

Sporting Regulations



2026 Edition

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1 INTRODUCTION

- 1.1 The Performance Cup Canada sporting code retains to rights to the race series by the same name, including its format and all related documents. All documents and processes are the intellectual property of the series and cannot be used elsewhere without permission.
- 1.2 The Performance Cup Canada sporting code retains to rights to the race series by the same name, including its format and all related documents. All documents and processes are the intellectual property of the series and cannot be used elsewhere without permission.
- 1.3 If there is a dispute in the sporting regulations where points are not covered in this document, the CASC-OR race regulations shall take priority unless otherwise stated in the Performance Cup Canada Sporting, or Technical regulations. For ease of reference, the CASC-OR race regulations can be found here:
<https://casc.on.ca/road-racing/rules>
- 1.4 If a CASC-OR race regulation is sited in this rulebook, it is incumbent on the entrant and drivers to follow the link and source to further understand the regulations sourced.
- 1.5 Headings in this document are for ease of reference and are not part of the Sporting Regulations.
- 1.6 All Sporting regulations listed in this document apply throughout the entire official schedule taking place during that calendar year.
- 1.7 This document is subject to amendments at any time. Performance Cup Canada will do their best to keep amendments to exigent circumstances or to provide clarification to any “grey areas” presented throughout the season. Amendments must be published and communicated to all entrants at least 5 days prior to the next on-track session.
- 1.8 For the purposes of this document, the terms “Series” and “Performance Cup Canada” will be used interchangeably and carry the same weight and definition.
- 1.9 For the purposes of the document, the term “entrant” will be used in place of any individual that has signed the series registration form and as such, has agreed to abide by the Sporting Regulations.

2 GENERAL

- 2.1 It is the responsibility of the entrants and drivers, and associated crew members to ensure they are always abiding by the Sporting Regulations.
- 2.2 It is the responsibility of the entrant to ensure that all staff members and team guests abide by the rules imposed by the venues. Any rule infringement by the entrant, driver, team staff or guests may result in suspension, disqualification or expulsion from the series.
- 2.3 All entrants, drivers, team staff and guests must ensure that all necessary waivers and documentations have been completed from both the series and venue
- 2.4 The submission and acceptance of the Performance Cup Canada registration form, along with full payment, shall be the binding contract between the series and the entrant. From this point on, all entrants are subject to all rules and regulations imposed by the series.

3 DRIVER ELIGIBILITY REQUIREMENTS

- 3.1 For a driver to be eligible for the Performance Cup, they Must attain and present a valid race licence recognized by CASC-OR, ASN Canada, or other ASN Canada-authorized Territorial Race licence. (See Appendix E, Section 1 of the CASC-OR race regulations)
- 3.2 Drivers with race licences issued by SCCA, SCCA Pro, IMSA, INDYCAR, NASCAR, USAC, RCNA, or any ACCUS or any other CASC-OR recognized sanctioning body may compete for championship points in Performance Cup Canada, provided the invitation is accepted by CASC-OR. (See Appendix E, Section 1.3 and 1.4 of the CASC-OR race regulations)
- 3.3 All entrants/drivers must complete the Performance Cup Canada registration Form, Declaration of Performance, Code of Conduct, and submit payment in full prior to their first registered event.
- 3.4 The series retains the right to accept or refuse any application for entry entirely at its own discretion.

4 MEDIA

- 4.1 The Performance Cup Canada asks that all competitors refrain from malicious media posts both towards other competitors and the series, whether factual or otherwise. The series asks that any accusations and/or complaints be brought directly to Performance Cup Canada. All altercations during official events are to be resolved within the confines of the Performance Cup Canada environment.
- 4.2 Positive media posting is encouraged. Personal photographers/videographers are encouraged. The Performance Cup Canada retains the right to use any media made public for their own postings. The use of any on-board footage by the series for media purposes must be consented to by the respective team/driver.
- 4.3 The series retains the right to film/photograph all activities on track or in the paddocks throughout the official events and this media can be used for public use at the series discretion.
- 4.4 The sale and advertising of team related merchandise is permitted and encouraged, provided it does not conflict with any venue rules or prohibitions.
- 4.5 It is the responsibility of the entrant to ensure that all car liveries, artwork and decals are in a clean and presentable state, in good taste and not offensive.

