



Drift and Gymkhana Trials Association  
2006 Rules and Regulations

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## **1. About us**

DGTrialS was formed with one central goal in mind - to increase awareness and participation in modern forms of motorsport through event promotion, retail sales of aftermarket tuning parts, merchandising, and, ultimately, through partnerships with other like-minded organizations and individuals. DGTrialS aims to lead in the development of grassroots movements, by supporting enthusiasts and developing rules and regulations to govern their activities to provide safe and enjoyable automotive fun for those who wish to participate. As DGTrialS grows and evolves, our short-term objectives may change, but our mission will never waiver – we are serious about innovation in motorsports.

## **2. Our Events – A warning**

DGTrialS events take place at all types of venues – from parking lots to race tracks. At any racing event there is a strong risk of personal injury. By attending these events, as a spectator or as a participant, you are acknowledging this risk and understand that injury (or even death) may occur even through no fault of your own. DGTrialS does everything in its power to assure that our events are extremely fun and extremely safe. However, there is no assurance that accidents will not happen, and DGTrialS shall not be held liable should such unfortunate catastrophe occur.

## **3. Our Events – Fundamental Regulations**

All of the events that DGTrialS will run share the same basic set of rules and regulations. Most other motorsports organizations also have similar rules and regulations. These exist to ensure that everyone is able to enjoy their participation (as a spectator, entrant, or official) safely. Failure to follow these basic regulations, or instructions given by event officials, could result in not only injury to yourself or others, but your ejection from the event, refusal to future event participation, and even the loss of the event site for DGTrialS.

### **1) Conduct**

You are expected to conduct yourself in a courteous, respectful, and sportsman-like manner, regardless of whether or not you are a driver, entrant, official, or spectator. Everyone is attending the event in order to have a good time and to enjoy themselves. Be respectful of your equipment and that of others, of yourself and of others, and be courteous and polite. A little goes a long way to making an event a good experience for everyone involved. Even without competition, one can still be sportsman-like. Improper conduct may result in your expulsion from the event, and continued improper conduct may result in refusal of your entry to future events.

### **2) Parking and pit areas**

Operators of vehicles, whether a driver, entrant, official, or spectator, are expected to observe a 5MPH speed limit in all non-active portions of the venue. There are many objects (people or otherwise) throughout these areas,

and many of them may move suddenly without warning. It behooves you to observe this speed limit for your safety and for the safety of others.

### 3) Garbage and vehicular waste products

People are capable of producing a tremendous amount of trash. Vehicles are as well. Please be aware of your surroundings when you arrive on an event site. It should look much the same (if not better!) when you leave as it did when you first arrived. There should always be ample places to dispose of normal garbage, but bringing your own methods and means of disposal is highly encouraged. If you have a vehicular waste product (fluid or otherwise) that needs disposal, please consult an official to determine a proper disposal location. Only through your efforts in taking care of our event sites can we be sure that DGTrial's continued usage will be allowed (if not encouraged).

### 4) Follow directions (posted or otherwise)

You are required to follow all instructions and directions, either posted at the event site or given by event officials. These instructions and directions are for two things – to keep the event running smoothly, and to ensure your safety. Failure to follow posted (or verbal) event instructions and directions can (and will) result in your ejection from the event site, with possible permanent implications.

### 5) Passenger participation

**Depending on the laws of the state, the regulations of the event site, the insurance coverage of the event, and at the approval of the event organizer and event officials, passengers may be permitted during practice sessions only. Passengers must conform to the same rules and regulations as drivers. This includes safety equipment requirements.**

### 6) Drugs and Alcohol

The consumption of alcoholic beverages at an event by entrants is expressly prohibited. Any entrant suspected to be under the influence of alcohol will be immediately ejected from the event and will not be permitted to return again for the duration of the season. Spectators (only) may consume alcoholic beverages at venues where the event organizer and event officials determine that this shall be permitted. Anyone consuming alcoholic beverages is not an eligible passenger as per section 5.

Controlled substances (drugs) are expressly prohibited at the event site except in the case where a doctor prescribes such a substance. However, such prescriptions that may impede driving ability are not permitted (for example – sedatives or opiate-based pain killers). A person who requires the use of such a prescription is not an eligible entrant.

## 7) Belongings

Theft is a problem. In a perfect world people would not take things that are not their own. However we do not live in this perfect world and, on occasion, things have a way of sprouting legs and walking off. It is strongly recommended that you secure your belongings in a fashion that will help prevent their spontaneous evolution. It is also strongly suggested that if you see something suspicious that you immediately report it to event officials and/or security. There is nothing wrong with looking out for someone else's belongings – someday it might be your belongings that are being looked after.

DGTrial is serious about your safety as well as your having a good experience at an event. Please be sure to use your own common sense and to follow the basic guidelines for being at an event. They exist to make everyone's time better and easier.

## 4. Technical Inspection, Scrutineering, and Vehicle Safety Standards

All vehicles to be used for participation in the driving portions of a DGTrial event are subject to a vehicular technical inspection (scrutineering). The technical inspection is in place to make sure that you and your vehicle are going to be able to participate safely, without injury to yourself or others. It is to ensure that your several thousand pound vehicle will not fail during operation and cause a possible situation for yourself or for other entrants, officials, or spectators. The technical inspection and scrutineering process also exists to make sure that your vehicle is prepared appropriately for the class and event in which it will participate.

