TECHNICAL RULEBOOK 2025

VERSION 2.01

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1 DRIVER'S SAFETY EQUIPMENT

1.1 HELMET

A - All occupants must wear a safety helmet during on-track sessions. Only helmets certified to meet the following standards are permitted:

a. Snell Memorial Foundation , SA2015,SA2020,SA2025
b. SFI Foundation – Spec 31.2A
c. FIA 8860-2004, 8860-2001

B-Full-face helmets are required.
C-Helmet chin straps must be buckled or fastened while on course.
D-Hair protruding from beneath a driver's helmet must be completely covered by fire-resistant material. Drivers with facial hair must wear face shields of fire-resistant material (i.e. balaclava or helmet skirt).
E- In the case of a crash Helmet will need to be inspected again.

1.2 DRIVING SUIT

A-One-piece driving suits are required and must be made of fire-resistant material and certified to SFI spec 3.2/A/5 or greater, or homologated to FIA 2000 specs, which effectively covers the body, including neck, ankles and wrists. Multi-layer driving suits are recommended.
B-Gloves, and shoes are required and must be fire-resistant material and certified to SFI spec 3.3/5 or greater, or FIA 8856-2000 specs.
C-Articles must be free of holes, tears or other openings except those made by the manufacturer of the equipment.
D-Fire-resistant underwear is recommended.

1.3 SEATS

A-Driver's seat must be homologated to FIA standard 8855-1999
B-Passenger seat can be anything but if you want to take a passenger for a ride along during an event it has to be homologated like the driver seat..
C-The usable life of an FIA homologated seat is 10 years from the date of manufacture indicated on the seat label.
D- Seats will be subject to inspection after an accident and may be required to get changed.
E- Seat must have no tear or hole in the fabric.

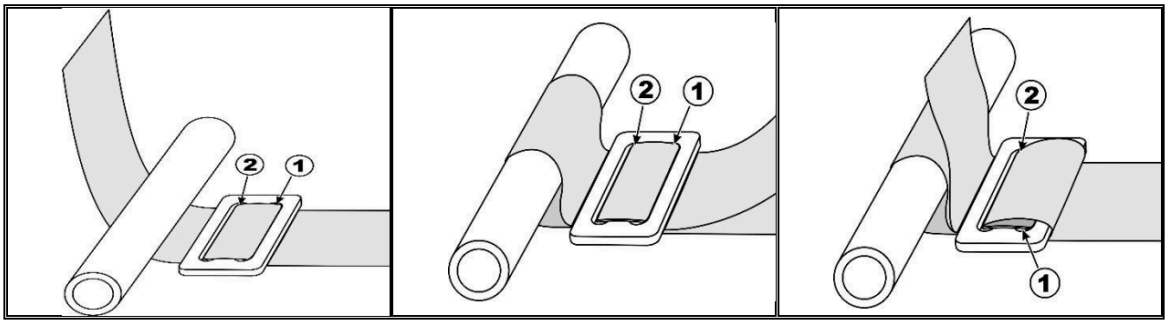
1.4.2 SEAT MOUNTING

A- All seats are to be mounted according to the seat manufacturer's instructions.
B- The factory floor pan must remain intact unless there's a cat hump or anything in the floor preventing you from sitting at the proper position due to your body type. Tech must be consulted for such modification.

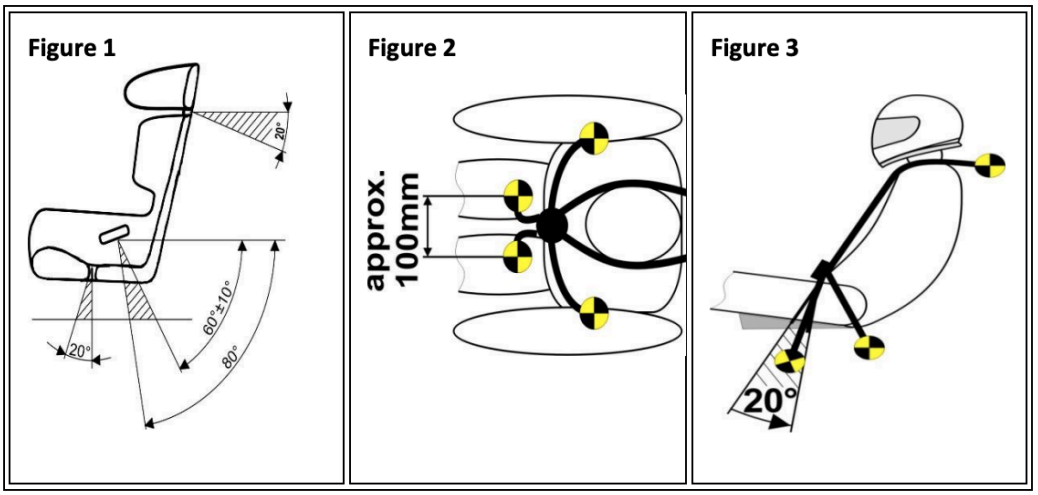
1.5 SEAT BELTS

A- All occupants in DMCC serie must utilise either a five-point, or six-point, restraint harness meeting the following specifications at all times during practice, qualifying, and the race.
The system consists of a two or three in lap belt, three-inch shoulder straps or two-inch shoulder straps
B- All Harness belts must meet either SFI or FIA Homologations and be less than 6 years old.
C- There shall be a single release common to the lap belt, shoulder belts, and sub-strap harness.

D- Regardless of the date of manufacture, the safety harness shall be replaced if the webbing is cut/ frayed/ stretched, if any of the buckles are bent/cracked,
E- Only separate shoulder straps are permitted. “Y-type” and “H-Type” configurations are not allowed. Sternum straps connecting the two shoulder belts over the chest are not allowed.
F- All seat belt systems are to be mounted according to the manufacturer’s instructions or to the SFI Guide to Seat Belt Mounting (Figure 2)



The figure above is the preferred method for harness attachment to harness bar.



