

DRIFT MANIA 2007



RULES AND REGULATIONS

EDITION 1

Introduction

We are pleased to provide you with the 2007 edition of the Rules of the DMCC Professional Racing Series.

This edition of the rules establishes the foundation for the organization and conduct of the DMCC Professional Racing Series, and has been extensively re-organized from the previous versions. Participants, teams, drivers, and officials are strongly encouraged to review these rules carefully.

DMCC wishes you a safe and successful racing season.

Please note that these rules are based on Formula Drift Professional Racing Series rules and regulations of 2007. They have been adapted to the DMCC Professional Racing Series in order to accommodate drivers, teams, participants, and officials from Canada and worldwide.

1 SERIES ADMINISTRATION

1.1 ADMINSTRATIVE CONTROL

The DMCC Pro Championship is a wholly owned subsidiary of Promotion Drift Mania Inc. (DMCC) and sanctions all DMCC events. The business administration of the series is managed by Promotion Drift Mania Inc.

1.2 OFFICIAL MEETINGS

A DMCC representative shall be present at any official meeting, or hearing, involving interpretation or implementation of this rule book or the operation and business matters of DMCC in general.

1.3 ACKNOWLEDGEMENT OF RULES

Every person, entity, group of persons, regional affiliate, or organizer who seeks approvals for, and is granted the right to conduct a DMCC event, and any person who receives a DMCC license, warrants that:

- He/she is acquainted with the series rules.
- He/she agrees without reservation to abide by the series rules.
- He/she renounces the right to have legal recourse, except with the written consent of DMCC to any arbitrator, or tribunal, not provided for in the rules.

1.4 OPERATING AUTHORITY

At race events, the DMCC Chief Steward (CHIEF STEWARD) has authority for the conduct of all aspects of the event. He/she reports to the President of DMCC, with all other Race officials reporting to him. Race Series Officials have authority for the President of DMCC.

1.4.1 Determinations and/or decisions made by DMCC officials are non-litigable.

1.4.2 They will not initiate or maintain litigation of any kind against DMCC, or anyone acting on behalf of DMCC, to reverse, or modify, such determinations, or to seek to recover damages, or other relief allegedly incurred, or required, as a result of such determination and;

- 1.4.3 If a participant, entrant, competitor, or official initiates, or maintains, litigation in violation of this provision, that individual or entity agrees to reimburse DMCC and/or partners, agents, or affiliate organizations of DMCC, for all costs of such litigation, including travel expenses, and attorneys' fees. Competitors, or officials, involved in such litigation will have all DMCC privileges suspended until litigation is complete.
- 1.4.4 DMCC reserves the right to amend, or modify, the rules at any time (including individual series regulations and supplementary regulations) via Supplementary Regulations, Tech Bulletins, Competitor Bulletins, Drift Competitions Memos, or other medium.
- 1.4.5 The English and French texts of these regulations will be used should any dispute arise regarding their interpretation. The final authority shall be the printed version of this text, plus bulletins, memos and/or supplementary regulations.
- 1.4.6 As of January first (1st) of each year, the Rules & Regulations for that year shall supersede all versions from previous years.

2 LICENSING

DMCC competition is open to all competitors worldwide.

2.1 DMCC MEMBERSHIP AND PARTICIPANT LICENSE

All drivers and crew members working in the pits, or other designated high-risk area, must be 18-years or older, be a current DMCC member, and hold a current DMCC Participant Pass. Participants under the age of 18 will be required to provide a signed permission copy from a parent or legal guardian. Privileges may be revoked at any time for non-compliance with this rule book.

2.2 DMCC COMPETITION LICENSE

All DMCC drivers must be licensed by DMCC in order to compete in a DMCC Pro Championship event. DMCC drivers that are ranked (having scored at least one competition point) in the previous championship season will automatically be eligible for a DMCC license the following year. All remaining drivers and any new driver wishing to obtain a provisional DMCC license (LICENSE) will have be entitle to a provisional licenses that will be valid for the season for which it was granted and for the number of events specified. Failure to perform competitively in a DMCC event and/or acquire any competition points, will result in revocation of the provisional license. DMCC reserves the right to revoke a provisional license at any moment including during a race event.

Note: Drivers who forfeit their LICENSE will be re-issued a provisional license.

3 CODE OF CONDUCT

3.1 DRIVER/TEAM APPEARANCE

Drivers and Teams must be clean and presentable at all times. Driver uniforms must comply with these regulations and must be free of wear and damage. Driver uniforms must have the Series patch on the front left side of its race suit. All team members must wear closed shoes and full-length pants. No shorts, sandals, or wife beaters will be allowed in 'hot' areas.

3.2 CONDUCT & Demeanor (CODE OF CONDUCT)

3.2.1 PADDOCK AND ON-TRACK CONDUCT

A driver, crew member or other 'hard carded' participant acting in such a way that is considered by a DMCC Official as endangering others will be fined a minimum of \$500.00 dollars and up to \$10,000 dollars and may be disqualified from participating in any or all DMCC events. All drivers and teams must keep safety and professionalism in mind at all times, and is aware of their surrounding environment, personnel, actions, behaviour, vehicles and equipment. DMCC reserves the right to deem what actions or conditions constitute violation of this policy. Negligence of any kind or violation of any safety matter will not be tolerated.

3.2.2 Demeanor TOWARDS OFFICIALS, STAFF AND/OR JUDGES

Any driver and/or team member that conducts him/herself/ in an inappropriate manner with the official judges will be subject to the same penalties as listed in point 3.2.1.

3.2.3 APPLICATION OF CODE OF CONDUCT

Code of Conduct Rules applies during the course of any DMCC activity, including but not limited to test days, set up times, official meetings, competition events and demonstration events.

3.2.4 CONSEQUENTIAL ACTIONS

The Driver is responsible for his representatives, team, crew, and guest conduct at all times during the course of any DMCC activity.

Drivers, crew, and others representing a driver and/or team are to act in a professional manner:

- A. First offence may result in a warning, disqualification, fine of \$50 to \$1,000, or probation for a period specified by DMCC.
- B. Second offence may also result in a fine of \$50 to \$1,000, a warning, disqualification, fine, or probation, per person, per incident, and/or a deduction of between 1 and 54 Championship points.
- C. Third offence may also result in the removal or disqualification of the entrant or team from the competitions and/or season.

In case of extreme misconduct, DMCC reserves the right to take any other action deemed necessary.

3.3 ENTRIES

All entrants must follow the official DMCC entry forms and/or processes for each event. An entry made, and accepted, in accordance with these regulations, and any relevant Supplementary Regulations, shall constitute a contract, binding an entrant to take part in the competition entered unless prevented by forces beyond his control. A breach of such contract may be treated as a breach of these regulations.

3.3.1 REFUSAL OF ENTRY

If an entry for any competition is refused, notification of such refusal shall be sent to the entrant at the address given on the entry form as soon as possible. DMCC may deny entry to any entrant whose conduct, associations, or affiliations, on or off the track, are deemed not conducive to the best interest of this sport, or who exhibits conduct, which is inappropriate, offensive, abrasive, or in bad taste. DMCC has the right to refuse an entry at their discretion without giving a statement of reason for refusal.

3.3.2 FALSIFICATION OF ENTRY

An entry, which contains a false or incorrect statement, may be null and void, the entrant may be deemed guilty of a breach of these regulations, and the entry fee may be forfeited.

3.3.3 WITHDRAWAL OF ENTRY

An entry may be withdrawn without penalty, or transferred to another event, if the withdrawal is made in writing, or by phone, prior to the opening of on-site event registration (does not apply to full year registration – 5 events). In such cases, DMCC shall return the entry fee. An entrant, or driver, accepted to take part, who does not do so without making a proper withdrawal of entry, shall forfeit all entry fees. An entrant, or driver, accepted to take part, who does not take part without making a proper withdrawal of entry, and who participates elsewhere in the same period, shall be guilty of violation of these regulations and liable for penalties to be assessed by the CHIEF STEWARD, including mandatory forfeiture of all entry fees, and shall have no right to protest, or appeal, such judgment except as regards to the fact of participation elsewhere.

3.3.4 ALCOHOL, NARCOTICS, PERFORMANCE ENHANCING AND/OR RECREATIONAL DRUGS

The use of any narcotic, controlled substance, performance-enhancement drugs, and/or recreational drugs, as defined by federal and/or provincial law, by any participant, is expressly prohibited, even if prescribed by a licensed physician.

Consumption of alcoholic beverages shall not commence until all official functions of a specific series or event has been completed.

DMCC reserves the right, at any time, to require any participant to successfully complete, at participant's expense, such tests as may be designated by DMCC, including, but not limited to, breath, blood, urine. The CHIEF STEWARD, or his designee, may perform such tests. Refusal to submit to, and/or failure by participant of, such testing shall result in penalties or removal from the event and/or series. Failure to do so will result in all the fines and penalties specified in point 3.2.1.

4 GENERAL SERIES REGULATIONS

4.1 OFFICIALS

Every DMCC event must be staffed with individuals, agents, or affiliates assigned by DMCC to operate the event (OFFICIALS), or their substitutes as approved by DMCC. The staff of OFFICIALS, whose duty it shall be to direct the control of the event may include:

- Chief Steward
- Judge
- Technical Manager(s)
- Starter
- Registrar

They shall be termed 'officials' and may have assistants, also termed 'officials', to whom any of their duties may be delegated. They will be available in their roles from before the on-track scheduled sessions until after all events and resulting official actions are complete, except as excused by the CHIEF STEWARD. No OFFICIAL shall have a direct conflict of interest arising from direct involvement or connection with the organizers, affiliates, teams, drivers, officials or sponsors of an event, which, at the sole discretion of the President of DMCC, may affect his ability to impartially perform his duties, or with any entrant or driver taking part. In addition no OFFICIAL may compete in any event at which he is officiating.

