TECHNICAL REGULATIONS

Super Production, Production & Compact

2025

SUPER PRODUCTION CHALLENGE (SPC)
2025 OFFICIAL TECHNICAL REGULATIONS
(updated August 22nd, 2025)

2025 TECHNICAL REGULATION
SUPER PRODUCTION CHALLENGE
CHAMPIONSHIP SERIES

ARTICLE 1 - INTRODUCTION

1.1 The following the reference document concerns any modification permitted, required or forbidden. It outlines the only modifications that are permitted or authorized. **The underlying principal is: if it does not say you can do it, you cannot.**

Participation in the series shall be considered a privilege and not a guarantee. The series has the right to accept or refuse any entry at its sole discretion. Such privilege to participate in the series may be withdrawn at any time, either prior, during or after any on-track session, and not subject to protest and/or appeal.

It is also understood that these Technical Regulations are expressed in simple form. Please **DO NOT** interpret the rules to your desire(s). If unsure about a rule interpretation, we welcome your questions and will provide you with a clear response.

Some modifications may be authorized in specific cases, but this would not make it legal or permitted for other vehicles. This is meant to raise the level of competitiveness for some cars while maintaining parity between all competing vehicles.

1.2 It shall be the responsibility of the registered team to prove that their vehicle is in compliance with the regulations of the Super Production Challenge series and that its vehicle is within the range of performance determined by the series. The registered team shall at all times be able to provide information concerning its vehicle, safety equipment, tires, fuel and/or data files that may be requested by the SPC series officials.

1.3 In case of translation conflict, the French version will have precedence.

1.4 In case of a technical rule or article interpretation, the final interpretation will be that of the SPC series and will not be subject to protest nor appeal.

ARTICLE 2 – MISSION - EQUALIZATION

2.1 MISSION

2.1.1 The mission of the Super Production Challenge Championship series (SPC) is to provide an avenue for drivers, teams and manufacturers to showcase their skills and vehicles during a race event. The series was founded with a mindset of controlling the build and preparation costs for race cars while offering the general public (spectators and media) fast and competitive race vehicles. The ultimate goal is to develop a series where the true driving talent will prevail over the performances of the vehicles.

2.2 EQUALIZATION

2.2.1 In order to ensure a competitive field on the track, the SPC series will require any team that falls outside the performance range of its category, after analysis of telemetry data, to independently identify modifications and/or restrictions to address the situation.

2.2.2 The series may impose a BOP (Balance of Performance) at any time on a targeted car or group of car(s) at the discretion of the SPC series without the possibility of appeal or protest.
~~The SPC series will communicate with any team outside the performance range of its category at the end of a session and/or competition day via email. This email will include a simplified report, presenting excess times, prepared by an independent external firm.~~

2.2.3 Any affected team must evaluate what actions should be taken to minimize the excess times in the report, using the following means: adding or removing weight, limiting engine RPM, restricting intake tubing, adjusting boost pressure, or any other measures that can resolve the situation.

2.2.4 If, during the following session and/or competition day, no changes are observed by an independent external firm, the SPC series will immediately implement drastic BOP (Balance of Performance) measures. Penalties, including exclusion without appeal, may be imposed in the event of refusal or argumentation by the targeted team/car.

2.3 BOP

2.3.1 In order to assure a competitive field, modifications and/or restrictions may be implemented at any time after analysis of data ~~conducted by an independent external firm~~, to one or a group of vehicles at the discretion of the SPC series.

2.3.2 The series will use the term BOP (Balance of Performance) for the following: Addition or reduction of weight, limiting engine RPM, limiting of air intake, boost adjustment or any other element not aligning to the series spirit or leading to a major imbalance between vehicles.

2.3.3 A BOP (Balance of Performance) given to any vehicle or group of vehicles shall remain intact after the season ends even if the vehicle is sold to a new owner.

2.4 REQUEST

2.4.1 A special request to the series is possible in order to render a vehicle more competitive at a lesser cost. Such request must be made to the series at: info@superproductionchallenge.com

2.4.2 All requests granted before, during or in a previous season become void at the end of the season. A new request must be made before the start of the new season. There is no guarantee that a request will be granted again. Exemption requests will not be accepted less than 7 days before the next upcoming event.

2.4.3 The BoP process is the intellectual property of the series and it will not be shared with any team and/or competitor.