1.6 ARM RESTRAINTS

A- Competitors may choose to use arm restraints in lieu of windows or a window net.
B- Competitors with convertible vehicles must use arm restraints.

1.7 HEAD,NECK RESTRAINTS AND ARM RESTRAINT

A- A Head and neck restraint certified in accordance with SFI 38.1, FIA 8858-2002 or 8858-2010 are required at all times on track during practice and competition.
B- SFI 38.1 devices must be recertified by the manufacturer or authorised manufacturer representative every 5 years. Each certification is good for 5 years from the month and year punched or printed on the SFI label.
C- FIA 8858 devices do not require recertification however the dating year printed on the tether must not be more than 5 years old.
D- After any significant impact, it is recommended that the device tether be replaced.
E- Competitors may choose to use arm restraints in lieu of windows or a window net.
F- Competitors with convertible vehicles must use arm restraints.

1.8 FIRE SUPPRESSION SYSTEM

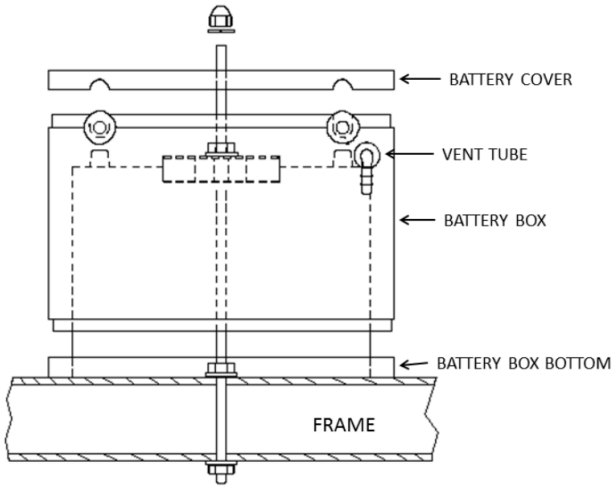
A- All vehicles must have an on-board fire extinguishing system.

B- The bottle must be mounted properly. A nozzle outlet must be directed into the driver compartment, but must not be pointed directly at the driver. There shall also be a nozzle outlet in the fuel cell compartment and in the engine compartment ideally close to the fuel system.
C- If the fuel cell compartment is under the vehicle, or the stock fuel tank is being used, the third nozzle shall be pointed at where the fuel lines come off the fuel tank/ cell or at the OE fuel tank access panel.
D- All fire systems shall be serviced and recertified every 6 years or if the gauge shows it has no more pressure.
E- The proof of this service shall be printed on the exterior of the bottle.
F- Additional fire extinguishers are recommended.

1.8.4 TRIGGERING DEVICES
A- Any triggering system having its own source of energy is permitted, provided it is possible to operate all extinguishers should the main electrical circuits of the vehicle fail.
B- The driver, when seated normally with the safety belts fastened, and the steering wheel in place, must be able to activate the fire system , by means of a spark proof breaker switch, or a manual push/pull apparatus.
C- This primary switch/apparatus must be located on the dashboard, centre console, or driver's side A-pillar and must be marked with a decal.
D- If the fire system activation primary switch used by the driver is located on the driver's side A-pillar within 12 inches of the exterior then a second fire system activation switch is not necessary, otherwise, a second fire system activation switch/apparatus must be fitted along the driver's side A-pillar and must be marked with the decal pictured below.
E-All fire safety pins must be removed while in staging, grid, and on course.

2 ELECTRICAL SYSTEM

2.1 BATTERY
A- The battery must be securely mounted and the positive terminal completely insulated to avoid contact with any other metal parts.
B- A maximum of two batteries are allowed on vehicles with an internal combustion engine. All batteries must be connected and in use.
C- Batteries may be relocated.
D- Relocated batteries must be fastened to the frame or unibody with a minimum of two 3/8-in diameter bolts.
E- Plastic hold down brackets and J bolts or hooks are prohibited even if the oem battery tray is being used..
F- If the battery is located in the driver's compartment, it must be in a sealed box with the battery fastened inside the box and securely bolted to the unibody/ chassis while being properly vented and drained.
G- Refer to Figure down below (Example from Taylor Cable- Part number 48103)



(2) 3/8" THREADED RODS TO PASS THROUGH BATTERY BOX AND HOLDDOWN TO SECURE THE BATTERY TO THE VEHICLE'S FRAME

2.2 MASTER CUTOFF

A- A master electrical cutoff switch is mandatory and must be wired to completely shut off all engine and electrical system functions except for an electrically operated fire suppression system.
B- The master electrical cutoff switch must be mounted outside the vehicle on the wiper cowl just below the windshield.Side doesn't matter.Inside trigger thats accessible by the driver is recommended.
C- The master electrical cutoff switch must be easily accessible with the hood open or closed and be clearly marked with a decal.
D- The electrical terminals of the cut-off switch and/or any relays used in the circuit must be sufficiently insulated.

3. ROLL CAGE

3.1.1 GENERAL

A- All roll cage structures must be designed in an attempt to protect the occupants from any angle, 360 degrees.
B- The roll cage shall attach to the chassis/unibody in eight points.
C- Gussets such as dimple die plates are allowed along A-pillar, B-pillar, and roof structure. Gussets shall be made from steel plate no thicker than .125-inch.
D- No gussets or attachment of any form may pass from the door bars to the chassis, unibody, or rocker panel.
E- Plating of chassis is prohibited.
F- Bolt in roll cages are not allowed.
G- No portion of the cage may permeate the firewall and shall be fully contained within the driver's compartment.
H- Any number of additional reinforcing bars, gussets or supports is permitted within the confines of the roll cage.
I- Modifications to the chassis or notching for roll cage clearance must have prior written approval from the DMCC TECH DIRECTOR

3.1.2 PADDING

A-Padding is recommended
B- Padding must meet SFI spec 45.1 or FIA 8857-2001.
C- Padding is recommended anywhere driver helmet may come in contact with the roll cage and along the base of the driver's side A-pillar bar and box if applicable.