4.1.1 CONDUCT

Every official shall endeavour to conduct himself according to the highest standards of behaviour. Failure to do so may result in loss of Official appointment for the event, or penalty, as determined by DMCC. OFFICIALS whose actions are deemed by DMCC to be against the best interests of DMCC shall not be permitted to participate in DMCC events.

4.1.2 CHIEF STEWARD

The CHIEF STEWARD shall be the executive responsible for the general conduct of all aspects of competition and operations at an event for which he has been assigned.

4.1.3 JUDGE

Judges shall determine scores and points assigned to individual or team competitors based on the competition criteria determined by DMCC. Judges shall furnish and distribute results of all qualifying sessions and races, as well as any special requests (i.e. timed practice sessions, etc.)

Judges or other entities as assigned by DMCC will maintain records of official times, qualifying records, and race results for all events.

Judges or other entities as assigned by DMCC will also compile and distribute official results (after notification that all protests are completed and that the CHIEF STEWARD has declared the results 'official') for all qualification periods and races.

4.1.4 TECHNICAL MANAGER

The installation of all parts, systems, equipment on any competition vehicles is subject to the approval of the Technical Manager.

The DMCC Technical Manager (including any of his designees) is the authority in enforcing technical regulations (TECHNICAL MANAGER). Their decisions are non-protestable and they have the authority to amend and/or add to the rules and to make adjustments to car specifications on the spot, if deemed necessary. Teams will be notified of any changes made at the track by written bulletin when possible.

The TECHNICAL MANAGER **may order the inspection and disassembly of any entered automobile** to ascertain its conformance with the Rules at any time.

The TECHNICAL MANAGER shall make a report to the CHIEF STEWARD of any automobile that does not conform to the requirements of the Rules and specifications of the Series. In the event of an infraction, it is the duty of the CHIEF STEWARD to take appropriate action as provided for in these regulations.

The TECHNICAL MANAGER **shall ensure that all Driver Safety Equipment is in conformance with the Rules.**

The TECHNICAL MANAGER has the 'right to refusal'. If a team interprets a rule in such a way as to prepare a car beyond the intent of the rule, the TECHNICAL MANAGER may disallow the preparation and issue an immediate clarification.

4.1.5 REGISTRAR

The registrar shall be responsible for certifying and processing all entries, credentialing all drivers, crewmembers, OFFICIALS, and corporate members. The registrar is the person designated to maintain the official entry, registration lists and processes (REGISTRAR). No other person or entity may issue series or event credentials without the consent of DMCC.

4.1.6 STARTER

The STARTER shall operate directly under the supervision of the CHIEF STEWARD and must be in direct communication with the CHIEF STEWARD at all times. All competing drivers shall be under the orders of the STARTER from the time the automobiles are placed in their starting positions, ready to start, until the competition is completed and all competing automobiles have left the course.

4.2 SERIES IDENTIFICATION

All required decals, patches, emblems and logos must be properly displayed as outlined in Appendix D.

4.3 REGISTRATION

Registration is done under the direction of the REGISTRAR. Registration is on a first come first serve basis and may only be done so through the DMCC office with a valid DMCC license or provisional license. Registration forms and payment must be received by DMCC a minimum of 14 business days prior to the event. NO DRIVER registration will be accepted after the deadline.

Event check-in is usually held at the venue's normal registration location. All DMCC drivers, crewmembers, guests, and sponsors must be registered. Refer to the supplemental regulations for each event for exact registration location(s) and times.

4.4 TEAM REPRESENTATIVE

Each team will designate **one (1) person** to act as the **team representative**. This spokesperson is the only person who may officially speak for the team, including filing protests, initiating the '5-minute rule', withdrawing an entry of vehicle, and making changes and additions to the team's credential list. If the representative must be changed during the event, the REGISTRAR, TECHNICAL MANAGER, and CHIEF STEWARD must be notified.

4.5 MEETING ATTENDANCE

DMCC OFFICIALS will conduct various meetings with the drivers and crew chiefs/team managers throughout the course of an event. This may be a single meeting, or separate meetings and sufficient notifications will be made through the Supplemental Regulations or other notice. All will be briefed on the rules governing the competition and specifically, any new rules, or regulations, pertaining to the competition. Drivers and/or Crew chief attendance is mandatory for their respective meetings as outlined in the event supplemental regulations. Drivers must be suited. **Failure of any driver and crew chief, to attend these meetings shall result in a minimum fine of one hundred fifty dollars (\$150.00 U.S.)** that will be donated to charitable organization, unless the absence is pre-approved by DMCC. In addition, failure to attend these meetings shall negate any protest, or action, by the entrant, or driver, regarding any penalties that may be assessed during the competition for an infraction of a rule that was the subject of discussion during the meeting that was missed. DMCC may also impose penalties or fines for tardiness to official meetings or appointments. DMCC also reserves the right to disqualify any one driver or team representative absent from the meetings. Drivers, crew chiefs, team managers, and entrants may also be required to attend autograph sessions and/or interview sessions or other media events if notified.

4.6 RANGE OF PENALTIES

Any Participant, Driver, Entry, OFFICIAL, Team or other entity who a) violates any rule or regulation of a DMCC series, b) is party to a fraud of other acts of prejudice to DMCC or its interests, or c) attempt to bribe or otherwise improperly influence any party connected to the DMCC series is subject to penalties.

The CHIEF STEWARD has the right to impose any penalty or action he/she feels is appropriate, including:

- Reprimand
- Fines
- Probation
- Suspension
- Removal from the event
- Exclusion
- Disqualification
- Loss of points
- Alteration of event results
- Any combination of the above
- Other remedies

4.7 GENERAL PIT, PADDOCK, AND COURSE RULES

- 4.7.1 **All personnel in the pit area must be adequately attired (closed-toe shoes, long pants, and sleeved shirts) at all times during practice, qualifying, and the race.**
- 4.7.2 Only personnel with valid DMCC Participant I.D. will be allowed access to the restricted areas as defined. DMCC Participant I.D. cards must be available and visible at all times.
- 4.7.3 Smoking is not allowed at any time in the specified 'hot' areas. Pets are prohibited in 'hot' areas at all times.
- 4.7.4 The CHIEF STEWARD or his delegate is the supreme authority in enforcing pit lane, paddock, course or other operational rules or procedures. Penalties for infraction of the pit lane rules may be applied.
- 4.7.5 Engines shall be started with an on-board starter, and an on-board power supply. A driver unable to start the automobile on the pre grid will not be able to race and will be disqualified.
- 4.7.6 The on-board starter must not be used as a means of propulsion, either on the course or in the pits, except to remove the car from a hazardous situation.
- 4.7.7 The driver shall not push his own car, except for extreme safety reasons. Drivers shall obtain no assistance, except in emergency, while on track. This does not preclude assistance by race officials for safety reasons.

4.7.8 The CHIEF STEWARD may order any car removed from the course if, in his judgement, it constitutes a hazard to other competitors because of insufficient speed, fluid spillage, or any other reason.

4.7.9 All major body components should be maintained in normal positions throughout the competition. In the event that loss of bodywork is a safety hazard, the car may be removed from the course. Cars competing in a race with bodywork missing may be penalized.

4.7.10 Refuelling of cars is prohibited in the Grid or Start areas, or as otherwise specified in the Supplemental Regulations. Extreme caution should be taken when refuelling a car that has not completely cooled. When refuelling, there can be only two people (approved team members) within a ten (10) foot radius of the refuelling activity.

4.8 CHANGES TO RULES AND SPECIFICATIONS

DMCC reserves the right to change any rule, regulation, or specification by written bulletin. These bulletins will be sent out via e-mail to the current competitors and staff, as well as being posted at www.driftmania.ca. The DMCC TECHNICAL MANAGER has the authority to make adjustments to safety specifications at any time if deemed necessary.

Requests for or series wide changes are welcomed and must be received at least 14-days prior to the requested effective date.

4.9 FLAG SIGNALS

The following signals are used to signal to the Drivers of various conditions and direct Drivers to obey various specific conditions. Cloth flags are generally used, but may be replaced with similarly coded rigid boards or with lights. A steady light is the equivalent of a stationary flag, and a flashing light to a waved flag.

4.9.1 GREEN

The course is clear and the session is under way. When displayed by the starter, signals the beginning or resumption of a session. Alternatively, the starter may display the national flag of the host country.

4.9.2 BLACK

Summons competitors to officials in pit lane for consultation and/or penalty. The competitor is to comply on the next approach to pit entry. **Overtaking is not permitted.** Be prepared to stop on the circuit only if so directed.

4.9.3 BLACK WITH ORANGE DISC IN CENTER

Informs a competitor of a mechanical problem with his vehicle that may endanger the driver, other participants, or competitors. Report immediately to pit lane at reduced speed. The car may not rejoin the session until released by the series TECHNICAL MANAGER or CHIEF STEWARD.

4.9.4 YELLOW

Caution, there has been an incident in the area covered by the flag. The track may be partly or wholly blocked. Reduce speed, be prepared to change direction or stop, proceed past incident in single file. **Overtaking is not permitted.**

4.9.5 YELLOW, WAVED

Great caution, there has been an incident in the area covered by the flag. The track may be partly or wholly blocked. Reduced speed, be prepared to change direction or stop, proceed past incident in single file. **Overtaking is not permitted.**

4.9.6 RED

The session has been stopped. Use caution and stop immediately. **Overtaking is not permitted.** Be prepared to proceed to pit lane if so directed.

4.9.7 YELLOW WITH RED STRIPES

Caution, the racing surface may be affected by fluids or debris.

4.9.8 WHITE

Caution, you are approaching a slow moving vehicle. May also be used for judging purposes.

4.9.9 WHITE WITH RED DIAGONAL AT START/FINISH

Emergency vehicles are on course.