ARTICLE 3 – ELIGIBLE VEHICLES AND DECLARATIONS OF PERFORMANCE

3.1 The Super Production Challenge series is comprised of three (3) classes: Super Production (SP), Production (P) and Compact (C). Any vehicle entering the series will first have to be homologated by the SPC series. Each car entered will have to comply with the following regulations.

	SUPER PRODUCTION	PRODUCTION	COMPACT
3.1.1	The SP class is open to any front engine, two-wheel drive vehicle (2WD) with no more than 300 wheel horsepower (WHP). Each vehicle must have been for sale as a new vehicle in Canada in the last 15 years.	The P class is open to any front engine, two-wheel drive vehicle (2WD) with no more than 210 wheel horsepower (WHP). Each vehicle must have been for sale as a new vehicle in Canada in the last 15 years.	The C class is open to any front engine, two-wheel drive vehicle (2WD) with no more than 100 wheel horsepower (WHP). Each vehicle must have been for sale as a new vehicle in Canada in the last 15 years.
3.1.2			The Toyota Echo Cup (2004) model is exempt for the 2025 season from point 3.1.1 if the model is registered in the series before March 1, 2025, otherwise, such model with no representation will no longer be allowed to run in the SPC series.
3.1.3	Competitiveness of any chosen model is not guaranteed, but the SPC series officials may permit modifications, if required, to enhance the level of performance	Competitiveness of any chosen model is not guaranteed, but the SPC series officials may permit modifications, if required, to enhance the level of performance	Competitiveness of any chosen model is not guaranteed, but the SPC series officials may permit modifications, if required, to enhance the level of performance
3.1.4	The SPC series reserves the right to accept or refuse any vehicle not conforming to article 3.1.1	The SPC series reserves the right to accept or refuse any vehicle not conforming to article 3.1.1	The SPC series reserves the right to accept or refuse any vehicle not conforming to article 3.1.1

3.2 DECLARATION OF PERFORMANCE

3.2.1 Every registered team must provide a performance declaration form, a minimum of one week before its first participation in the series. This official document will become the reference that will determine the minimum weight for the vehicle entered. If the performance declaration form is not completed, or not returned in time, the driver and/or team and/or car will have to start all the races of the event from the back of the field.

3.2.2 Every registered team will confirm the true horsepower of its vehicle by undergoing a test on a rolling dynamometer (wheel horsepower) to certify the information declared on the performance declaration form. The data provided by the test will become the reference to determine the minimum weight of the vehicle.

3.2.3 Before undergoing the test, the dynamometer correction factor must be set by as per the **SAE J1349** norm**.** In addition, the dynamometer technician must indicate all information required on the Declaration of Performance Form.

3.2.4 The declaration of performance form will become the binding contract between the registered team and its vehicle, by which they will respect the Regulations and any/or other parameters determined by the SPC series. It will be the responsibility of the registered team to keep an updated declaration of performance form for any vehicle entered.

3.2.5 If any further modification is carried out without being declared or if the declaration of performance is inaccurate, the registered team and the vehicle involved could face sanctions up to the exclusion from the SPC championship series, without possibility of protest and/or appeal.

3.2.6 In the case of an uncompleted, irregularity of, or doubt concerning the declaration of performance presented by the team and the data collected from the mandatory on-board data acquisition system (Regulation 7.2.4), the registered team will undergo a new test, at its expense, on a dynamometer determined by the SPC series.

ARTICLE 4 – WEIGHT

4.1 The minimum weight of each vehicle will be determined with a formula that includes the horsepower (WHP) certified on the performance declaration form (established on the dynamometer test (re: 3.2.2). The calculation of the minimum weight always includes the weight of the driver, after an on track session or race.

	SUPER PRODUCTION	PRODUCTION	COMPACT
4.1.1	The reference ratio to calculate the minimum weight will be 1 HP: 11 pounds.	The reference ratio to calculate the minimum weight will be 1 HP: 13 pounds.	The reference ratio to calculate the minimum weight will be 1 HP: 25 pounds.
4.1.2	To calculate the minimum weight of a vehicle, the formula will be: **Horsepower (WHP) x coefficient 11**	To calculate the minimum weight of a vehicle, the formula will be: **Horsepower (WHP) x coefficient 13**	To calculate the minimum weight of a vehicle, the formula will be: **Horsepower (WHP) x coefficient 25**

4.1.3 A form, or copy of form, of the measure of the horsepower (WHP) declared on the official dynamometer test form must be attached to the performance declaration form before the first event. This form shall state the vehicle identification, the wheel horsepower (WHP), the calculated torque, any reading of the air/fuel mix if available, and a reading of the boost pressure, if the vehicle is so equipped. Omission to submit the original document within the proper delays prescribed (Re: 3.2.1) may lead to the exclusion from the results for the said vehicle.