3.1.3 WELDING

All roll cages must be based on a single Main Hoop of one (1) continuous length of tubing with smooth continuous bends and no evidence of crimping or wall failure. The radius of bends in the roll cage hoop (measured at centerline of tubing) shall not be less than three (3) times the diameter of the tubing. Welding shall conform to American Welding Society D1.1:2002, Structural Welding Code, Steel Chapter 10, Tubular Structures. Whenever D1.1 refers to “the Engineer” this shall be interpreted to be the owner of the vehicle.

A- All welds shall be visually inspected and shall be acceptable if the following conditions are satisfied:
B- Welds shall be continuous around the entire tubular structure.
C- The weld shall have no cracks.
D- Grinding down of welds is prohibited.
E- Thorough fusion shall exist between weld metal and base metal.
F- All craters shall be filled to the cross section of the weld.
G- Undercut shall be no more than .01-inch deep.
H- Aluminium bronze or silicon bronze welding technique is permitted, but extreme care shall be used in preparation of parts before bronze welding and in the design of the attaching joints.

3.1.4 ROLL CAGE MATERIAL

A- Roll Cage Material must be Seamless SAE 1020 or 1025 mild steel tubing, DOM, and or chromoly.
B- ERW tubing is not permitted.
C- All roll cage tubing in the requirements listed below must be a minimum of 1.5 x .095-inch for all materials.
D- The minus tolerance for wall thickness should not be less than .010-inch below the nominal thickness.
E- Vehicles weighing over 3500 lbs. with drivers must petition with the DMCC TECH DIRECTOR for approval of the roll cage prior to entering any event.

3.1.5 ROLL CAGE MOUNTING PLATE

A- Each mounting plate or box shall be at least .08-inch thick steel
B- Each mounting plate or box must be fully welded to the structure of the vehicle
C- Each mounting plate or box shall not be greater than 100 square inches and shall be no greater than12-inches or less than 2-inches on a side. The mounting plate may be multi-angled but must not exceed these dimensions in a flat plane
D- Whenever possible, mounting plates shall extend onto a vertical section of the structure such as a rocker box or door pillar
E- Any number of tubes may attach to a single plate or to each other.

3.1.6 MAIN HOOP

A- The main roll hoop (behind the driver) shall extend the full width of the driver/passenger compartment and shall be as near the roof as possible with a maximum of 4 bends, totaling 180 degrees ± 10 degrees.
B- The roll cage main hoop should start from the floor of the vehicle and be attached to the chassis/unibody via Mounting Plate specifications.
C- Diagonal lateral brace is a piece of tubing equal to the roll bar diameter, installed across the main hoop to prevent lateral distortion. This brace must attach to the driver side upper corner of the main hoop, not more than 6-inches from the centre of the radius, and to the opposing leg, not more than 6-inches from the base plate.
D- A horizontal brace is a piece of tubing equal to the roll bar diameter, installed behind the driver’s seat for the purpose of mounting seat belts. This tube shall be no higher than shoulder height and continue the full width of the main hoop, attached to both legs.

E- The diagonal brace or the horizontal brace must be one continuous piece of tube, with the other attaching to it.

3.1.7 FRONT/SIDE HOOPS
The front hoops, side hoops, or down tubes shall begin at the floor.

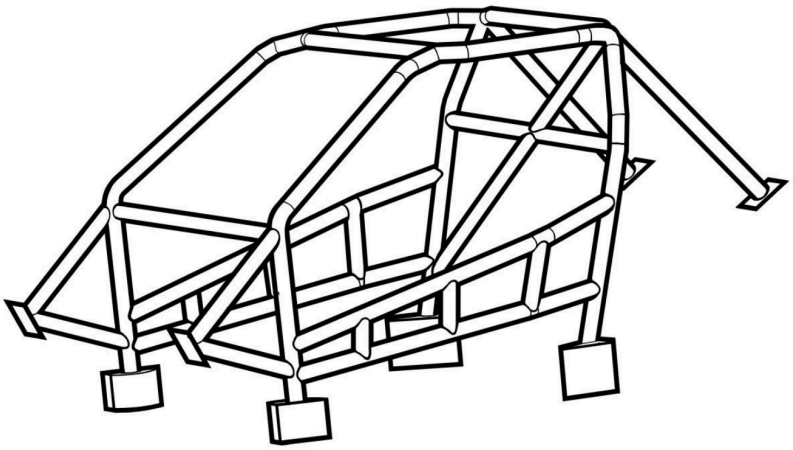
Several configurations are allowed:
A- Side Hoop Configuration: Side Hoops connect directly from the floor of the driver's compartment and continue, in one piece, to connect to the Main Hoop. If Side Hoops are used, they are to be connected together by a single horizontal tube across the top of the windshield with a maximum of 4 bends totaling 90 degrees ± 10 degrees.
B- Front Hoop Configuration: A front hoop connected to the floor on both sides of the driver compartment and following the line of the front pillars in one continuous piece may be used. A front hoop must be connected at the top by horizontal bars running back to the main hoop on each side, above the doors with a maximum of 4 bends, totaling 180 degrees ± 10 degrees.
C- HALO Configuration: Top "halo" hoop following the roof line in one continuous piece from each side of the main hoop along the top of the doors and windshield. A HALO must be connected to the floor with forward "down tubes" following the line of the front pillars with a maximum of 4 bends, totaling 180 degrees ± 10 degrees and a maximum of 2 bends allowed on the down tubes.

The front, side or down hoops may extend through the dash pad, including the forward part of the door panel if it is an extension of the dash panel. One (1) "Knee" bar is recommended in a horizontal plane between forward cage braces in the dash area for all configurations.