4.9.10 BLACK & WHITE CHECKERED

Indicates the completion of the practice session, qualifying session, or race.

4.10 RADIOS

Teams are not permitted to transmit on any official DMCC frequency or channel.

Teams are encouraged to equip their competition cars, staff, and team personnel with two-way radios to facilitate information exchange between the team, driver, spotter, and crew. No team's radio frequency may interfere with race control, or other racetrack, emergency, or other networks. Teams are not permitted to transmit on any official DMCC frequency or channel.

The race operation frequency is a 'community frequency' solely based on a single repeater channel. Frequency 'cloning' of any kind is prohibited.

4.11 PASSENGERS

Teams are not permitted to have passengers for ride-a-longs at any time during an event.

5 PROTESTS

5.1 INFORMAL INQUIRY

Prior to lodging a formal protest, participants are encouraged to attempt to resolve their disputes informally. Immediately upon acquiring knowledge of facts that could potentially be the subject of a dispute, affected parties may verbally notify a DMCC OFFICIAL of these facts. The OFFICIAL will determine the appropriate response and will attempt to respond immediately, but may defer the issue to the CHIEF STEWARD. It may be necessary to defer an decision or response and participants should not always expect an immediate resolution.

An informal inquiry shall in no way interfere with the duties of the OFFICIAL, or the operation or safety of the event or other participants.

5.2 LODGING A PROTEST

5.2.1 Every protest shall be made in writing specifying which part of the DMCC Rules and Regulations is considered to have been violated, signed by the entrant or driver making the protest and accompanied by a protest fee of \$100.00 within the time limits specified in these rules. The protest fee will be returned if the protest is deemed to be well-founded and is upheld by the CHIEF STEWARD.

5.2.2 All protests shall be made to the CHIEF STEWARD only.

5.2.3 A protest against an entry, validity of an entrant or driver, or a vehicle's eligibility shall be made no later than one hour before the start of the qualifying round.

5.2.4 A protest against a mistake or irregularity occurring during the competition shall be made within 30 minutes of the action in question.

5.2.5 **A protest against the results of the competition shall be made within 30 minutes of the end of that session.**

5.2.6 **A protest against any other action of an official shall be made within 30 minutes of the action.**

5.2.7 Notification of a protest does not guarantee that the CHIEF STEWARD will hear the argument within that time limit. The needs

of the operation may take precedent over the protest. If a protest is declared within the time limit, the protestor is within the boundaries set forth in these rules.

5.3 HEARING PROTESTS

The CHIEF STEWARD, or his designee, shall hear the protest and render a decision as soon as possible. The CHIEF STEWARD will attempt to give all interested parties an opportunity to comment or provide input. The CHIEF STEWARD's decision is final.

Protests are expected to be well founded, reasonable, logical, and based on sound evidence. A well-founded protest may still be denied. If a protest is deemed to be not well-founded, the protest fee will be forfeited.

6 TECHNICAL INSPECTION

6.1 SAFETY INSPECTIONS

6.1.1 ANNUAL INSPECTIONS

Prior to the first time a car is entered into any EVENT for the current Season, the TECHNICAL MANAGER will issue a DMCC Vehicle I.D. number/sticker and conduct an annual inspection of each car. Upon verification of conformance to the rules, an annual tech sticker will be issued and affixed to the main roll bar hoop at drivers left. Only cars that have passed the Annual Inspection, and have an annual tech sticker affixed, will be allowed to compete unless approved by the TECHNICAL MANAGER and series CHIEF STEWARD.

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 race 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 TECHNICAL MANAGER to determine what action is required to achieve compliance. The TECHNICAL MANAGER shall maintain inspection records of each entered car.

6.1.2 EVENT INSPECTIONS

At the beginning of each event, the TECHNICAL MANAGER, or his assigned representative, will conduct an inspection of any entered vehicles and issue an event sticker before being allowed on track.

To be allowed to compete in an EVENT, all vehicles must have:

- 1) A DMCC vehicle ID number
- 2) A current Annual Technical Inspection Sticker
- 3) The current Event Sticker

6.2 MODIFICATIONS

Any car which after being passed by the TECHNICAL MANAGER is dismantled, or modified, in any way which might affect its safety, or car 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 TECHNICAL MANAGER of any modifications.

6.3 DAMAGE

If there is damage to the chassis of the vehicle, the annual tech sticker shall be removed from the vehicle. A new tech sticker may be issued after the vehicle is re-inspected or repaired and then re-inspected. It is the responsibility of the team to notify the TECHNICAL MANAGER of any and all damage.

6.4 TEAM REPRESENTATIVE

During Technical Inspection, there may be only one team representative plus the driver of the team serving as representatives for the car being inspected. The area should be closed off and private. All other team members, family, and friends must leave the area.

6.5 PRE-EVENT INSPECTION

A team can require a technical inspection prior to the event. It will be the team's responsibility to book an appointment with the Technical Director and to assume all costs related to this pre-event inspection. Pre-event inspection may be limited by the availability of the Technical Director. In any case, the Technical Director can request an inspection during the event even if a pre-inspection has already been done.

7 REQUIRED SAFETY EQUIPMENT

7.1 OCCUPANT SAFETY EQUIPMENT

Each occupant must wear the following equipment during all on-track sessions:

7.1.1 HELMET

A safety helmet shall be worn and attached by secure fastening strap by all drivers during all on-track sessions. Only helmets certified to at least the following standards are permitted:

- Snell Memorial Foundation – SA95, SA2000
- SFI Foundation – Spec 31.2, Spec 31.2A
- British Helmet Standard – BS6658:1958

Drivers must wear face shields of fire-resistant material (i.e. balaclava or helmet skirt).

Accident-damaged helmets shall be changed, recertified, or sent, by the driver, or his representative, to the certifying organization for inspection. Details of the accident should be included.

7.1.2 DRIVING SUIT

One piece driving suits are required and must be made of fire resistant material and certified to SFI spec 3/2A-1, or homologated by the FIA, which effectively covers the body, including neck, ankles, and wrists. A proof of certification will be requested by DMCC. Multi-layer driving suits are recommended.

Fire-resistant underwear is required with single and double layer suits, but is not required with three, or more layer driving suits unless the suit manufacturer so specifies.

Gloves, Shoes, and Socks are required. Socks must be made of fire-resistant material. Shoes and gloves must be made of leather, or any other approved fire-resistant material and must be free of holes, tears or other openings except those made by the manufacturer of the equipment.

7.1.3 EYE GLASSES

Any corrective eye glass material used shall be safety glass-type, and meet U.S. Government standards.

7.2 RESTRAINT SYSTEMS

(see also Appendix B).

Seats shall be firmly mounted to the structure of the car. In cars where the seats may be reclined, the back of the seat shall be firmly attached to the main roll hoop, or its cross bracing. Bulkheads, firewalls, rear decks, or similar structures of suitable strength may be used as a substitute for the main roll hoop or cross bracing to provide the required seat back support.

7.3 SEATS

All seats in the car must meet the safety requirements as detailed in these regulations. Seats homologated to and mounted in accordance with FIA standard 8855-1999 or higher need not have the seat back attached to the roll structure. FIA race seats are mandatory. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No. 12 (lateral, bottom, etc). Seats must have head rest higher than the top of the driver's helmet.

Sample FIA seat homologation label:



Note: Letters must be at least 8 mm high

7.4 ROLL CAGES

Roll cages are required. Roll cages of cars that were entered and approved by DMCC during the previous year's championship and were not damaged during that year, will be tolerated during this year's

championship. However, full compliance is expected for next year's (2008) championship as well as for any following year or at ANY Formula-D event (there will be NO EXCEPTIONS for Formula D events). In any case, the Technical Director can refuse a cage deemed unsafe and/or offers an unfair advantage.

It will be considered like an unfair advantage to permeate the firewall with the roll cage. In other words: the cage as to terminate inside the driver compartment and cannot permeate the firewall, even if the car competed in the 2006 DMCC championship.

7.4.1 BASIC DESIGN CONSIDERATIONS

- A. The basic purpose of the roll cage is to protect the occupant if the car turns over, runs into an obstacle, or is struck by another car. It shall be designed to withstand compression forces from the weight of the car coming down on the rollover structure and to take fore/aft and lateral loads resulting from the car skidding along on its rollover structure.
- B. Forward braces and portions of the main hoop subject to contact by the occupant's helmet (as seated normally and restrained by seatbelt/shoulder harness) shall be padded with a non-resilient material such as Ethafoam® or Ensolite®, or other similar material with a minimum thickness of one-half (1/2) inch. Padding meeting SFI spec 45.1 is recommended.

7.4.2 GENERAL CONSTRUCTION

One (1) continuous length of tubing shall be used for the main hoop member with smooth continuous bends and no evidence of crimping or wall failure. The radius bends in the roll cage hoop (measured at centreline of tubing) shall not be less than three (3) times the diameter of the tubing. Whenever possible, the roll cage hoop should start from the floor of the car, and, in the case of tube frame construction, be attached to the chassis tubes by means of gussets or sheet metal webs with support tubes beneath the joints to distribute the loads. It is recommended that gussets be used.

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. Welds shall be continuous around the

entire tubular structure. All welds shall be visually inspected and shall be acceptable if the following conditions are satisfied:

1. The weld shall have no cracks.
2. Through fusion shall exist between weld metal and base metal.
3. All craters shall be filled to the cross section of the weld.
4. Undercut shall be no more than 0.01 inch deep.

Aluminum bronze or silicon bronze welding techniques is permitted, but extreme care shall be used in preparation of parts before bronze welding and in the design of the attaching joints.

7.4.3 ROLL CAGE MATERIAL

Seamless SAE 1020 or 1025, etc. mild steel tubing (DOM) is the preferred material for Roll Cage construction. Please contact DMCC for approval if any alloy material will be used. Alloy steel cages MUST be constructed by an approved supplier. ERW tubing is not permitted.