4.2 BALLAST

4.2.1 The addition of ballast weight is permitted anywhere in the vehicle. The weight must be properly secured in order to resist any impact. Mounting, hardware and weight will have to be approved by the series Technical Director. All material must be supplied by the team.

4.2.2 In the case of a weigh-in, only the result of the weight achieved by the scales of the SPC series will be considered as official. If the result of the weight of a car is below its minimum weight, it will be disqualified.

ARTICLE 5 – BODY - CHASSIS - PASSENGER COMPARTMENT

5.1 BODY

5.1.1 The original bodywork (OE) **only** cannot be modified in form or dimensions. **Do not add or modify components unless it is explicitly stated.** Any kind of composite material other than the original can be used for the fenders, hood, doors and trunk lid as long as they use the same fastening points as original parts.

5.1.2 All openings (doors and hoods) must remain functional as per OE model, except for a driver safety issue or a filling device preventing the opening of one of the rear doors.

5.1.3 The contents inside of a door may be removed. All sharp edges must be covered. It is strongly recommended that to recover or protect the interior of the doors with impact resistant material.

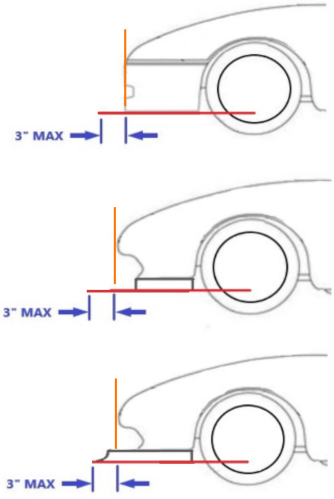
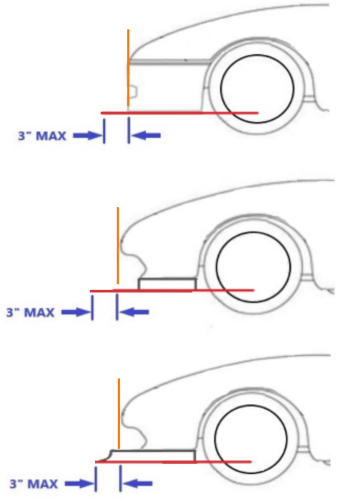
5.1.4 The interior hood latch handle must be permanently deactivated or removed, so that any official or track worker does not have to reach into the vehicle to open it. A cable connected to the latch from the exterior is acceptable. The hood and trunk must be safely secured. Hood pins are mandatory, with a minimum of two per hood or trunk.

5.1.5 The OE door handles must remain functional. However, the locking mechanism must be removed or deactivated.

5.1.6 A glass sunroof must be removed and replaced with sheet metal or LEXAN covering the entire opening. A sunroof made of metal may remain in position. However, it must be welded or fastened permanently from the inside or the outside.