5 FORMAT

- 5.1 All on track sessions are time based.
- 5.2 Session length may be changed due to scheduling conflicts, or communicated to all competitors via supplementary regulations, email, or notice board at the Performance Cup Canada hospitality suite.
- 5.3 In the event a practice or qualifying session is shortened, times and results set will remain as the official time in the session elapsed.
- 5.4 In the event an official practice and qualifying is unable to be commenced, championship order will set the grid order for Race 1. No points will be awarded for the qualifying session
- 5.5 **Championship Points shall be rewarded as follows:**

Qualifying Points	
Finishing Position	Qualifying points
1 st	10
2 nd	6
3 rd	4
4 th	3
5 th	2
6 th	1
7 th or lower	0

Race Points			
Finishing Position	Full points result	Finishing Position	Full points result
1 st	50	9 th	16
2 nd	42	10 th	14
3 rd	34	11 th	12
4 th	30	12 th	10
5 th	26	13 th	8
6 th	22	14 th	6
7 th	20	15 th	4
8 th	18	16 th or lower	2

5.6 Any race that is shortened for any reason that sees the leader complete less than 2 full laps under green flag will not be awarded points.

5.7 Any race that sees the leader complete more than 2 full green flag laps but less than half the race, shall be awarded half points. A half race shall be defined as any race whose elapsed time spent under green flag is equal to, or less than, the total scheduled race time divided by 2.

6 PERFORMANCE CUP CANADA CHAMPIONSHIP

- 6.1 The Performance Cup Canada driver/car championship will be awarded to the driver/drivers of the car that has accumulated the highest points total at the end of the season. Driver/Car championship competitors will only be competing against their respective class categories of Grand Sport, Touring, and Street Touring for their championship results.
- 6.2 Multiple drivers are permitted per car. Championship results will be rewarded for each car/driver combination who accumulates the highest number of points for their category over an entire season.
- 6.3 Points shall be awarded as detailed in section 5.5 of this rule book. All official results will count towards the car/driver championship, and Team Championship. There are no joker or drop races.
- 6.4 In the case of a points tie for the championship, it is the car that has the most race wins whose driver/drivers will be awarded the championship title. If there is a tie for race wins, the championship will be decided by highest number of 2nd place finishes, then 3rd place finishes, then 4th place finishes and so on.
- 6.5 The Performance Cup Canada team championship will be awarded to the team that has accumulated the highest points total at the end of the season. To allow single car teams equal opportunity to compete. Team points shall be collected only by the highest placed driver/car in each race, regardless of category or quantity of cars registered per team.

7 CAR LIVERY AND DECALS

- 7.1 Car numbers are decided by the driver/drivers. numbers between 2 and 99 are available. Numbers 2 to 9 are only available as single digit numbers (ex; number 02 is not available). Drivers may choose their top 3 preference of numbers on the official entry form. If all 3 options are taken by another competitor, you must choose a different one. Numbers are awarded on a first-come-first-served basis.
- 7.2 Car number 1 is available for the champion of the GS class from the 2026 season, and their raced number from the 2025 season shall be unavailable for selection.

Should the 2025 GS champion choose not to use number 1 voluntarily, the 2025 Touring (T) champion may opt to run number 1, and the same for ST.

- 7.3 Drivers returning for back-to-back seasons will have priority in number choice. Drivers priority in number selection starts with the 1st place in GS, then 1st place in T, 1st place in ST, 2nd place in GS, 2nd place in T, and so on. Drivers returning from a hiatus of at least 1 season forfeit their priority.
- 7.4 It is the entrant's responsibility to ensure that all liveries, artwork and decals do not violate any legal trademark, copyright, provincial and federal laws. The series is not responsible for the liveries, artwork or decals chosen by the teams

8 PERFORMANCE CUP CANADA OFFICIALS

- 8.1 Series staff and personnel are expected to be treated with respect and decorum at all times.
- 8.2 Disputes in an officials decision may be challenged only by following the formal protest and appeal form listed in section 9.5

9 REQUESTS AND PROTESTS

- 9.1 Protests may be filed on any car/ driver for reason, in any competitive session (Qualifying / Race).
- 9.2 The same protest form is used for technical violations as well as sporting violations.
- 9.3 On track incidents and severity of consequences to incidents will be ruled on a case by case basis. The penalty guide form will be the general template used for assessing penalties and consequences
- 9.4 All requested incidents or complaints may be brought forward to the Performance Cup Canada series verbally to series staff. However to guarantee that your incident will be addressed, the protest form will need to be submitted.
- 9.5 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.

10 PENALTIES

- 10.1 Performance Cup Canada shall generally use standardized penalties. These standardized penalties serve only to be a guideline for what drivers can anticipate for each on track incident. The penalties are subject to change at the race directors discretion.
- 10.2 The list of assessed penalties shall be published on the series notice board.

11 CAMERAS AND VIDEO EVIDENCE

- 11.1 Camera installation is subject to section 25 in Appendix M of the CASC-OR race regulations.
- 11.2 A non-functional camera is defined as the in session failure of the camera. For the camera to be considered non-functional, the camera must have been secured safely prior to the car exiting the pit lane, turned on and recording for at least the out lap of the session requested.
- 11.3 Although cameras failure will not impact the race directors decision, the lack of a critical POV may lead to incomplete evidence or facts to support the drivers stance.
- 11.4 Broadcast footage, fan or crew video, or other camera angles capturing substantiating evidence to an incident in review may be submitted by either party.