7.4.4 TUBING SIZE

Roll Cage tubing must conform to the table below and is determined by the vehicle weight as raced without fuel and driver. The minus tolerance for wall thickness should not be less than .010" below the normal thickness.

Vehicle Weight	Alloy or DOM O.D. x wall thickness (inches)
Up to 3500 lbs.	1.500 x .095

Vehicles weighing over 3500 lbs. must petition DMCC for approval of the roll cage prior to entering an EVENT.

7.4.5 INSPECTION HOLE

An inspection hole at least 3/16 inch diameter, but no greater than 1/4 inch diameter shall be drilled in a non-critical area of all tubes with a specified size to facilitate verification of wall thickness.

7.4.6 MAIN HOOP:

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. It shall incorporate a diagonal lateral brace to prevent lateral distortion of the hoop. Any number additional reinforcing bars is permitted within the structure of the cage. It is required that the horizontal brace behind the driver's seat continue from the diagonal to the passenger side main hoop upright or that a second diagonal be installed in the main hoop. **Main hoops can have a maximum of 4 bends**, totalling 180 degrees + or - 10 degrees.

7.4.7 FRONT HOOP:

The front or side hoops shall follow the line of the front pillars to the top of the windshield (as close to the roof as possible) then horizontally to the rear attaching to the main hoop. These two side hoops are to be connected together by a tube over the top of the windshield, or a front hoop following the line of the front pillars and connected by horizontal bars to the main hoop on each side at the top may be used, or a top 'halo' hoop following the roof line from the main hoop to the windshield with forward down tubes following the line of the front pillars to the floor.

The front side hoops may extend through the dash pad. This includes the forward part of the door panel if it is an extension of the dash panel.

One (1) bar is recommended in a horizontal plane between forward cage braces in the dash area. 4 bends maximum or Front down tubes: 2 bends maximum.

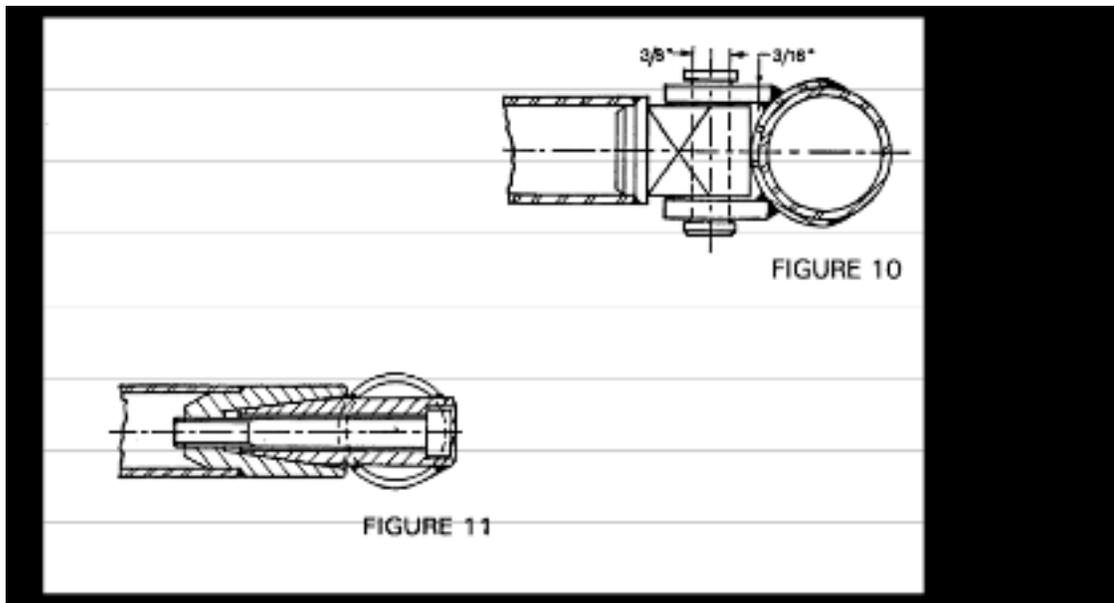
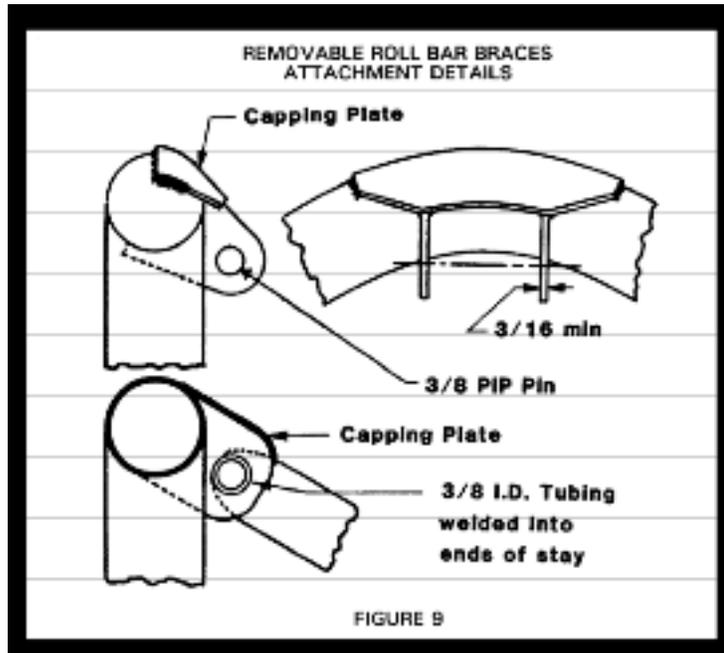
7.4.8 REAR HOOP SUPPORTS:

No bends are allowed. If any of the above bend requirements cannot be met, all components of the roll cage shall be fabricated from the tubing size (s) listed for the next heavier category of automobiles.

7.4.9 BOLT IN ROLL CAGES

Removable roll cages and braces shall be very carefully designed and constructed to be at least as strong as a permanent installation. There are four (4) approved types of removable bracing. If one tube fits inside another tube, the removable portion shall fit tightly,

shall bottom by design, and be at least eight inches (8") in length. Each joint shall be secured by at least two (2) 3/8" or larger, grade 5 bolts. The other approved designs incorporate connectors of the double-lug, tapered, or muff-type as shown in figures 9,10, and 11. The double lug type shall include a doubler, gusset, or capping arrangement so as not to avoid distortion or excessive strain caused by welding.



7.4.10 SUPPLEMENTAL BRACING:

The main roll hoop shall have two braces extending to the rear attaching to the frame or chassis. Braces shall be attached as near as possible to the top of the main hoop or more than six (6) inches below the top and at an included angle of at least thirty (30) degrees. On cars where the rear window/bulkhead prohibits the installation of rear braces (e.g. Honda del Sol), the main hoop shall be attached to the body by plates welded to the cage and bolted to the stock shoulder harness mounting points.

7.4.11 SIDE PROTECTION:

All cars shall have a minimum of two (2) door bars across each front door opening. The door bars may run parallel, or in the shape of an 'X'. 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. Teams may also choose to install a second row of double horizontal door bars that run parallel to the inner bars and extend into the outer door skin, these are also known as 'NASCAR-STYLE' bars. In this configuration, the outer bars must also have a minimum of two (2) vertical tube sections connecting the upper and lower bars. The inner door panel and door internals may be removed. The O.E.M. outer door latch mechanism shall not be modified.

7.4.12 MOUNTING PLATES:

- 7.4.12.1 Each mounting plate shall be at least .080" thick if welded and 3/16" thick (with appropriate backing plates) if bolted.
- 7.4.12.2 The thickness of mounting plates bolted to the structure of the car shall not be less than the thickness of the roll hoop or brace that they attach and shall be backed-up with a plate of equal dimensions on the opposite side of the panel, with the plates through-bolted together.
- 7.4.12.3 A minimum of three (3) bolts per mounting plate is required for bolted mounting of plates.
- 7.4.12.4 Each mounting plate shall not be greater than 100 square inches and shall be no greater than twelve (12) inches or less than two (2) inches on a side. The mounting plate

may be multi-angled but must not exceed these dimensions in a flat plane.

7.4.12.5 Whenever possible, mounting plates shall extend onto a vertical section of the structure (such as a rocker box or door pillar).

7.4.12.6 Any number of tubes may attach to a single plate or to each other.

7.4.13 SEAT SUPPORT

Seats homologated to and mounted in accordance with FIA standard 8858-1999 or higher need not have the seat back attached to the roll structure.

The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 (lateral, bottom, etc.)

7.5 MOUNTING HARDWARE

All hardware used in the mounting of seats, roll cages, or structural supports shall be Grade 5 or better with a 5/16" minimum diameter.

7.6 WINDOW RESTRAINTS

All cars shall have a window net, the clear O.E.M. glass, or a piece of clear Lexan or other polycarbonate material, in place of both front window openings whenever the car is on-track. All open top cars (i.e. convertibles) shall use arm restraints instead of window or window net.

7.7 FIRE SUPPRESSION SYSTEM

All cars must have a two (2) lb. minimum capacity fire extinguisher mounted in the driver's compartment within reach of the driver when he/she is in normal seated position. Fire extinguishers must be current and inspection and/or recharge requirements cannot be expired. The head of the fire extinguisher must be made of metal. The mounting bracket must be a quick-release type. Acceptable extinguishants are Halon 1211, Halon 1301, Underwriters Laboratory 10BC rated Potassium Bicarbonate (purple K), Underwriters Laboratory 1A10BC Ammonium Phosphate/Barium Sulfate, or Monnex.