5.1.7 A vehicle must be equipped with mirrors on both the driver's and passenger's doors. Mirrors must conform to OEM.

	SUPER PRODUCTION	PRODUCTION	COMPACT
5.1.8	Modifications permitted to the bodywork are limited to the front and rear bumpers, the side skirts and the rear wing. These areas are free and replacement parts readily available on the market can be used. Openings in the hood can be added to allow hot air to exit the engine compartment. Openings in the hood must be covered neatly from underneath the hood with a mesh. The original shape (OEM) must be maintained with a maximum tolerance of one inch at such opening to the original shape (OEM).	Modifications permitted to the bodywork are limited to the front and rear bumpers, the side skirts and the rear wing These areas are free and replacement parts readily available on the market can be used. Openings in the hood can be added to allow hot air the exit the engine compartment. Openings in the hood must be covered neatly from underneath the hood with a mesh. The original shape (OEM) must be maintained with a maximum tolerance of one inch at such opening to the original shape (OEM).	No modifications are permitted.
5.1.9	There is no minimum height, however, no part of the vehicle may touch the ground if the tires are deflated.	There is no minimum height, however, no part of the vehicle may touch the ground if the tires are deflated.	There is no minimum height, however, no part of the vehicle may touch the ground if the tires are deflated.
5.1.10	A flat splitter is permitted. The flat splitter must remain completely flat and can extend up to 3 inches, measured from the vertical contact point with the bumper (see images). The 3 inches will be measured at a perpendicular angle to the contour of the bumper cover along its entire perimeter. The flat splitter must not exceed the front tires; it must not extend beyond the width of the body excluding the mirrors. This article does not apply to air deflectors directing air to the brakes (see image) and/or if the flat splitter is an OEM part with a reference part number. The splitter can close off the underside of the vehicle below the bumper but must not extend beyond the front wheel axis.	A flat splitter is permitted. The flat splitter must remain completely flat and can extend up to 3 inches, measured from the vertical contact point with the bumper (see images). The 3 inches will be measured at a perpendicular angle to the contour of the bumper cover along its entire perimeter. The flat splitter must not exceed the front tires; it must not extend beyond the width of the body excluding the mirrors. This article does not apply to air deflectors directing air to the brakes (see image) and/or if the flat splitter is an OEM part with a reference part number. The splitter can close off the underside of the vehicle below the bumper but must not extend beyond the front wheel axis.	No modifications are permitted.

	Do not add partitions, bargeboards, canards, strakes, tunnel diffusers, deflector diffusers, flat splitter ramps, fairings, vanes, blades, vents, or any other aerodynamic devices to the flat splitter  	Do not add partitions, bargeboards, canards, strakes, tunnel diffusers, deflector diffusers, flat splitter ramps, fairings, vanes, blades, vents, or any other aerodynamic devices to the flat splitter  	
5.1.11	Any other aerodynamic modification, such as winglets or fins, other than the spoiler or the splitter, must be approved by the SPC series Technical Director.	Any addition generating aerodynamic downforce, such as strakes, other than the front spoiler and/or the flat splitter, is not permitted.	No modifications are permitted.
5.1.12	The rear spoiler is open.	No modifications are permitted.	No modifications are permitted.
5.1.13	It is not permitted to close the undercarriage of a vehicle (floor) unless it is present on the OEM vehicle model. In such a case, the registered team will have to provide an OE model to the SPC series Technical Director for approval.	It is not permitted to close the undercarriage of a vehicle (floor) unless it is present on the OEM vehicle model. In such a case, the registered team will have to provide an OE model to the SPC series Technical Director for approval.	It is not permitted to close the undercarriage of a vehicle (floor) unless it is present on the OEM vehicle model. In such a case, the registered team will have to provide an OE model to the SPC series Technical Director for approval.
5.1.14	No part of a rear wing assembly shall extend beyond the perimeter of the rear bumper or beyond the width of the vehicle body, not including the outside mirrors. The highest part of a rear wing assembly must be no higher than the highest point of the roof except for hatchback models where the	Only the rear wing from the original manufacturer, available through a dealership, or a replica from a reseller will be permitted.	Only the rear wing from the original manufacturer, available through a dealership, or a replica from a reseller will be permitted.

	rear wing assembly shall not extend more than four inches above the highest point of the roof. A wing must be solidly anchored to the body to prevent loss on the track.		

5.1.15 It is forbidden to add a fender flare of any kind of material to the wheel arch in order to cover a tire exceeding from the wheel well, unless the original vehicle model comes with OE fender flares. Any fender flares must be of the same size and shape as the original.

5.2 CHASSIS

5.2.1 The unibody structure of a vehicle must remain intact and similar to the original (OEM). General body reinforcement is permitted as long as it does not modify the original shape of the structure.

5.2.2 The structure of the bumper may be modified but the bumper covers must remain present at all times.

5.2.3 The partition serving as firewall and the vehicle floor must remain in the same location as the original model, without any crack, perforation or opening where debris or flames could reach the passenger compartment.

5.2.4 It is permitted to cut the floor to allow for the installation of a fuel cell, without compromising the integrity of the vehicle structure and by respecting safety norms.