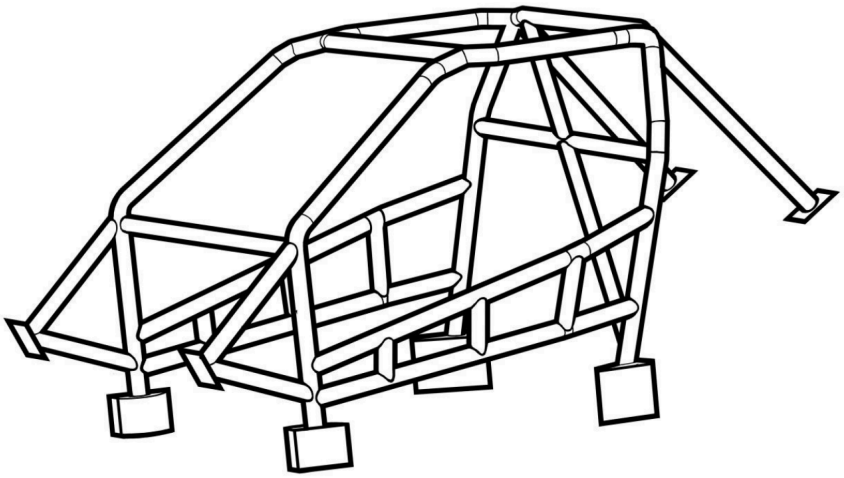
3.1.8 REAR HOOP SUPPORTS
A- The main roll hoop shall have two braces extending to the rear attaching to the chassis/unibody.
B- Braces shall be attached as near as possible to the top of the main hoop not more than six (6) inches below the top and at an included angle of at least thirty (30) degrees.
C- No bends are allowed on rear braces.
D- On vehicles where the rear window/bulkhead prohibits the installation of rear braces, the main hoop shall be attached to the body by plates welded to the cage and bolted to the stock shoulder harness mounting points.

3.1.9 SIDE PROTECTION
A- All vehicles shall have a minimum of two door bars across each front door opening.
B- The door bars may run parallel, or in the shape of an "X".
C- If the two door bars do not intersect as they do when forming an "X", then a minimum of two vertical tube sections shall connect the upper and lower door bars.
D- Teams may also choose to install "NASCAR-STYLE" bars and extend into the outer door skin. In this configuration, the outer bars must also have a minimum of three vertical tube sections connecting the upper and lower bars.
E-Side protection must not pass through the B-pillar.
F-No gussets or attachment of any form may pass from the door bars to the chassis, unibody, or rocker panel.
G-The inner door panel and door internals may be removed.

3.1.10 ANTI-INTRUSION or ANTI-WHEEL INTRUSION BARS
A- The anti-intrusion bars or wheel intrusion bars are intended for additional foot protection.
B- All vehicles shall have anti-intrusion bars or wheel intrusion bars with one tube extending forward from each front down tube and one tube from the base plate forward to the firewall but not penetrating any panel.



LEFT HAND DRIVE CONFIGURATION



RIGHT HAND DRIVE CONFIGURATION

4 CHASSIS AND DRIVETRAIN

4.1 BUMPERS

A- All vehicles must be equipped with safe front and rear bumpers.
B- Unless factory OEM- All rear bumpers must be made entirely of magnetic steel. Front bumper can be made of any steel or alloy .
C- Bumper must be constructed of 1 inch to 1.75 inch o.d. tubing with a minimum wall thickness of 0.063 inch to a maximum wall thickness of 0.125 inch. (0.95 1.5 for aluminium)
D- All bumper tubing must remain hollow.
E- Bumpers must be fastened to the vehicle with a minimum 8mm fasteners (minimum Grade 5) or welded to prevent the bumper from being dislodged from the vehicle.
F- Bumpers mounted with quick release pins are allowed with sleeved tubing.
G- Bumpers at minimum must span the width of the front and rear frame rails.
H -Tubing must not be exposed and must remain behind the bumper covers with minimal clearance between the bumper cover and the bumper bar itself.

I- Bumper bars must remain in the confines of the body lines and body work, without additional covers or body work extensions in order to do so.
J- The bumper covers must cover every metal tube.
K- Bumper must be fixed, use of shocks absorbers / dampers, springs, pivots and slip joints will not be allowed.

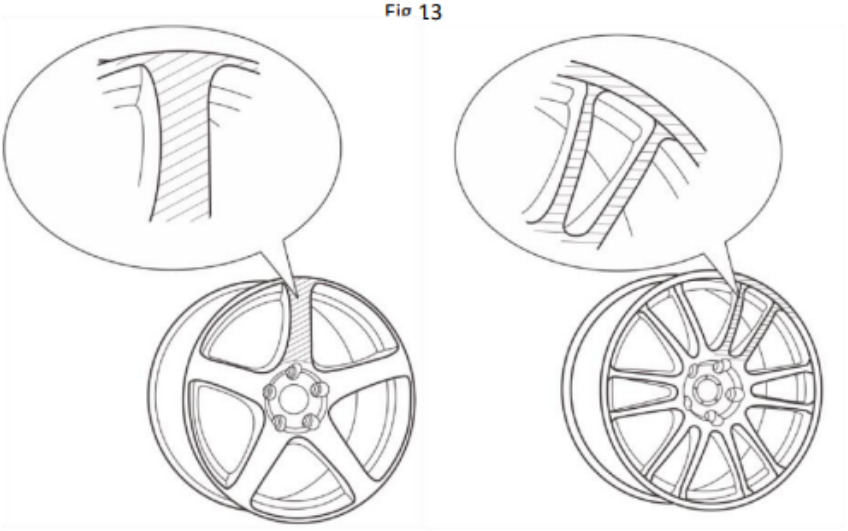
4.2 BRAKE SYSTEM

A- The primary brake system must hydraulically operate all 4 wheels.
B- Brake systems that use a single (non-tandem) master cylinder to operate all 4 wheels are prohibited.
C- Brake systems may be biassed only front to rear. No brake bias may be used in a side to side configuration.
D- Dual master cylinder pedal assemblies are allowed.
E- Driver adjustable brake bias is allowed.
F- When a brake light pressure sensor is used it must be mounted in line with the front brake master cylinder and have no restrictions in between.
G- Brake pressure switch must be mounted within 1 foot of the master cylinder.
H- Brake lights must operate with the ignition off, only the master cutoff being on is required for operation.
I- Secondary hydraulic e-brake systems are allowed as a fully separate system or as a pass through system.
J- Secondary Brake system / E-brake must only operate the rear wheels.
K-Carbon fibre, carbon ceramic, and carbon variant brakes or rotors are not allowed.