An on-board fire system may also be used and must conform to FIA Technical List #16, or meet SFI spec 17.1. On board systems are required

to have at least one (1) nozzle in the engine compartment, one (1) nozzle in the driver's compartment, and one (1) nozzle in the fuel cell compartment or fuel tank compartment (trunk) if applicable.

7.8 TOWING APPARATUS

All cars must have a minimum (1) front and (1) rear permanently installed towing apparatus (eye, strap, cable, etc.) with a minimum hole diameter of 50 mm or 2".

- 7.8.1 The apparatus shall be strong enough to withstand the weight of the vehicle being pulled from non-racing surfaces such as gravel straps, approximately equal to 5000 lbs.
- 7.8.2 Tow apparatus must be a unique-purpose device. Using other structures i.e; wing, body panel, or wheel is not allowed.
- 7.8.3 Tow apparatus must be easily accessible if the car is stopped in a gravel bed without removal or manipulation of body panels or other bodywork.
- 7.8.4 Tow apparatus must not protrude more than 1" beyond the bodywork or otherwise are hinged and/or collapsible in order to create a blunt surface.
- 7.8.5 Tow apparatus must be painted or the strap material woven in a colour contrasting the body colour.
- 7.8.6 Tow apparatus must be clearly marked with an arrow in a contrasting colour to the body colour by using paint or by using a decal.

8 COMPETITION VEHICLES

8.1 VEHICLE ELIGIBILITY

8.1.1 DETERMINATION

- 8.1.1.1 Eligible models must have been considered a 'production car' and have had a minimum build run of 2,500 units in their model year.
- 8.1.1.2 Eligible body styles include: coupe, sedan, convertible or wagon and have no more than 5 doors.
- 8.1.1.3 Cars must have been originally designed as either Rear Wheel Drive (RWD) or All Wheel Drive (AWD).
- 8.1.1.4 Cars must maintain the original OEM unibody and/or frame structure between the original front and rear suspension mounting points.
- 8.1.1.5 Vehicles that do not meet the above eligibility criteria must petition for approval from DMCC.

8.1.2 BODY WORK

- 8.1.2.1 Cars must maintain the OEM look and feel and be clean, free of damage and presentable for competition.
- 8.1.2.2 Aftermarket body panels, front and/or rear fascias, side skirts and wings etc. are permitted.
- 8.1.2.3 Aftermarket, non-OEM vertical planes/fins added to a competition vehicle may not exceed 432 square inches. Vertical side plates that come standard with any publicity available and marketed aftermarket rear spoiler does not count towards the 432 sq. in. limit unless it is secured by any other part of the vehicle other than the rear spoiler. At the discretion of DMCC, any rear spoiler that adheres to the mentioned criteria may still be put under review and if it does not conform to the spirit of this rule.

8.2 ENGINE AND TRANSMISSION

8.2.1 MODIFICATIONS

- 8.2.1.1 Engine and transmission modifications are free.
- 8.2.1.2 Engine and radiator catch tanks with a minimum capacity of one (1) quart each are required and securely fastened in the engine compartment.
- 8.2.1.3 Drive train may be modified, but vehicles must be driven by the rear wheels only.
- 8.2.1.4 All fluid systems must be free of leaks.

8.3 CHASSIS & SUSPENSION

8.3.1 BASIC DESIGN

The basic OEM suspension design type must remain. Any changes to design type suspension must be pre approved by DMCC.

8.3.2 UPRIGHTS/HUBS AND FRONT CROSS MEMBER AND REAR SUB-FRAME

Major suspension components must remain OEM. Suspension pick up may be moved a maximum of one (1) inch from the original location points on the chassis except for vehicles with manufacturing date prior to 1/90 in which suspension pick up points may be moved two (2) inches from the original location of the chassis. All suspension mounting points on the hub must remain OEM, except for tie rod mounting points, which may be moved to allow additional steering angle.

8.3.3 MODIFIED OR AFTERMARKET SUSPENSION PARTS

Modified or aftermarket suspension parts are only allowed if pre-approved by DMCC Technical Inspector.

8.3.4 STEERING

Modification of steering components are free.

8.4 FUEL SYSTEM

Fuel cells are recommended. The fuel system design is free, 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/chassis. No fuel lines may be routed through the driver's compartment. Fuel tank/cell must be separated from the driver's cockpit by a permanently mounted steel or aluminum bulk head.

Teams may install dry-break fuel-filler attachments in the rear quarter windows or into the rear windshield to facilitate re-fueling from outside the car. The fuel filler tube between the filler neck and the fuel cell, or tank, must be bulk-headed with steel or aluminum. Additionally, there shall be a flexible tube between the fuel filler neck and the fuel cell/tank to allow for misalignment of the result of an accident. Any fuel cell must have a flapper valve installed to prevent spillage in the event of a roll over.

8.5 ELECTRICAL SYSTEM

A Master electrical cut-off switch, wired to completely shut off all engine and electrical system function (except for electrically operated fire suppression systems, if applicable) is mandatory and must be mounted outside the vehicle, preferably on the right side cowl just below the windshield and is to be clearly marked with the appropriate markings.

The battery must be securely mounted and the positive terminal completely insulated to avoid contact with an other metal parts. Batteries may be relocated, if in the cockpit it must be in a sealed box bolted to the unibody/chassis with the battery securely fastened inside the box.

Brake lights, tail lights (rain lights), reverse lights, and hazard lights must function normally.

8.6 EXHAUST SYSTEM

Exhaust system modifications are free, but must exit aft of the rear axle or in the OEM location. Mufflers are required and the sound levels must not exceed 100 db measured at 50 feet.

8.7 BRAKE SYSTEM

The brake system must operate all 4 wheels. Dual master cylinders pedal assemblies are allowed. Hydraulic fluid lines may not have removable connectors located inside the driver's compartment. Driver adjustable brake bias is allowed.

The use of electrical cut off switches, or any other device that renders the brake lights inoperative in any way, is strictly prohibited.

8.8 ENGINE COOLING SYSTEM

Cooling system modifications are free but must be closed and free of leaks. No cooling system lines or plumbing are allowed to be routed through the driver's compartment.

8.9 INTERIOR

8.9.1 MODIFICATIONS

- 8.9.1.1 All non-essential items must be removed. No loose items are allowed. Any removable equipment such as spare tires, tools, bins, etc., shall be removed along with attaching hardware, brackets and covers.
- 8.9.1.2 The modification of gauges is free.
- 8.9.1.3 The dash board must be OEM or OEM replacement. OEM replacement must be the same dimension and position of OEM dash board.
- 8.9.1.4 The interior of the vehicle must be clean and professional in appearance.
- 8.9.1.5 One seat is required. Seats are required to meet all safety and restraint requirements as detailed in Section 7.
- 8.9.1.6 Modifications of OEM firewall and transmission tunnel are generally not allowed. The OE firewall between the cockpit and engine compartment shall be intact to prevent the passage of fluids or flames from the engine compartment to the cockpit. Any holes in the firewall must be of the minimum size for the passage of controls and wires, and must be completely sealed.

Minor modifications of the firewall and/or transmission tunnel designed to create clearance for engine or aftermarket 'bolt-on' performance parts may be allowed provided they do not compromise the structural integrity of the vehicle, that they are replaced in their entirety with similar material, that they are fully welded closed, and that no holes or openings are created as a result of the modification. Any proposed modification must be approved by the DMCC Technical Manager.

8.9.1.7 Supplemental Restrain Systems (SRS, Air bags) must be removed.

8.9.1.8 Any steering wheel except wood rimmed types may be used. Any shift knob may be used.

8.10 EXTERIOR

8.10.1 MODIFICATIONS

8.10.1.1 Two (2) hood pins, equally spaced across the front of the hood, are required within 24" of the leading edge of the hood. Additional hood pins, i.e. at the back plane of the hood, are also recommended.

8.10.1.2 All body work must be painted or covered, securely latched and/or fastened and not loose in any manner.

8.10.1.3 Door, quarter and rear view window glass must be OEM or clear Lexan with a 3 mm minimum thickness and securely bolted in place.

8.10.1.4 Windshields must be installed and OEM or OEM replacement glass and be free of cracks.

8.10.1.5 Cars must have functioning windshield wipers.

8.10.1.6 Cars must have functioning OEM or aftermarket replacement headlights, brake lights and tail lights in the O.E location. Aftermarket headlights must be presentable. Supplemental lighting may be added but must not deter from the original design of the make and model and must be firmly attached.

8.10.1.7 Uni-body or chassis may be seam welded.

8.10.1.8 The driver's side inner door structural panel may be removed to fit the cage, **although it is not legal in Formula D to remove it.** It is strongly recommended to keep the stock side impact beam. The outside door latch/lock operating mechanism shall not be removed, or modified.

8.10.1.9 All required DMCC and/or other decals or marketings must be present in their specified location (see Appendix D). DMCC windshield banners are required. DMCC reserves the right to have any decals, mark, or other items removed or covered at their discretion.

9 TIRES

9.1 TIRE ELIGIBILITY

Tires must be DOT approved and have a minimum production run of 2,500 tires, tires available in CANADA at regular retail outlets.

Tires must have a minimum tread wear rating of 140 (UTOG).

*17 inch tires must have an MSRP of no more than \$500.00 **USD**

*18 inch tires must have an MSRP of no more than \$750.00 **USD**

*19 inch tires must have an MSRP of no more than \$1000.00 **USD**

Each entrant must declare their tire manufacturer as a part of the event entry form.

9.2 APPROVED TIRES

Only tires listed in Appendix C will be allowed. Teams who wish to use any size, model, or brand not specified here must file for petition and gain approval from DMCC.

9.3 MODIFICATIONS

9.3.1 Any attempt to modify tires in any manner is prohibited. 'Grooving' or 'shaving' of tires is prohibited.

9.3.2 The use of traction compounds or any other substance that may alter the physical properties of the tire are prohibited.