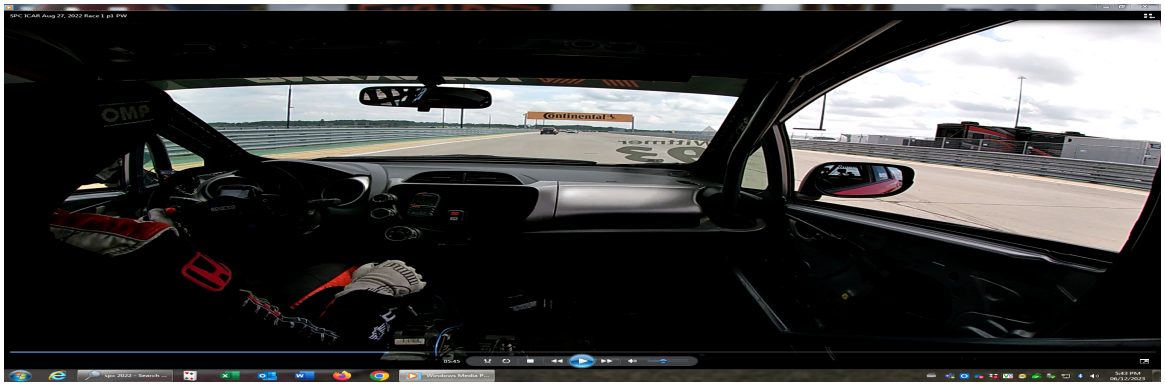
5.3 PASSENGER COMPARTMENT

5.3.1 The passenger compartment must be easily accessible by the driver or a track worker on both sides and by the hatchback, if this is the case. A key must be placed in the trunk lid or hatchback keyhole. The key must be safely attached in order to stay in place when the vehicle is on the track.

5.3.2 It is mandatory to keep the same original dashboard, or one made of another material with the same shape and form. Any opening or hole resulting from the removal of an accessory must be covered with a resistant and safe material for a clean appearance.

5.3.3 Any electrical switch may be added, modified or removed. However, all switches must remain accessible at all times by the driver. The installation and wiring must be done in a safe manner.

5.3.4 At least one operating front facing camera must be present in the car during every official track session. The camera view must show the driver steering wheel and full front windshield. It is strongly recommended that a video camera be installed pointing towards the back of the vehicle. Videos recorded greatly help the work of SPC officials in the case of on track incidents.



ARTICLE 6 – GLASS and LEXAN - LIGHTS

6.1 GLASS AND LEXAN

6.1.1 All window glass must be retained, with the exception of the front doors. Driver and passenger front door glass may be replaced with Lexan, however they must be removable or sliding. Any original glass, transparent or tinted as per the manufacturer of the vehicle, may be retained. It is also permitted to replace non-windshield glass with a transparent, flexible and sturdy material such as Lexan.

6.1.2 A vehicle must keep the original (OEM) windshield, undamaged, or an aftermarket equivalent. The location, shape and position must remain the same.

6.1.3 The glass windshield must be sealed in urethane. It is recommended that four metal or aluminum strips or bands (1 inch wide and 1/8-inch-thick) be used to retain the windshield in case of an impact. They may be screwed, riveted or welded to the body, two on the bottom and two on the top of the windshield, approximately 12 inches from each corner.

6.1.4 For the back glass, it is recommended that four metal or aluminum strips or bands (1 inch wide and 1/8-inch-thick) be used to maintain the glass or Lexan in case of an impact. They may be screwed, riveted or welded to the body, two on the bottom and two on the top of the back glass.

6.1.5 Any glass replaced with Lexan must retain the contour of the window and the border painted in black to match OE appearance.

6.1.6 If original glass is maintained, then the window mouldings must also be maintained.

6.1.7 It is forbidden to perforate or modify any windowed surface of the cockpit.

6.1.8 Both front door windows must be in the down position for all on-track sessions.

6.2 LIGHTS

6.2.1 The headlights must be identical to the original (OEM) in number: (two), with the same shape and location, without any modification. They must remain functional at all times. It is forbidden to tint them.

6.2.2 Headlights or Daytime Running Lights must be on at all times when the car is on the track.

6.2.3 The rear lights must be the same as the original in number: (three, of which two are for position and one for braking), in the same position and same shape as the original, without any modification. They must remain functional at all time and cannot be tinted.

6.2.4 An FIA homologated rear rain light is mandatory and must be mounted in a rear central position between the top of the bumper and the roofline. as per FIA ruling, please consult: https://www.fia.com/sites/default/files/lt_19-feu_pluie.pdf

6.2.5 It is permitted to add driving lights in the same location as the original model if it was so equipped.

ARTICLE 7 – MECHANICAL

7.1 BATTERY

7.1.1 The battery can be relocated anywhere in the car. It can be relocated only if it is secured with two metal straps, rods and/or belts firmly anchored to the body structure. NOTE: A metal plate with two anchors cannot be considered as two separate anchors.

