5 LBS / PWR	
FWD drivetrain layout	-0.3 LBS / PWR	
Undersized Tires	-0.2 LBS / PWR per 10 mm of section width This can be applied a	This is applied after all other modifiers and after tire size calculations. This modifier is

	maximum of 2 times.	an attempt to further level competitiveness when a car cannot fit larger tires.

17 Tires

17.1 The mandatory spec tire is the [brand TBA] [Compound TBA].

17.2 Available tire sizes are as follows:

15" Rim	16" Rim	17" Rim	18" Rim	19" Rim
205/50R15	215/45R16	225/45R17	245/40R18	275/35ZR19
225/45R15		245/40R17	295/35ZR18	305/30ZR19
245/40R15		255/40R17	P275/35ZR18/LL	
			P315/30ZR18/LL	
			P335/30ZR18/LL	

17.3 Rim size must be equal on all 4 tires. Tire width must be equal for each axle. Up to a 40mm differential from front to rear is permitted. Tire sizes may not be altered or modified from pre season declaration unless specified by the chief technical director.

Example: A car running 245 front tires may run 205 rear tires, and all 4 tires must be on 16 inch rims. These are the tire sizes the car must run for the duration of the 2026 season

17.4 Tires used official sessions must be ordered by the Performance Cup Canada order forms, and will contain official Performance Cup Canada markings.

17.5 Cars must use the tire sizes which correspond to their declaration form during official sessions.

17.6 Off-track tire warming of any kind is NOT permitted. This includes but is not limited to: tire blankets, heaters or any implement used to increase tire temps.

17.7 Tires may not be altered in appearance and function.

17.8 Tire shaving or modification of any kind is strictly prohibited. Tires must be kept in manufacturer released condition.

18 Bulletins