12 DRIVER MEETINGS

- 12.1 All drivers, and entries drivers are subject to Appendix O, section 2 of the CASC-OR Race regulations.

- 12.2 A series held drivers meeting may be held before any official on track sessions. This will be communicated via Messenger, supplementary regulations, or official notice board by Performance Cup.
- 12.3 The Race Director may call for a driver's meeting at any point throughout an official event. At least 1 hour's notice must be given for any unscheduled driver's meeting, unless made impossible due to time between sessions constraints.
- 12.4 Teams may send a representative for a driver unable to attend the drivers meeting for the Performance Cup Canada drivers meeting if the driver is running in another conflicting championship on the same weekend at the same venue that has an active session or drivers meeting scheduled the same time as the Performance Cup Canada drivers meeting

13 ON TRACK SAFETY

- 13.1 Radio communication is mandatory by Performance Cup. All radio communication must be in compliance to Appendix M, Section 26 of the CASC-OR Race Regulations.
- 13.2 One crew member must have a radio tuned to race controls frequency during all official on track session. Radios must be programmed to listen but not transmit over this frequency. Teams must comply with all direction given by race control, and it is the teams responsibility to ensure that any relevant information is precisely and promptly passed on to the driver.
- 13.3 Vehicles which have become immobile are expected to adhere to Appendix H, section 7.10 to 7.13 of the CASC-OR race regulations
- 13.4 Performance Cup Canada will follow Appendix H, Section 1-6 of the 2026 CASC-OR Race regulations for flag and lights signals.

14 TIRES

- 14.1 There is no maximum tire count for any event. All cars must run their declared tire sizes in any official session

- 14.2 The only tire that may be used in any official session is the TBD purchased from TBD
- 14.3 Tires may be paint marked, or scanned with a bar code reader to verify compliance before or after any official session.
- 14.4 If the bar-code or paint marking has been removed due to contact or other on track activities, should the rest of the tires on the car be in compliance and evidence of the contact causing the removal is sourced, tires missing paint or a barcode will be considered legal and in compliance

15 PARK FERME AND SCRUTINEERING

- 15.1 All Performance Cup Canada entrants must be in compliance with Appendix J, K, L, and M of the 2026 CASC-OR Race regulations for vehicle safety and eligibility.
- 15.2 All Performance Cup Canada entrants must be in compliance the Performance Cup Canada technical regulations
- 15.3 Park Ferme is defined as the designated area that all cars sent to impound must coral. This area is generally close or adjacent to the scrutineering tent and will always be supervised by series officials.
- 15.4 Immediately following any official on track session, any car selected for impound must proceed directly to Park Ferme. Any car that violates this rule will be considered non-compliant and any points or standings awarded during that official session will be removed.
- 15.5 Cars must be left in Park Ferme in their “as raced” condition, with the main power turned off, engine off and free of any crew equipment. The only exception is the designated crew member left to monitor the car may adjust the tire pressures to equal 30 PSI.
- 15.6 All cars in Park Ferme must be accompanied by one driver or crew member capable of driving the car and answering any questions the scrutineering team may have.
- 15.7 During the Park Ferme process, absolutely no crew members can work on the car with the only exception is the designated crew member left to monitor the car may adjust the tire pressures to equal 30 Psi.

- 15.8 During Park Ferme, all impounded cars will be scaled for weight, generally inspected, and/or run on the Dynamo-meter.
- 15.9 During the Park Ferme process, teams must answer any questions asked by the scrutineering team. All relevant information must be made accessible.
- 15.10 Drivers may leave park ferme to attend podium celebrations and any required media. Drivers may have the official weight taken on a separate scale accompanied and recorded by a series official and have it added to the total weight for the car.

16 ON TRACK

- 16.1 All drivers must remain on-track and within all track limits restrictions set out by the venue and race series
- 16.2 Overtakes and wheel to wheel racing and any incidents from such shall reference Appendix H, Section 7.7 and 7.8 of the CASC-OR Race regulations. Penalties and repercussions to violations or repeat violations shall be given at the discretion of the race director and the standardized penalty guidelines
- 16.3 If any part of a passing manoeuvre is completed by exceeding track limits, the passing driver must forfeit that position back to the passed car. Failure to comply may lead to Race Control intervention and subsequent penalties.
- 16.4 The CASC Pro Series maintains a strict no contact rule. In the event of an on-track incident, penalties may postponed, any penalties or placement of blame untill after the race and after appropriate review.
- 16.5 Cars alongside each other must leave appropriate space for racing, ie: racing room. "Alongside" is defined as any cars whose axles overlap. Any passing car whose front axle is at or ahead of the defending cars rear axle will be deemed as "alongside".
- 16.6 All on-track incidents are subject to review, and the Chief Steward will have final say as to outcome, penalties and fault.