4.3 WHEELS

A- Beadlocks, wheel screws and any means of attachment between wheel and tire is prohibited.
B- The space between the rim and the internal portion of the tire must be filled only with air. Use of inner tubes, tire balls, Mousse, Tubliss systems, glue , bonding agent and tire pressure relief valves are not allowed.
C- Wheels must be DOT approved for use on passenger car vehicles including bead seat profile and dimensions.
D- All vehicles must have a sticker in a contrasting colour on a specific part of each wheel during official practice, qualification, and competition (example: Figure 13)
E- Tire stickers must be a minimum of 2.5cm tall with 2 stickers per wheel.
F- Wheel coloration examples are in the figures below, the shaded areas are examples of allowed coloration placement. If you have any questions regarding the visibility or allowed wheel coloration placement, please contact :tech@dmcc-series.com.

Fig 13



4.1 ENGINE

Engine substitutions and modifications are free, but may only run on gasoline, diesel, and ethanol blends.

Electric and Hybrid power systems are prohibited for competition

throttle Drive-By-Wire systems are eligible for competition

4.4 COOLING SYSTEM

A- Cooling system modifications are free but must be fully closed and free of leaks.

B- Automatic water sprayers will be allowed during competition, but must not be leaking on the track, starting line, or grid area.

C- If cooling system lines are routed in the driver's compartment or a trunk area that is open to the driver, they must be separated from the driver by a crushable metal enclosure made up of .036-inch steel, or .059 inch aluminium. The floor of the enclosure must be designed to prevent accumulation of fluids.

D- Cooling lines and fittings shielded with fire sleeve can be used in place of the metal shielding requirements.

E- Radiators located inside the driver's compartment must be separated from the driver

F- Cooling systems shall be filled with water only. Coolant Additives such as NEO "Keep Cool" and Redline "Water Wetter" are allowed.

G- Radiator catch tanks with a minimum capacity of one (1) quart are required. Catch tanks must be securely fastened and sealed from the driver's compartment.

H- All engine components and exterior components that support engine operation such as coolers, pumps, tanks, and lines must be protected and within the confines of the factory frame rails and factory bumper or tubular bumper structure.

4.5 OIL SYSTEM

A- Oil system modifications are free but must be fully closed and free of leaks.

B- If the oil tank is located in the driver's compartment area, or a trunk area that is open to the driver, it must be separated from the driver by a metal enclosure made up of .036-inch steel, or .059-inch aluminium.

C- The floor of the enclosure must be designed to prevent accumulation of fluids.

D- Oil catch tanks with a minimum capacity of one (1) quart are required. Catch tanks must be securely fastened and sealed from the driver's compartment. Wristbands are recommended on all breather filters.

E- All engine components and exterior components that support engine operation such as oil cooler, Accu-sump, dry-sump tank, oil filter, and oil lines must be protected and within the confines of the factory frame rails and factory bumper or tubular bumper structure.

4.6 FUEL SYSTEM 4.6.1 FUEL TANK/ CELL

A- The fuel system design is free
B- Safety Fuel cells are required for all vehicles with a relocated fuel tank.
C- Safety fuel cells shall consist of a bladder enclosed in a metal container.
D- Safety fuel cell support structures must be welded to the vehicle. Bolt on support structures are prohibited.
E- If the factory fuel tank is retained, the tank must be mounted in the factory location, and in the factory manner while being enclosed by the factory sheet metal.
F- Drag race style fuel cells with bottom mount sumps and or fittings are prohibited.
Fuel cells meeting SFI 28.1 are recommended.
G- Fuel tank/cell must be separated and completely sealed to prevent the passage of fluids or flames from entering the driver's compartment by a permanently mounted steel or aluminium bulkhead. The bulkhead in a hatchback vehicle must be affixed to the chassis and no movable structure or panel such as the hatch will be allowed as part of the bulkhead. Fuel cells may be installed in the interior of the vehicle, preferably within the confines of the roll cage structure.
H- The floor pan may be modified to fit a fuel cell and lines.
I- Fuel cells must have a flapper valve installed to prevent spillage in the event of a roll over.
J- Fuel System must not leak on the track, starting line, or grid area.
K- Installation of Discriminator valves may be required on vent lines to prevent fuel leaks.
L- Pressurised refuelling is prohibited.

4.6.2 FUEL LINES

A- Fuel lines and fittings must be high-pressure type and routed in such a way that do not interfere with moving parts and be securely insulated and attached to the unibody or chassis. B- No fuel lines may be routed through the driver's compartment.
C-Teams may install dry-break fuel-filler attachments in the rear quarter windows or into the rear windshield or trunk lid to facilitate re-fueling from outside the vehicle.
D-The fuel filler tube between the fuel filler neck and the fuel cell, or tank, must be bulk-headed with .036-inch steel or .059-inch aluminium and sealed.

4.7 NITROUS OXIDE

A- Nitrous Oxide bottles must be securely mounted inside the body line and protected within the confines of the factory frame rails and factory bumper or tubular bumper structure.
B- All Nitrous bottles must be recertified every 5 years and stamped to indicate the last inspection date.
C- All Nitrous bottles must be stamped with minimum DOT -1800 pound rating.
D- The use of commercially available thermostatically controlled bottle warmers is accepted.
E- The use of any other method of externally heating nitrous bottles is prohibited.
F- The use of plastic bottle brackets is prohibited. Nitrous bottles located in the driver compartment must have a "BLOW DOWN TUBE" which consists of a pressure relief valve (Example from NOS- Part number NOS 16169) and be vented to the outside of the driver compartment (Example from NOS- Part number NOS 16160).

4.8 EXHAUST SYSTEM

A- Exhaust system modifications are free, but must a the height of the rear axle or in the original location.