9.3.3 Tire warmers or any other means of artificially altering the tire temperatures is prohibited.

10 DATA ACQUISITION SYSTEM

DMCC may require some or all cars to have Data Acquisition systems installed. These systems may be used for judging or for technical purposes.

Any data collected is the property of DMCC, and discretion will be used to keep it confidential between the team and DMCC as necessary, however data used for judging purposes may be disclosed to other teams as appropriate.

If required, detail regarding sourcing, installation, and operation of a Data Acquisition system will be found in Appendix G, or referenced in official DMCC publications including but not limited to Supplemental Regulations, Bulletins, or Memos.

APPENDIX A – GENERAL & TECHNICAL SAFETY INSPECTIONS

- A. 1: As a minimum, every new car will be inspected for safety prior to going on track for the first time. The scope of a technical inspection may vary, but the following points apply to, and should be checked for, all cars entered in a FORMULA DRIFT event. Cars involved in accidents, or changed, after technical inspection, must be submitted for re-inspections.
- A.1.1: Eligibility for series and/or class.
 - A.1.2: General appearance: neat and clean, no old damage. All required numbers, decals, and markings must be in place to the satisfaction of the TECHNICAL MANAGER prior to the qualifying session. Required patches shall be on driver's suit(s) prior to qualifying.
 - A.1.3: Complete bodywork and tires appropriate for series.
 - A.1.4: Engine compartment shall be clean with no fluid leakage visible.
 - A.1.5: Intake and exhaust systems shall be in good condition and securely mounted.
 - A.1.6: Battery securely mounted and hot leads insulated.
 - A.1.7: Suspension, steering, and braking system in good condition, securely mounted, and without excessive free play.
 - A.1.8: Securely seats, including seat back bracing, or homologated by FIA.
 - A.1.9: Clear, un-tinted windows without obstructive damage, cracks, etc. and mounted in the correct fashion.
 - A.1.10: Firewall, floor, bulkheads and enclosures provide appropriate protection, separation and prevent accumulation of fluids.
 - A.1.11: Fire suppression systems are in place in conformance with Section 7.
 - A.1.12: Master electrical cut-off switch in conformance with Section 8.
 - A.1.13: Operating brake lights, rain lights, and headlights in conformance with Section 8.
 - A.1.14: Oil and coolant catch tanks in conformance with Section 8.
 - A.1.15: Window restraints in conformance with Section 7.
 - A.1.16: Occupant restraint systems in conformance with Appendix B.
 - A.1.17: Roll cage in conformance with Section 7.
 - A.1.18: Personal safety equipment (helmet, suit, underwear, gloves, and shoes) should be checked at the time the car is inspected and should also be checked again periodically through the season.

- A.2: At the discretion of the TECHNICAL MANAGER, properly entered cars may be allowed to practice prior to the completion of safety inspection; however, all cars must be inspected prior to the first qualifying session.
- A.3: An official annual inspection sticker affixed to the car on the left side vertical number of main roll hoop, by the TECHNICAL MANAGER, or his appointee, indicates satisfactory completion of the annual safety inspection.

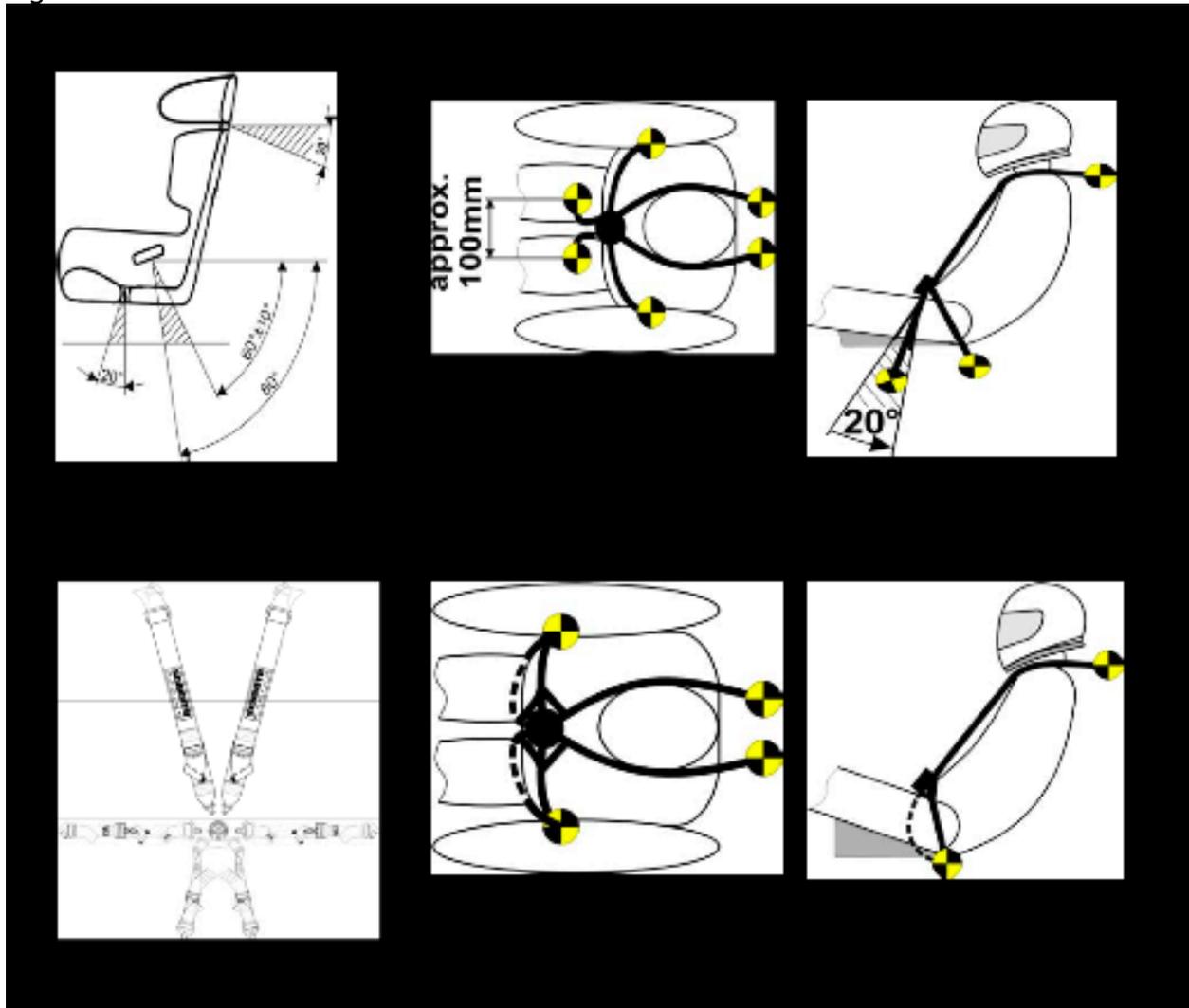
APPENDIX B – OCCUPANT RESTRAINT REGULATIONS

- B.1: All occupants shall utilize a driver restraint system that conforms to these regulations. See Appendix B, Figures 1-13.
- B.2: All occupants in DMCC events must utilize either a five-point, or six-point, restraint harness meeting the following specifications at all times during practice, qualifying, and the race.
- B.3: A five-point system is required for use in automobiles where the occupant is seated in an upright position, and consists of a three-inch seat belt, three-inch shoulder straps, or two-inch shoulder straps with three-inch wide professional padding, and a two-inch antisubmarine strap. The single anti-submarine strap shall be attached to the floor structure of the car similar to the shoulder harness mounting and have a metal-to metal connection with the single release common to the seat belt and shoulder harness. A six-point system may also be used, and is recommended.
- B.4: A six-point system is required for use in automobiles where the occupant is seated in a semi-reclining position and consists of either a three-inch seat belt, three-inch shoulder straps, or two-inch shoulder straps with three-inch wide professional padding, and two, approximately two-inch leg straps. The double leg straps of the six-point system may be attached to the floor, or be attached to the seat belt so that the occupant sits on them, passing them up between his legs and attaching them either to the single release common to the seat belt and shoulder harness, or attaching them to the shoulder harness straps. It is also permissible for the leg straps to be secured at a point common to the seat belt attachment to the structure, passing under the occupant and up between his legs to the seat belt release, or shoulder harness straps.
- B.5: The material of all straps shall be nylon, or Dacron polyester, and in new or perfect condition. The buckles must be of metal-to-metal quick-release type, except in the case of leg straps of the six-point system, where they attach to the seat belt, or shoulder harness straps.
- B.6: The shoulder harness shall be the over-the-shoulder type. There must be a single release common to the seat belt and shoulder harness. Only separate shoulder straps are permitted (Y-type shoulder straps are not allowed). H-type configuration is allowed.
- B.7: In cases where the occupant is in a semi-reclining position, the shoulder harness shall be attached so that the angle between a line drawn through a driver's spine and the shoulder harness is 70-degrees or greater.