17 PIT LANE AND PIT STOPS

- 17.1 All entrants are expected to adhere to Appendix G, section 1-3 of the CASC-OR Race regulations during any official session.
- 17.2 Pit lane speeds are 60km/h. The speed listed on the supplementary regulations or mentioned in the Performance Cup Canada drivers meeting shall be the speed for the event.
- 17.3 It is prohibited to make any permanent alterations to any part of Pit Lane.
- 17.4 Driver changes during races or qualifying are not permitted. Only the driver registered to compete in the designated session may participate in the session.

18 QUALIFYING

- 18.1 Qualifying procedures shall reference Appendix H, of the CASC-OR Race regulations during any official session.
- 18.2 All qualifying sessions will be started from pit-lane. The session elapsed timer begins when pit exit opens
- 18.3 Cars may roll directly from the paddock to pit-lane to start the session. Any car arriving to a pit-lane currently in use by another series may be staged in a mock false grid formation, however there is no structured order, and cars will be let into pit lane on a first come first serve basis.
- 18.4 During the qualifying session, pit lane is treated as Park Ferme and any car that returns to the paddock during the session will forfeit their qualifying results.
- 18.5 There is no refuelling or adding of any fluids allowed in pit lane. If any cars require the addition of fluids, it must return to the paddock and thus forfeits its qualifying results.
- 18.6 Any car that wishes to end their qualifying session early is asked to remain in their pit stall until the session is terminated.
- 18.7 Working on cars in pit-lane is prohibited. One crew member may touch the car to collect tire temperature and pressure data. Violation of this rule may result in exclusion from the qualifying results and associated penalties.
- 18.8 Any car that does not post a qualifying time must start race 1 at the back of their class.

- 18.9 It is prohibited for a driver to purposefully block or impede the qualifying of another driver.
- 18.10 Any lap started before the chequered flag is displayed may be completed and will count towards the official qualifying results.
- 18.11 All cars selected for impound will be lined up in the inner lane and will then proceed directly to impound. These cars are considered in Park Ferme, and all associated rules apply. All cars not selected for impound may return to their paddocks freely.

19 RACES

- 19.1 Qualifying procedures shall reference Appendix H, of the CASC-OR Race regulations during any official session.
- 19.2 All cars must report to false grid in the specified time listed in the supplementary regulations ahead of the scheduled race start time. Cars will be grid-ed with their class according to their official results.
- 19.3 Grid for races will be determined by qualifying results. Grid will have all the cars from the Grand Sport class, and then the Touring class, then the Street Touring class.
- 19.4 Working on cars in pit-lane is permitted. Refuelling is not permitted
- 19.5 All cars selected for impound will be lined up in the inner lane and will then proceed directly to impound. These cars are considered in Park Ferme, and all associated rules apply.
- 19.6 All cars not selected for impound may return to their paddocks freely.

20 RACE START PROCEDURE AND PACE CAR FORMATION LAP

- 20.1 Pace car and race start procedure shall reference section 2.3 and 2.4 of the 2026 CASC-OR Race Regulations
- 20.2 Performance Cup Canada shall only use rolling starts in 2026
- 20.3 Split starts shall be implemented at the discretion of the race director

- 20.4 If a car must start a race from pit lane, it must lineup at the Pit Exit control line. After the green flag is waived, and all cars on track have cleared the Pit Exit control line, the Pit Exit marshal will release all cars starting from pit lane.
- 20.5 If any car has a mechanical issue on the formation lap that leads to it be sufficiently slowed as to back up the rest of the field, it is permitted for cars behind to pass the impeding car. The impeding car will then be forced to start at the back of the field. If the car cannot complete the formation lap and must be removed by emergency vehicles, the safety car will stay out.

21 RESTARTS

- 21.1 Race restart procedure shall reference section 2.6 of the 2026 CASC-OR Race Regulations.
- 21.2 On a restart, a car may be deemed out of position/ out of line if it is more than half a car width out of position in relation from the preceding car in single file formation

22 PODIUM CEREMONY

- 22.1 All drivers finishing 1st, 2nd and 3rd in their respective class must present to the podium ceremony.
- 22.2 All podium finishing drivers must remain in their race suit throughout the podium ceremony and accompanying media sessions
- 22.3 Any car that has been selected for impound must go directly to impound. If a driver has podium obligations and cannot drive the car to impound, a crew member may take their place in driving the vehicle to impound to allow the driver to meet their podium obligations.
- 22.4 All podium finishing drivers must be available for media during and immediately following the ceremony.

23 STYLE GUIDE