4.9 STARTER
All vehicles must be equipped with an on-board starter and power supply which must be in working order at all times

4.10 TRANSMISSION
A- All vehicles must be equipped with a functioning reverse gear.
B- Vehicles not equipped from the factory with a transaxle are prohibited from converting to a transaxle.
C- Factory equipped transaxle vehicles are allowed to convert to a separate transmission and differential.
D- Transmission and/or final drive modifications are free, but only the rear wheels may propel the vehicle.
E- Shifter and/or shift linkage must be covered with an approved shift boot. Clutch release must be manually operated by the driver's foot.
F- Automatic transmission prohibited.
G- Automated, timer-type, pneumatic, electric, electronic, hydraulic, etc. shifting mechanism prohibited; each individual shift must be a function of the driver and controlled manually.

4.11 DRIVESHAFT
A- All vehicles must have a driveshaft retaining loop mounted within 6 inches of the forward most universal joint and be securely attached to a unibody or frame structure
B- The driveshaft loop may be made of minimum .250-inch x 2-inch wide steel strap or .875-inch x .065-inch steel tubing and be securely mounted in case of universal joint failure. (Example from Summit Racing- Part number SUM-G7900)

4.12 BODY
4.12.1 DOORS
A- Doors must use the factory latch mechanism
B- The inside and outside door latch/ lock operating mechanism must be functional and readily accessible for the driver to exit the vehicle.
C- Doors with an exposed interior must have the sharp edges removed or covered.

4.12.2 BODY PANELS
A-Vehicles must maintain the OEM look and feel.
B- Panels must be clean, free of damage and presentable for competition.
C- All bodywork must be painted or covered and securely attached to the vehicle. .
D- One piece front ends are not permitted..

4.12.3 WING
A- Wings are permitted but shall not come in contact with any walls while being on the right line asked by the judges.

4.13 WINDSHIELD
A- Windshields must be OEM glass or Lexan/polycarbonate replacement.
B- Lexan/polycarbonate windshields must be a minimum thickness of .1875-inch
C- Lexan/polycarbonate windshields must be securely mounted and have a vertical brace .750-inch wide x .0625- inch aluminium which is securely mounted down the centre of the opening on inside the vehicle.
D- Windshields must be clear, use of tint is prohibited.
E-Windshield wipers must be present and functional in case of rain events.

4.14 WINDOWS and WINDOW RESTRAINTS

A- Door, quarter and rear window must be OEM glass or clear/polycarbonate with minimum thickness of .125- inch and securely bolted in place.
B- Side windows shall have a window net, OEM glass, or a piece of Lexan/polycarbonate in place of both front window openings whenever the vehicle is on-track.
C- Side windows and rear windows must be clear, use of tint or wrap is prohibited.
D- Competitors may choose to use arm restraints in lieu of side windows or a window net.
E- Competitors with convertible vehicles must use arm restraints.

4.15 MIRRORS

Two external, rear-facing mirrors are required, and must be positioned so that the driver can see objects along both sides of the vehicle. OEM mirrors in the OEM mounting position are encouraged.

4.16 HOOD/ TRUCK PINS

A- Two hood pins minimum at the front of the hood and are required.
B-The original front stock latch must be removed.
C- Trunk oem latch may be kept if no fuel cell is present in the truck area.

4.17 TOWING APPARATUS

A- Must be equipped with front and rear tow hooks.
C- Minimum internal hole diameter of 2 inches
D- If made of a metal it must not protrude more than 3in from a blunt surface.
E- the position must be clearly identified by the word “TOW” or an arrow in a contrasting body colour

4.18 LIGHTS

4.18.1 OEM LIGHTS

A- All OEM lights must remain in place, Headlights, tail lights and brake lights must function normally.Led bars may be introduced in OEM locations as long as they point downward and retrofittd to oem setup.
B- Brake lights may only be red with the presence of running lights.
C- Rearward facing strobe lights of any colour is strictly prohibited.
D- Any variation of red and or orange coloured headlights is prohibited.
Headlight replacements and modifications are subject to approval by the tech director.
E- The use of electrical, mechanical, and or hydraulic cutoff switches, relays, or any other device that renders the brake lights inoperative in any way, is strictly prohibited.

4.18.2 THIRD BRAKE LIGHT STRIP

A- A front and Rear Brake light strip must be mounted on a fixed non removable panel or structure.
B- Rear Brake light strip must be visible from the rear of the vehicle.
C- Brake light strips are 36 inches long and must remain 36 in long.
D- Damaged light strips with over 50% not functioning will need to be replaced prior to competition.

4.19 STEERING WHEEL AND POWER STEERING

A- Any steering wheel except wood rimmed may be used.
B- Electric power steering may be used, If a pump is installed in the driver compartment pump must be protected by an enclosed box or firewall.

4.20 CHASSIS MODIFICATION

A- The original OEM floor pan, frame and or unibody must remain unmodified between the vertical planes created by the original forward most and rearward most suspension point or subframe mounting point.
B- Unibody or chassis may be stitch or seam welded but plating of chassis is prohibited.

C- The original OEM floor pan, frame and or unibody must remain unmodified between the horizontal planes created by the original floorpan at the lowest horizontal plane to the roof at its highest horizontal plane.
With the exception of transmission tunnel and firewall dimensions listed below and Fuel cell rule.
E- Items in the unmodified zone that are allowed to be removed can include original rear window parcel shelf, tabs or mounts for unused OEM steering columns, unused OEM windshield wiper mounts, and the exterior roof panel can be replaced with a composite panel.
F- Removal of the trunk sill portion at the base of the rear window is prohibited for all car build after the 2022 season.
G- Rear suspension tower cross-members located at the top of the rear suspension towers may be removed from the unibody interior only if a suitable replacement structure of equivalent strength is installed.
H- No part of the engine casing may cross the vertical threshold of the original firewall into the transmission tunnel.
I- No other modifications may be made to the vehicle chassis, frame, or unibody including the installation of air jacks.
J- The use of air jacks during Competition and Competition time out is strictly prohibited.
K-Chassis may be modified to use a rally stand.
L- Any holes in the firewall must be of the minimum size for the passage of controls and wires, and must be completely sealed to prevent the passage of fluids or flames from the engine compartment to the drivers compartment.
M- Floor pan around the subframe mount may be reinforced by welding some plates around it 5 inch maximum front it .