7.1.2 If it is a conventional type battery, it must be placed inside a closed container and secured with two metal straps, rods and/or belts and firmly anchored to the body structure in order to prevent acid spills in the vehicle. Additionally, this closed container must be anchored with one metal strap or belt to the body.

7.1.3 If it is a dry cell type of battery, the use of a closed container is not required. However, the battery must be secured with two metal straps, rods and/or belts and firmly anchored to the body structure.

7.1.4 All positive terminals in the vehicle (battery, starter, alternator and any other contact of the same nature) must be properly shielded with rubber or a similar material.

7.2 ELECTRONICS

7.2.1 All computers and other calculators that control the engine and other components of the vehicle are free and can be deactivated or removed. The original content can be replaced or reprogrammed.

7.2.2 Electronic aids such as stability control (ESP) or anti-lock braking (ABS) systems are permitted.

7.2.3 Electronic Launch Control and anti-slip systems are not permitted, unless they are OEM.

7.2.4 A vehicle registered in the Super Production, Production or Compact class must have on-board a racing data logger (AiM or MoTeC, of the last available generation) in operating condition every time a vehicle is on track. The system must log the following data on 5 channels at a frequency of 10 Hz:

- **RPM**
- **Vehicle Speed**, recording data from a driven wheel.
- **Throttle Body Positioning**
- **GPS Speed**
- **Boost**; (when a vehicle is supercharged or turbocharged). It is important to set the resolution at 0.1 psi. The sensor must be screwed into the air intake manifold if it is made of metal or it can be connected via a conduit of a maximum length of 50mm to the intake manifold if made from a composite material.

7.2.5 The 5 channels will be named:

- **RPM**
- **Vehicle Speed** (LF, RF, LR or RR, to determine the pickup wheel)
- **TPS** (Calibration is important. It must be calibrated regularly after any change or modification to the throttle body.
- **GPS Speed**
- **Boost** (calibration must be in PSI and not in Kilo/Pascal).

7.2.6 A team entering a vehicle must remember the following:

- The data logging system must be in recording function at all times whenever the engine is running. It must be calibrated and provide the lap times, longitudinal and lateral acceleration, GPS speed, RPM, gearbox data and the boost pressure, if so equipped.

- G Force sensors must be calibrated.

- The sensors must use the GPS function for timing and any optical timing device must not be considered. This calibration must be specifically set in the data logging system.

7.2.7 Recorded data after any on-track session must be available for download by series officials. Failure to be able to download session data will result in penalty up to and including disqualification.

7.2.8 It is strongly suggested to protect your Wi-Fi telemetry data.

7.2.9 Any team that finds itself in possession of Data from another team obtained non-consensually will be excluded from the series immediately.

7.2.10 Transponder: the car must be equipped with a functioning transponder in the car during every official on track session.

7.3 CLUTCH – TRANSMISSION – DIFFERENTIAL

	SUPER PRODUCTION	PRODUCTION	COMPACT
7.3.1	Only front or rear-wheel drive vehicles are permitted (FWD / RWD). All-wheel drive (AWD) vehicles are not permitted.	Only front or rear-wheel drive vehicles are permitted (FWD / RWD). All-wheel drive (AWD) vehicles are not permitted.	Only front-wheel drive vehicles are permitted (FWD).
7.3.2	Driving wheels must remain the same as the original model (OEM). Exceptionally, the conversion of an all-wheel drive (AWD) vehicle must be approved by the SPC series technical director.	Driving wheels must remain the same as the original model (OEM).	Driving wheels must remain the same as the original model (OEM).
7.3.3	Gearbox casing is free.	Gearbox origin must be from the same manufacturing group as the original engine (OEM).	Gearbox must be original to the model used.
7.3.4	Original sequential gearbox (Ex: DSG/DTC) is permitted if this component is fitted to the original model and the original gearbox is used.	A sequential mechanical gearbox is not permitted.	A sequential mechanical gearbox is not permitted.
7.3.5	A “Dog Box” type H-Pattern gearbox is permitted.	A “Dog Box” type gearbox is not permitted.	A “Dog Box” type gearbox is not permitted.
7.3.6	Points 7.3.4 and 7.3.5 cannot be paired.		
7.3.7	Choice of gears is free	Choice of gears is free	The choice of gear ratios is free. If the gear ratio is different/modified from the OEM version of the vehicle, a request must be made as stipulated in article 2.2.5.
7.3.8	The differential is free, as long as it remains in its original housing.	The differential is free, as long as it remains in its original housing.	The differential is free, as long as it remains in its original housing.
7.3.9	A limited slip differential is permitted.	A limited slip differential is permitted.	A limited slip differential is permitted.
7.3.10	Transmission ratio is free.	Transmission ratio is free	Transmission ratio is free. If the transmission ratio is different/modified from the OEM version of the vehicle, a request must be made as stipulated in article 2.2.5.
7.3.11	Clutch is free.	Clutch is free.	Clutch is free.

