

RUSH Spec Series – Canada

2026 Supplemental Regulations

Presented by Turn 17 Garage

Effective January 1, 2026



1.0 Purpose & Philosophy

The Rush Canada Series is designed to provide competitive, fair, and driver-focused spec racing. These Supplemental Regulations clarify how the 2026 season will operate within Canada and are written to be clear, practical, and easy to understand.

2.0 Rule Hierarchy (Order of Authority)

In the event of a conflict, rules will be applied in the following order:

1. Sanctioning Body Regulations (GCR / CCR / Sporting Regulations)
2. 2026 Rush Canada Supplemental Regulations
3. 2026 RAW Technical Regulations V1.5 (or most current version if updated by RAW)

If multiple rules apply, the more stringent rule will govern unless specifically stated otherwise.

3.0 Points Structure

Points are awarded for all Heats and Feature races based on finishing position.

Finish	Heat	Feature	Finish	Heat	Feature
1	50	100	17	19	38
2	45	90	18	18	36
3	41	82	19	17	34
4	38	76	20	16	32
5	36	72	21	15	30
6	34	68	22	14	28
7	32	64	23	13	26
8	30	60	24	12	24
9	28	56	25	11	22
10	26	52	26	10	20
11	25	50	27	9	18
12	24	48	28	8	16
13	23	46	29	7	14
14	22	44	30	6	12
15	21	42	31	5	10
16	20	40	32	5	10

- You must start the race (cross the start line on lap one) to earn points.
- A driver disqualified (DSQ) receives zero (0) points for that session.
- Championship points will be calculated using the driver's six highest point-scoring days from the total of 9 race days.

4.0 Event Operations

4.1 Race Start Order

Qualifying: Random release (first come, first on track).

Heat 1: Based on qualifying results (fastest starts P1).

Subsequent races: Based on previous race finishing order.

4.2 Parc Fermé

Parc Fermé will be implemented at the discretion of the Rush Canada Race Director. When declared, no adjustments may be made until released by officials.

4.3 Numbers

Decals as per Canada Series Specification, including the Turn 17 supplied number panels.

5.0 Canada Series Technical Clarifications

5.1 Splitters

RAW Extended High Downforce, Original or Turn 17 versions are allowed. No other splitter is permitted.

Splitters must use RAW mounting locations and may not be modified beyond supplied configuration. No additional aerodynamic surfaces are permitted.

5.3 Tires

Dry: Nankang AR-1

One (1) set for qualifying and races per event.

Wet tires only when declared by the Race Director.

Tires must be supplied by RAW or Turn 17 only.

5.4 Fuel

91–94 octane pump gasoline only. No additives permitted.

5.5 Fuel Cell

Original Rush ATL tank with Turn 17 aluminum shield OR RAW behind seat fuel tank. It is recommended that cars be updated to the RAW behind-seat fuel tank.

5.6 Engine Sealing

Dynamometer Test for unsealed replacement engines or engines with damaged seals.

Replacement engines and engines with damaged seals will require a dynamometer test at a specified test facility to compare to the Turn 17 baseline engines. A sample of 3 engines with hours between 5 and 25 hours will be used. Turn 17 will provide baseline dynamometer test on

the same dynamometer. Horsepower and torque must not exceed the Turn 17 baseline by more than 2%.

Dynamometer location to be determined.

6.0 Safety – 2026

The following items are **RECOMMENDED** for 2026 competition:

- Case Saver
- Clutch Switch
- Trident Roll Bar
- Behind-seat fuel tank
- FIA 8860 or 8859 ABP helmet

All safety equipment must meet RAW or sanctioning body standards — whichever is more stringent.

Rush Canada does NOT intend to make these recommended items mandatory in 2027.

Camber Plate Upgrade is a mandatory upgrade for 2026.

7.0 Protests & Appeals

All protests and appeals follow the hosting sanctioning body's official process. Rush Canada may provide technical clarification, but does not override sanctioning authority.

8.0 Series Authority

The Rush Canada Race Director retains authority over sporting and operational matters not specifically defined within RAW Technical Regulations, subject to sanctioning body oversight.