4.21 CHASSIS MODIFICATION VARIANCES

A.Ford Fox body Mustang + sn95 (1978-2004) Will be allowed to remove protruding structure on front subframe for steering clearance in accordance with template specifications. The addition of a panhard bar is permitted on non cobra models.

4.22 FIREWALL AND TRANSMISSION TUNNEL

A- Modifications to the firewall and transmission tunnel must be done with .036-inch steel or .050-inch aluminium.
B- Transmission tunnel upper sheet metal around the shifter hole and shifter linkage can be modified only to make space for transmission swap.

4.23 SUSPENSION

A- In-cockpit / Driver adjustable suspension will not be allowed.
B- No suspension changes or adjustments will be allowed between runs by any means including remotely. No actuators, servos, or motors of any kind will be allowed.

4.23.2 FRONT SUSPENSION

A- Front subframe and crossmember must bolt in the stock location.
B- Original suspension design type must remain: Double wishbone, MacPherson strut etc. C- Modified or aftermarket suspension parts, including hubs, are allowed.
D- MacPherson strut upper mount pivot must remain within the centerline dimension of the OEM unaltered factory bolt pattern on the chassis.
E- The OEM pattern on the chassis must remain unaltered and be the only means of mounting the upper strut mount.
F- All OEM bolt holes must be present and utilised.
G- Subframe must remain in the factory location: no relocation of the subframe on any plane will be allowed except for riser bushing.

H- All original suspension mounting tabs must remain in the original position. NO cutting, welding, bending, drilling or modifications of any kind will be allowed.
I- Front subframes may be modified to directly allow for oil pan/ starter clearance and steering rack relocation. The front subframe must remain intact on at least one major member on one face that spans the entire width of the subframe, thereby keeping the original dimensions of the subframe intact. Reinforcement is allowed as long as it's not connected with anything else than itself.
J- Upper shock tower may be reinforced with a plate fully welded to prevent them from cracking.

4.23.3 REAR SUSPENSION

4.23.3.1 LIVE AXLE

A- The original chassis mounting points/pockets may be reinforced.
B- Suspension relocation brackets that move suspension points or pivots regardless if they are bolted into the chassis will not be allowed.
C- Original suspension design must remain: 3 link, 4 link, ect.
D- Control arm mounting point on the solid axle can be relocated with bolt on parts.

4.23.3.2 INDEPENDENT

A- Original suspension design type must remain: 5 link, 4 link, strut, etc.
B- Suspension modifications must maintain the same link count as the factory hub.
C- Suspension link is defined as a rigid member with attachment/pivot point on the subframe/chassis and the hub.
D- Example: if the factory hub has 5 attachment/pivot points on the hub and the subframe/chassis with 5 independent links then the aftermarket hub and arm configuration will also have 5 attachment/pivot points on the hub and the subframe/chassis with 5 independent links to maintain the factory suspension type.
E- The original chassis mounting points must remain unaltered and in the original factory position.
F- Modified or aftermarket suspension parts, including hubs, are allowed.
G- All original suspension and subframe mounting tabs must remain in the original position. Additional mounting tabs may be added to the subframe to relocate the suspension arm mounting points within a maximum of 2 inches on any plane from the original mounting position(see figure 8).
H- Relocation of suspension points not mounted directly to the subframe such as trailing arm brackets and shock mount brackets is prohibited.
I-This will be measured centre to centre from the original pivot point to the new pivot point. Please refer to Figure 8. This rule only applies to vehicles with a rear subframe and to pivot points on the rear subframe.
J- Rear subframes may be modified to allow for mounting or relocating a differential. The rear subframe must retain at least one major member that spans the entire width of the subframe, thereby keeping the original dimensions of the subframe intact. Reinforced is allowed as long as it is connected only to the subframe.
K- Upper shock tower may be reinforced with a plate that is fully welded to prevent them from cracking.