7.4 BRAKES

7.4.1 The brakes must be functional on all four wheels.

7.4.2 An anti-lock braking system (ABS) is permitted if the vehicle is so originally (OEM) equipped.

7.4.3 A brake proportioning valve is permitted.

7.4.4 Carbon brake rotors are not permitted.

7.4.5 Brake rotors may be drilled or slotted.

	SUPER PRODUCTION	PRODUCTION	COMPACT
7.4.6	Brake rotor diameter is free	Brake rotor diameter is free	Brake rotor diameter is free
7.4.7	Conversions are free	Conversions are free	Conversions are free

7.5 COOLING AND FUEL LINES, OIL AND FUEL TANKS

7.5.1 Any cooling line running inside the passenger compartment must be of « Aeroquip » type or be contained in an additional metal shielded tube or duct.

7.5.2 If a heating system is or remains installed in the same location as determined by the manufacturer, the original radiator hoses going through the firewall will be permitted.

7.5.3 Venting of the fuel tank must be directed towards the outside of the vehicle without exception.

7.5.4 Any fuel line running inside the passenger compartment must be of « Aeroquip » type. If it is a fuel line made of rubber or metal, it must be contained in an additional metal shielded tube or duct

7.5.5 The original (OEM) fuel tank must be maintained in its original location if no fuel cell is installed.

7.5.6 A replacement fuel cell(s) is not mandatory but strongly recommended. Modification to the unibody stricture will be permitted as long as the safety and protection standards are maintained.

7.6 ENGINE

7.6.1 Air is the only combustible gas permitted. Any other gas is prohibited.

	SUPER PRODUCTION	PRODUCTION	COMPACT
7.6.2	The engines used in the SPC series must have been available in Canada or the United States in the last 15 years. An engine from the same manufacturing group is also authorised	The engines used in the SPC series must have been available in Canada or the United States in the last 15 years. An engine from the same manufacturing group is also authorised	No engine change is authorised.
7.6.3	Forced induction (super or turbo charging) is permitted	Forced induction is permitted if such a system was available on the original vehicle model. The turbo or compressor must be the original unit. The boost pressure will be determined by the SPC series officials according to the model. Other adjustments may be authorized subsequently.	Forced induction is not permitted
7.6.4	If the original oil recirculation system is modified and is not connected to the engine, an additional catch can must be installed to collect the oil vapours and prevent any spill on the track. The tank must have a minimum capacity of 1 litre and be made of an unbreakable material.	If the original oil recirculation system is modified and is not connected to the engine, an additional catch can must be installed to collect the oil vapours and prevent any spill on the track. The tank must have a minimum capacity of 1 litre and be made of an unbreakable material.	The original oil recirculation system cannot be modified.

7.6.5 A vehicle must be equipped with a functional starter operable by the driver while seated in the vehicle.

7.7 Radiator

7.7.1 The type of radiator and its use are free. Any antifreeze-based liquid or containing ethylene glycol is not permitted. Water and an additive in the form of «water wetter » or any type of cooling component is permitted.

7.7.2 The radiator must remain in the same location as the original and require no modification to the body structure.

7.8 Suspension

7.8.1 Suspensions are free.

7.8.2 All the suspension components must be fastened to the original attachment points.

7.8.3 Suspension arms must remain in their original dimensions and shapes for Production and Compact classes.

7.8.4 The wheelbase must remain in its original dimensions.

7.8.5 Tires must always stay completely inside the wheel wells.

7.9 EXHAUST SYSTEM

7.9.1 The exhaust system must be located underneath the body and exit outside the bodywork. It must channel the exhaust gases towards the exterior of the vehicle.

7.9.2 The exhaust system must be attached to the body with at least two supports or at least one support per section of the system.