- B.8: All straps must be free to run through the intermediate loops, or clamps/buckles. If '3-bar' adjusters are used, they shall be placed as close to the mounting points as possible. Straps utilizing a hook with a spring-loaded clip, which attaches to an eyebolt, must use a cotter pin, or safety wire, through the small hole that prevents the clip from opening.
- B.9: Occupants of open cockpit cars must use arm restraints.
- B.10: The minimum acceptable bolts used in the mounting of all belts and harnesses are SAE Grade 5. Where possible, seat belt, shoulder harness, and anti-submarine strap(s) should be mounted to the roll structure, or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc. is not acceptable.
- B.11: **SFI Certification** – Harness systems may be certified to SFI spec 16.1, and shall bear the appropriate label(s). This certification shall expire on December 31st of the 2nd year, after the year of manufacture. The harness system may be sent to the manufacturer for re-webbing and recertification.
FIA Certification – Harness systems may be homologated by the FIA to specification 8853/98, and shall bear the appropriate label(s). It is recommended that the harness system be replaced every three (3) years, but the mandatory replacement date is the 5th year after production. The expiration date, instead of the date of manufacture, is printed on the FIA label(s).
- B.12: Regardless of the date of manufacture, the safety harness shall be replaced if the webbing is cut/frayed, if any of the buckles are bent/cracked, if the car has been in a severe impact, or at the direction of the TECHNICAL MANAGER. If any of these conditions exist, the TECHNICAL MANAGER shall cut the certification labels off of the harness. The team will then have to return the harness to the manufacturer for recertification.
- B.13: The shoulder harness shall be mounted as closely behind the seat back as possible, not to exceed twelve-inches (12"). The shoulder harness shall be above a line drawn downward from the shoulder point at an angle of 20-degrees with the horizontal. The shoulder straps shall pass through the seat, without interference, to the attachment points.
- B.14: The lap belts shall be mounted rearward of the pelvis, between two lines drawn at 45-degrees, and 65-degrees, below the horizontal. The lap belts shall pass through the seat, without interference, to the attachment points.
- B.15: Two anti-submarine straps/leg straps, as are found in a 6-point harness system, are highly recommended. If used, they shall be mounted behind the point where they

wrap around the driver's legs, and shall pass through the seat, without interference, to the attachment points. If a single anti-submarine strap is used, it shall be mounted approximately 20-degrees behind the vertical point where it passes through the seat, and shall pass through the seat, without interference, to the attachment points.

Figures 1-6



Figures 7-12

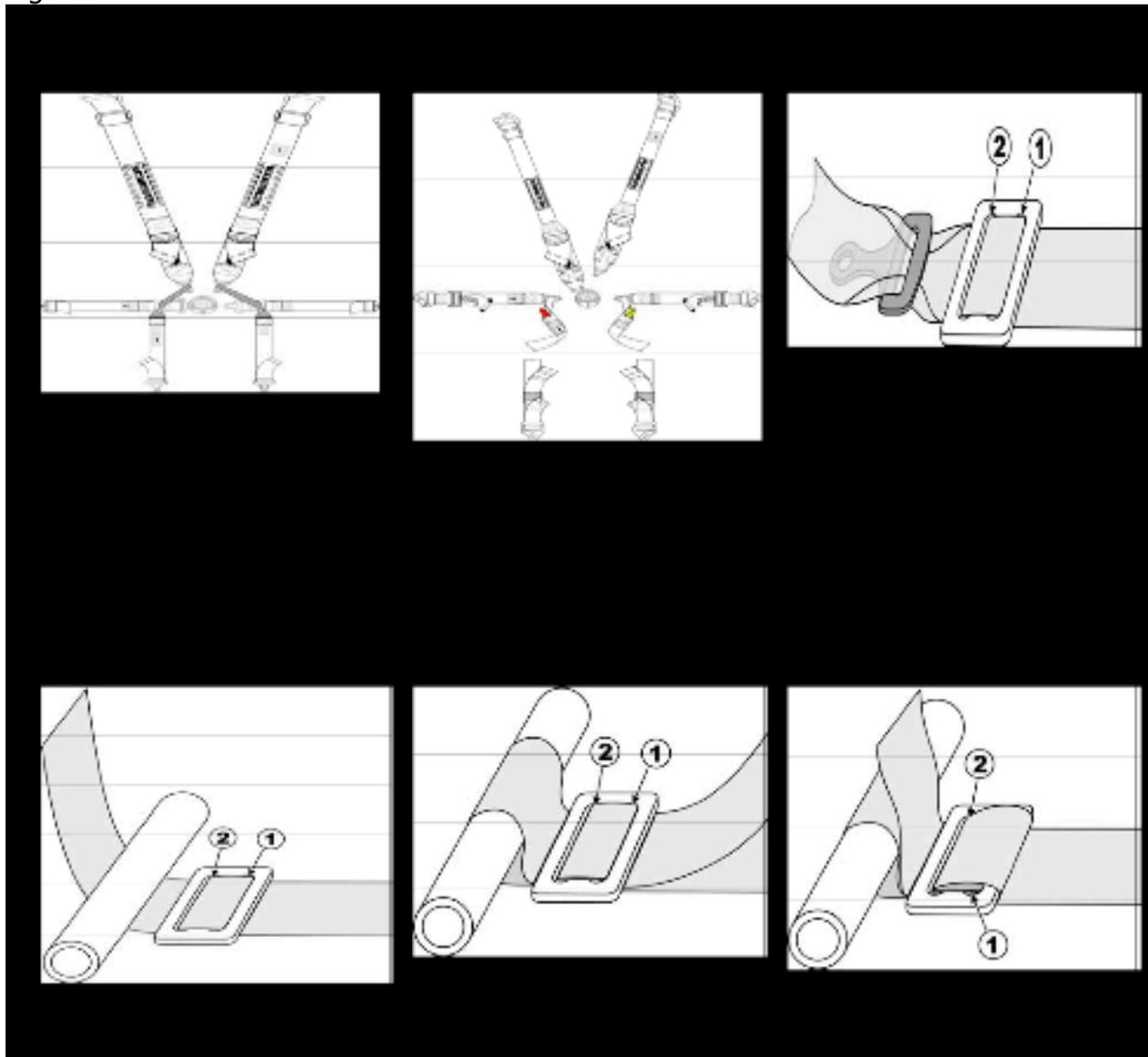
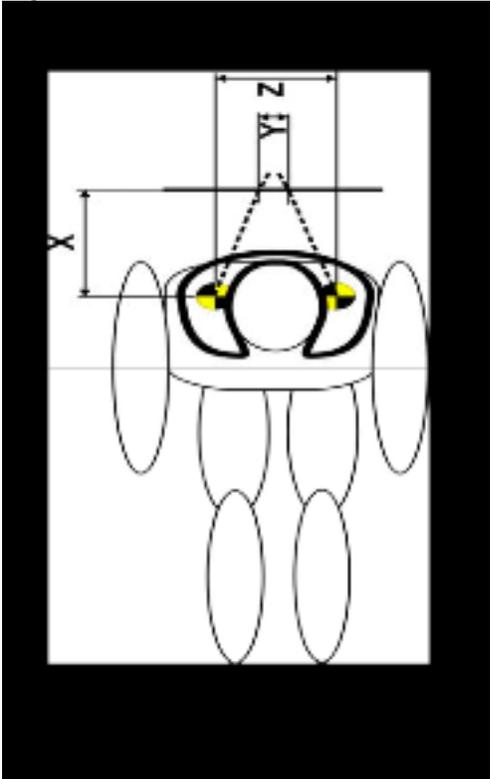


Figure 13



APPENDIX C – APPROVED TIRES

This section is reserved for future use.

APPENDIX D – DECAL PLACEMENT

All competing cars must carry the following mandatory decals or marks, as well as any other decals as mandated by DMCC via supplemental regulations, memos, and other communications. A DMCC decal placement sheet depicting appropriate placement and specifications is kept current and is available from DMCC (example following).

1. Two (2) assigned car number plates; one (1) on each side of the car anywhere from behind the front wheel to the back of the front door.
2. One (1) official DMCC windshield banner

All drivers and teams must carry a DMCC series patch on the uppermost right chest of the driver's and teams uniform. Other official series sponsor patches may be required.

2007 DMCC DECAL PLACEMENT GUIDELINES



The grey zone in this picture represents the area in which the door stickers must be. This is not the size of the sticker nor is the shape of the sticker. It is the zone in which the 18 inch (height) and 14 inch (width) door sticker MUST be placed.

Decal placement key:

Provided by DMCC

1. 2 x DMCC door stickers, one on each side. Must be on the wing or the door, anywhere from behind the front wheel to the back of the front door.
2. 1 x FD Windshield banner
(sponsor logos are allowed below the windshield banner)

Note: Replacement of official DMCC decals are available from DMCC, but must be ordered at least 10 days prior to competition to allow for processing. Teams will be responsible for all fees and charges.

APPENDIX E – COMPETITION FORMAT – DMCC PRO CHAMPIONSHIP

General

Drivers individually compete 'head-to-head' against other competitors in single elimination runs on an open course layout. Competitors progress through a 'competition bracket' and are awarded points towards a season championship.

The DMCC Pro Championship consists of a scheduled number of two-day meets or Championship 'Rounds' in which drivers compete in a single elimination bracket consisting of 16 entries. Head to head 'runs' are judged and scored based on a number of pre-determined criteria with the higher scoring entry moving on to the next level of the bracket. Points are awarded based on finishing order and cumulative season points will determine the championship order.

Practice

Seeded drivers are defined as those having ranked in the Top 8 at the beginning of the previous Championship Round or Season. In the event two drivers have equal points (tie), the drivers with a higher overall placement in the previous event or season will be ranked higher.

Qualifying

Non-seeded Qualifying

In order to make the Top 16, the non-seeded drivers will 'qualify', be scored, with their score determining who will fill the top 8 open positions that are not reserved for the (Top 8) seeded drivers. Each driver will have at least two 'judged' runs.

Non seeded drivers will line up and stage in random order, on a first come, first served basis. There will be no 'hardship' qualifying runs. Teams that do not present their entered vehicle and driver for qualifying will forfeit their qualification attempt.

Seeded qualifying

The top 16 is determined by adding the non-seeded qualifiers to the top 8 seeded entrants. Seeded competitors will have to qualify and their positioning in the top 16 will be determined by their qualifying score. Seeded qualifying will consist of at least two judged runs. Scores are taken from the single best judged run for each entry.

If a seeded entry fails to qualify, their open position will be replaced by a non-seeded driver.

Elimination Rounds

Tandem rounds are based on two runs, in Head-to-Head format, with competitors paired up based on seeding position. The first run will be led by the lower qualifier and

the second led by the higher qualifier. The driver with the best combined score in the two runs will advance to the next round.