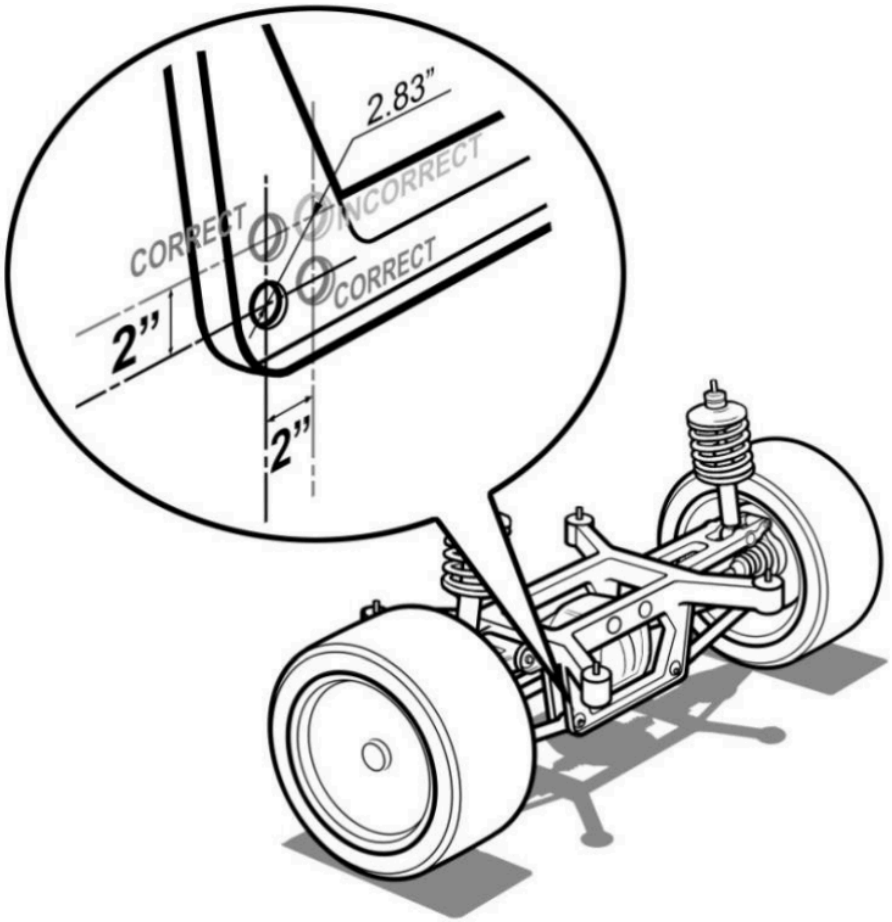


Figure 8

4.24 STEERING

A-Modifications of steering components (steering rack, tie rods, etc.) are free.
B-This includes mounting the rack to the front subframe.

5 COMPETITION VEHICLES

5.1 VEHICLE ELIGIBILITY

A- Eligible models must be considered a “production vehicle” and have had a minimum build run of 600 units in each model year.
B- Eligible body styles include: coupe, sedan, convertible or wagon and have no more than 5 doors.
C- Vehicles must maintain the original OEM steel unibody and/or steel frame structure between the OEM front and rear suspension mounting points.
D -No trucks or SUVs will be allowed.
E- Vehicles that do not meet the above eligibility criteria must petition for approval from the DMCC TECH DIRECTOR.
F- Vehicule must be equipped with mandatory Series sponsor sticker ex: windshield banner

5.2 VEHICLE ELIGIBILITY INSPECTIONS

5.2.1 VEHICLE ANNUAL TECHNICAL INSPECTIONS

Prior to the first time a vehicle is entered into any EVENT for the current season; the TECH DIRECTOR will issue a DMCC VEHICLE IDENTIFICATION (VID) number/sticker and conduct an annual inspection of each vehicle. Upon verification of compliance to the rules, an annual tech sticker

will be issued and affixed to the main roll bar hoop at driver's left. Only vehicles that have passed the annual Inspection, and have an annual tech sticker affixed, will be allowed to compete unless approved by the TECH DIRECTOR.

Issuance of the tech sticker is not an endorsement of the performance of the vehicle, nor an indication that the vehicle meets all of the required Technical Specifications. The tech sticker signifies that the vehicle has passed the initial Safety Inspection and will be permitted to go on course during scheduled DMCC practice, qualifying and drift sessions.

The annual tech sticker will be withheld from any vehicle that does not comply with the required Safety Specifications. If the tech sticker is withheld, it is the team's responsibility to meet with the TECH DIRECTOR to determine what action is required to achieve compliance. The TECH DIRECTOR shall maintain inspection records of each entered vehicle.

To be eligible for competition in an EVENT, all vehicles must have: DMCC VEHICLE IDENTIFICATION number (VID) A current annual technical inspection sticker

5.2.2 VEHICLE EVENT TECHNICAL INSPECTIONS

At a time and place and in a manner determined by event officials, prior to racing activities of any nature (including without limitation qualifying, competition, practice, testing, etc.) all vehicle and driver equipment must undergo a technical inspection.

In addition, every vehicle is subject to further technical inspection at any time before, during or after an event, at the time and in the place and manner directed by any event official. DMCC may at any time inspect, seal for inspection, and/ or tear down a participant's vehicle. Not complying in full with any inspection request will result in disqualification for further competition and such other penalties as deemed appropriate by DMCC. All determinations by event officials regarding the timing and method of technical inspection shall be final and not subject to appeal or review.

Technical inspection assists event officials with determining, in their judgement, eligibility for participation in an event. The technical inspection does not in any way change the fact that the driver, the crewmembers, and the vehicle owner are ultimately responsible for the safety and operation of the vehicle and equipment.

The participant agrees that participant is in the best position to know about the construction and operation of participant's vehicle, equipment, and clothing, and whether there has been compliance with all DMCC rules, regulations and agreements, including but not limited to those contained in the Rulebook. Moreover, in the case of technical violations, the participant acknowledges, understands and agrees that the participant is charged with full knowledge of every component of participant's vehicle and that even if a third party has caused the participant's vehicle to be noncompliant, the participant will still be responsible for and charged with any applicable violation and sanction. Disclaiming knowledge of the particular part or parts, or disclaiming knowledge of the rule or rules, or disclaiming responsibility for the actions of the third party, will not be defences to any violation or any sanction therefore. Any means or tactic used that could deceive the judges or interfere with the judging process is strictly prohibited and will be subject to disciplinary actions.

5.3 VEHICLE MODIFICATIONS

Any vehicle which after being issued an annual technical inspection sticker by the TECH DIRECTOR is dismantled, or modified, or in any way changed which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences,

must be re-presented by the team for approval. It is the responsibility of the team to notify the TECH DIRECTOR of any modifications.

5.4 VEHICLE DAMAGE

If a vehicle is damaged due to an accident or other incident, the TECH DIRECTOR may remove the annual tech sticker. A new tech sticker may be issued after the vehicle is re-inspected or repaired and then reinspected. It is the responsibility of the team to notify the TECH DIRECTOR of any and all damages.

6.0 TIRE

Mandadory Tires for official practice, qualifications, and competitions:

Pro: Zestino Acrova 07A 265/35ZR18 93W TW280 & Zestino Gredge 07R 265/35ZR18 93W TW240
Pro-Am: Acrova 07UHP 340TW 235/45ZR17 et 235/40R18

6.1 TIRE MODIFICATION

A- Any attempt to modify tires in any manner is prohibited. “Grooving” or “Shaving” of tires is prohibited.
B- The use of traction compounds or any other substance that may alter the physical properties of the tire are prohibited.
C- Tire warmers or any other means of artificially altering the tire temperatures are prohibited.
D- Tire balancing with fluids or internal loose weights is prohibited.