7.9.3 Any side exhaust outlet must be located behind the driver's seat.

7.10 SOUND LIMIT

7.10.1 The required sound limit standard is 92 dBA during on-track sessions. It will be monitored by the series officials. Any car exceeding the required limit will receive a verbal warning unless specific regulations stipulate a penalty in such cases.

ARTICLE 8 – FUEL & LUBRICATION

8.1 FUEL

The type of fuel is free.

8.2 LUBRICATION

All types of oil, lubricants, greases and filters are free.

ARTICLE 9 – TIRES and WHEELS

9.1 TIRES

9.1.1 The mandatory spec tire for the SPC series is the Nankang CR-S. It is available exclusively by Perry Performance & Competition in the following sizes:

SUPER PRODUCTION	PRODUCTION	COMPACT
245/40/18 or 245/40/17	225/40/18* or 225/45/17 or 225/45/15	205/50/15

9.1.2 The tires must remain original. They cannot be changed from their original appearance.

9.1.3 All tire sizes for a vehicle entered in the Super Production series will be determined by the Nankang Motorsports engineers.

9.1.4 The 4 tires used must be of identical dimensions

9.1.5 A competitor cannot change tire size during the season without changing class or exclusion.

9.1.6 Only production cars originally equipped with 18-inch tires are authorized t
o use this size.

9.2 WHEELS

9.2.1 Wheels made of carbon are not permitted.

9.2.2 The use of spacers is permitted as long as the tires and wheels do not exceed the original wheel well (7.8.3). Spacers with a hub centric centre are strongly recommended.

ARTICLE 10 – SAFETY

10.1 SAFETY

10.1.1 All the vehicles entered in the SPC championship series must comply with the safety standards in the latest FIA sporting code, namely Appendix J, article 253. All information related to safety roll cages, belts, competition seats, window nets, fire extinguishers, tow hooks and more are available on the web site of FIA or by clicking on the following link:

https://www.fia.com/sites/default/files/253_2023.pdf

10.2 STEERING LOCKING SYSTEM

10.2.1 A steering locking system or device must be removed or neutralized.

10.3 SUPPLEMENTAL RESTRAINT SYSTEM

10.3.1 All supplemental restraint system (SRS) must be removed and/or neutralized.

ARTICLE 11 – APPEARENCE and ESTHETICS

11.1 A vehicle must display the stickers supplied by the SPC series and respect the NUMBERS AND STICKERS ANNEX. The first kit of stickers and numbers will be supplied to a team when registering a vehicle in the SPC series. Installation and display of the stickers and numbers is mandatory, and no modification is permitted. The vehicle must display its competition number on the front windshield and rear glass on the passenger side (see NUMBERS AND STICKERS ANNEX). Only the stickers and numbers supplied by the SPC series are authorized.

11.2 A vehicle must be presented at each event in a very clean and damage free appearance and without the presence of primer coating on the exterior.

11.3 The name of the driver must be displayed on a vehicle on the bottom passenger corner of the windshield, on both lateral back windows and in the top centre of the rear back glass. For each location, the letter size should be 3 inches tall in white and the recommended type setting Helvetica Bold. (See the NUMBERS AND STICKERS ANNEX).

11.4 The vehicle number must appear in the front windshield on the passenger side and on the rear passenger corner of the rear bumper. The height of the number(s) will be 6 inches tall in white for the windshield and a visible contrasting color for the rear bumper. The recommended type setting is Helvetica Bold. (See APPENDIX 1 – Numbers and stickers).

11.5 A driver must display on his driving suit (Nomex) the mandatory logos of the SPC series according to the NOMEX AND CLOTHING ANNEX. The series mandatory logos must be displayed and attached in a professional manner (no tape, staples or contrasting thread color, etc.). The driving suit must be clean and in good condition at the beginning of a race event.

11.6 All team workers must display on their clothing (shirt or T-shirt) the mandatory logos of the SPC series according to the NOMEX AND CLOTHING ANNEX. The series mandatory logos must be displayed and attached in a professional manner (no tape, staples or contrasting thread color, etc.). Clothing must be clean and in good condition at the beginning of a racing event.

ANNEX 1 – NUMBERS AND STICKERS

ANNEX 2 – NOMEX AND CLOTHING

LOGOS SUPER PRODUCTION CHALLENGE & NANKANG MOTORSPORT

Chemise des équipiers
Crew shirts

Nomex du pilote
Driver Nomex