Elimination rounds are formatted based on the chart below:

Seeding is determined by qualifying runs. Both competitors eliminated in the Final Four will move on to the concession round for the title of fourth place.

GRAPHIC TO COME

Competition scoring:

<u>Competition Awards</u>	<u>Points</u>
Winner	100
2nd	88
3rd	78
4th	69
Great 8 eliminated	61
Top 16 eliminated	54

<u>Non seeded qualifying Awards</u>	<u>Points</u>
Q1	8
Q2	7
Q3	6
Q4	5
Q5	4
Q6	4
Q7	3
Q8	3
Q9	2
Q10	2
Q11	2
Q12	2
Q13	1
Q14	1
Q15	1
Q16	1

JUDGING

Drifting is a driving technique in which the driver takes the racing line that provides the highest speed and angle the car is capable of handling. A preferred line is usually specified by the judges during a driver's meeting.

Judging Criteria (Qualifying Single Runs)

Qualifying Single Runs will be judged based on a '100 point must' system. Every driver will start with a perfect score of 100 points and will have deductions applied based on the judging criteria. Judging starts at the time the vehicle leaves the starting line and concludes when it crosses the finish line, as marked. Drivers that continue to drift beyond the marked finish line can be given a score of 0 or have other penalties assessed as appropriate.

Fundamentals of Judging

The criteria for judging are as follows:

1. LINE
2. SPEED
3. ANGLE
4. IMPACT

LINE: The race line is defined as the ideal path a vehicle must take on course and is marked by inner clipping points, and transition zones. Inner Clipping Point are reference points on the course where the vehicle's front bumper should come as close as possible to the reference point. Outer Clipping Points are reference points and are scored by determining how close the corner of the vehicle's rear bumper comes to the point. Transition zones are areas on track where the direction of the line changes and vehicles must change the direction of their drift. Scoring will be based on the execution of the transition. The race line will be given during the driver's meeting.

SPEED: Vehicle speed is measured from start to finish. Top speed is measured at a location designated by the judges.

ANGLE: The angle at which a driver can maintain and control their vehicle.

IMPACT (style): The energy and excitement a driver emanates throughout the run. This is the 'show'. A driver's entry speed and initiation usually sets the tone of the entire run.

SCORING

Drivers should maintain a total control of their car at all times; cars should not take drivers for a ride. Points are deducted from 100 and can be in increments of a minimum of .25 point.

Each judge produces a total score for each run that a driver completes and then averaged among all of the judges' scores. The highest total score of all judged runs is the driver's final score. The top scores of the 8 non-seeded drivers will advance to the Top 16 Round along side the 8 seeded drivers. The highest 8 scores of the Top 16 Qualifying Round will move onto the Top 16 Tandem Battle along with the 8 seeded drivers. In the event of a tie in scores during a competition, the tie breaker will be awarded to the driver with the highest top speed from the highest scoring run from the Qualifying Round.

All judging is done from the top of the judging stand. If a clipping point is not visible from the judging stand, a flag system will be used to communicate whether a driver properly scores the clipping point. A Spotter Stand will be placed in a comparable area to the judge's stand to give team spotters a similar viewing perspective as the judges.

Dynamics of scoring

A driver's entry is the most important element in determining a driver's performance during the run because it entails all 4 of the judge criteria.

Line 0-30 points

The driver must stay on the correct path on the course. Straying too far from the race line will result in points deduction. Any variation of more than one foot from a clipping point will result in a deduction. Hitting the clipping zones too early or too late will result in a points deduction.

Speed 0-30 points

Aggressiveness and 'attacking' a course will result in higher points. Drivers must optimize and maintain their speed as they enter and exit corners, and make their way through the course. Entry speeds into the initiation point will be recorded.

Angle 0-30 points

Drivers should hold the maximum angle and still maintain control of the vehicle throughout the course of the run. The angle of the vehicle will be judged at the point of entry and exit of each corner. If a vehicle loses its drift, point will be deducted. If the loss of a drift is considered major, a spin will be scored and the driver will receive 0 points for the run.

Impact 0-10 points

Style is an important factor in drifting. This is measured by their impression on the judges and audience. The 'showiness' of a run is more preferable. For example, a driver that performs a 90 point run and the entry was very impressive, extra points can be added to the total score.

Score cutoff

The minimum score for a run is 65. Any competitor with a score below 65 will be counted as 0.

5- minute rule

Vehicles damaged during competition will be allowed 5-minute grace period to make necessary repairs. This will be timed by a DMCC official. In the case of a vehicle damaged by another competitor during competition, DMCC reserves the right to extend the 5-minute rule, as long as the advancing competitor was not at fault. Competitors who fail to make the necessary repairs in the allotted time limits will be disqualified from the competition and forfeit to the opposing driver.

If a competition vehicle fails or malfunctions on track at any time before the driver initiates the first drift during a run, the driver/team that failed on track has the right to

call for a 5 minute grace period to fix the problem. If this is not done during the particular run in which the driver broke, the run will be counted against the driver whether the vehicle was able to run or not. Drivers must communicate to their respective Team Spotter the moment the car fails during the run.

Only the designated Team Representative will be allowed to request the 5-minute rule, and it must be made through a DMCC official. Only the CHIEF STEWARD may grant a 5-minute rule.

POINTS DEDUCTIONS

Spinouts: At any time a driver spins out or experiences major under steer during a run, a 0 will be scored.

Off course: Unless otherwise specified during pre event meetings, any time 2 tires are off course during a run, the driver will be given a score of 0.

Clipping zones: All inner and outer clipping points will be marked visibly by cones or other similar marking. Any time an Inner Clipping Cone is hit, the vehicle will be considered to be off course, and points will either be deducted, or the driver will be scored a 0. Hitting an Outer Clipping Cone with anything other than the driver's rear bumper will be counted as 2 tires off course and will be scored a 0. (ie. Hitting the cone with the rear tire, door, etc.).

Coming into contact with a wall or cone in the Outer Clipping Zone will not result in a point deduction if the hit does not disturb or affect the course of the driver's run. This means no major corrections were needed after the hit and the driver was still able to maintain a good line, speed, and angle. If the hit occurs at any other point on track, other than the marked Outer Clipping Zones, points can be deducted. If a spin or major under steer results from contact with an Outer Clipping Zone an automatic score of 0 will be given.

Tandem battle

Tandem elimination involves two drivers competing in two subsequent, head to head runs where each driver leads for one run. The critical success factor is for the lead car to be able to run the course without error while being pressured by the following car. The following car is to try and 'out drive' the lead car. Driver consistency during a tandem battle is critical.

Advantage scale

Drivers will be judged on an advantage scale

One more time

If a tie occurs where neither driver has developed an advantage over the other, a 'one more time' will be declared. All drivers leading or following during tandem battles must

run at no less than 90% of their qualifying runs. Anytime both cars spin, neither driver will gain an advantage. If a spin is evidently caused by one driver, the competing driver will not be at fault. During a 'one more time', both drivers will have to drive as the leader and follower once.

Lead car

The lead car must be able to clear the course without making any errors due to distraction or pressure by the following car trailing close behind. It is required that the lead car performs a run at no less than 90% of their Qualifying Round speed. If the lead car does not make 90% of their qualifying speed, the lead driver will be penalized.

Following car

The following car needs to run the same basic line as the lead car but may also take a higher line in order to pressure the lead driver. Taking a lower line than the lead car will result in a loss of advantage points. If the lead car is off line, then the following car will gain advantage points by staying on the correct line. The following car should keep as close to the lead car as possible to gain the advantage.

Passing

Passing is not encouraged during tandem battles. If the leading car is taking the qualifying line or higher, a pass would not be allowed. Passing is only allowed if the lead car fumbles, is well off line, or makes a mistake and as long as the pass is executed in a safe and professional manner. A safe pass is one that is one in such a way that the car being passed does not lose any speed after the pass is complete.

Collisions

If there is contact between two cars during a tandem battle, the driver at fault will lose advantage points. Incidental contact is allowed, but not encouraged. Drivers are required to complete the entire course, even if the other driver crashes, hits, spins, stalls, or is not able to complete the run. Drivers are always being judged as long as they are on the course.

Pace zone

A pace cone, or comparable marker, will be placed on the starting straightaway to keep the tandem battles fair and close together. Each pace zone will be specified at the driver's meetings.

The pace zone is generally used to control high-horsepower cars and to aid low-horsepower cars in building up speed and stay close to the lead car. The cars are to be no more than one car length apart before passing the pace cone. After clearing the pace cone, either car may open up, full throttle into the first entry point.

If the lead car does not allow for a proper clearing of the pace zone, a re-start will be issued. Each driver will have one chance for a restart during the entire round of Top 16

Tandem Battle. Any driver violating the pace zone rule more than once during a round, will automatically receive a disadvantage for that round. A corner worker may be placed by the pace zone to indicate proper clearing is performed.

APPENDIX J – MISCELLANEOUS

All teams will be allotted, approximately, a 10' x 20' pit space per driver. In the case that the venue is limited on space, resized paddock space will be announced via memo, e-mail, and at www.driftmania.ca. Those who do not qualify to compete on event day may be asked to park their trailers in the general parking area due to limited venue and pit space.

Within each vehicle's paddock/display space, the team is able to 'decorate' the space upon approval from DMCC. Only trucks, cars, trailers, and tents may be used to display sponsors, no additional banners or items may added to the paddock area unless approved a minimum of 10 days before the race by DMCC.

A closed off paddock section will be available for teams demanding to be blocked off from the public. For those teams that require not to be closed off for sponsorship purposes will have to have its own security. No refueling will be allowed in the general area and size of paddock space may be reduced due to lack of space.

Only drivers and mechanics with the approved credentials will be allowed in closed off pit areas.