If your vehicle cannot pass this scrutineering process, it will not be allowed to participate. It is your job to make sure that your vehicle will pass scrutineering *before the event*. This places the burden on you – the entrant – to be responsible for your vehicle. DGTrial (and your friends) will do their best to assist in any last-minute oversights, but we will not be responsible for your inability to participate because of your vehicle's state of preparation.

The following points outline the basic standards and requirements for your vehicle to pass the technical inspection. Specific technical requirements will be detailed in the various appendices of the GCR as well as in the supplementary regulations issued for the event or series in which you wish to participate. Again, please be sure that your vehicle is capable of passing this scrutineering process *before* attending the event. If this requires a visit to a local mechanic or to a friend, do so. It is only for your benefit.

### 1) Wheels and Tires

- a. Tires must have tread as intended per the design and not show any damage or undue wear
- b. Tire brand, model, and size must be the same per axle.

- c. All lug nuts must be tightened to no less than 80ft/lbs of torque (or other manufacturer's spec), with at least 4 turns on the thread.
- d. Lug nuts must be present at all studs on the hub.
- e. Hubcaps/trim rings and other decorative attachments must be removed.

## **2) Brakes**

- a. Pedal pressure must be firm.
- b. Brake fluid level must be acceptable.
- c. Brake lines must appear to be in good shape.
- d. All brake lights must be functional.
- e. Brake pads must not be excessively worn.

## **3) Engine**

- a. There must not be any active fluid leaks.
- b. Radiators must have an overflow tank.
- c. The battery must be fastened securely with a solid tie down. No elastic/bungee-type cords will be permitted. Relocated batteries must similarly be fastened securely. Batteries relocated to cabin compartments not isolated from the occupants must either be in a sealed (and appropriately vented) case or must be a sealed battery.
- d. Exhausts must be sufficiently supported and attached to the vehicle.
- e. All vehicles must be muffled adequately as per the requirements of the venue.
- f. Throttle linkage, cable, and pedal must be in good working order.

## **4) Safety Equipment**

- a. Convertibles or other open-top cars are strongly recommended to have at least 4-point roll protection (roll bar). A driver's helmet must not protrude from a line drawn between the main hoop and the A-pillar.
- b. Soft tops must be down and secured. Hard tops are allowed.
- c. A minimum of a 3-point seatbelt must be installed and utilized by the driver and any passengers or instructors. It must be in good working order and not exhibit any undue wear or stress.
- d. 4 (or more) point belts, when installed, must utilize only manufacturer approved mounting methods. Shoulder belt angles may not exceed 90 degrees from horizontal or 30 degrees from vertical. Belts must be in good working order and not exhibit any undue wear or stress. The maximum age for approved restraints is 5 years.
- e. A Snell Foundation approved helmet with a rating of 1995 or better is required. Loaners will not be available. Equivalently rated equipment from other organizations will be permitted.
- f. Long pants and long sleeves are strongly recommended. Closed-toed shoes are required.

- g. Windows and windshields must be free of cracks or breaks over 1" in length, or 0.5" in diameter

#### **5) Steering/Suspension**

- a. Steering linkage(s) must be in good working order.
- b. Steering wheel play must not be excessive.
- c. Suspension components must be installed properly and not exhibit excessive wear.
- d. Wheel bearings must not exhibit excessive wear.

#### **6) Body/Aerodynamics**

- a. All body panels are strongly recommended to be present and attached securely.
- b. There must be at least one accessible and visible tow-hook present on a vehicle.

#### **7) Miscellaneous**

- a. All floor mats and other loose items must be removed from the cabin. This includes floor mats that attach with a factory hook.
- b. There may not be any exposed/frayed wires on the vehicle.
- c. Exposed lighting should be taped properly as per the regulations of the event site.
- d. Numbers and/or distinguishing markings on doors should be large and easy to read from a distance and at speed (where required).

#### **8) Additional Requirements for Tandem Participation**

##### **a. Helmets**

- i. A Snell Foundation approved helmet with a rating of SA00 or better is required. Equipment equivalently rated by other organizations will be permitted.

##### **b. Driving Suits, clothing**

- i. A driving suit with a minimum SFI rating of SFI 3-2A/1 and made of fire-resistant material is required. Two-piece suits are permitted. Driving suits must cover the body from the neck to the ankles and wrists and be in good condition.
- ii. The following are accepted fire resistant materials: Nomex, Kynol, FPT, IWS (wool), Fiberglass, Durette, Fypro, PBI, Kevlar, Proban, or any suit carrying an SFI 3-2A/1 or higher certification patch. The following specific manufacturer's material combinations are also recognized: Simpson Heat Shield, Leston Super Protex, FPT Linea Sport, and Durette X-400
- iii. Gloves that cover the entire hand and extend over/under the cuff of the fire suit are required.
- iv. Long socks that cover the entire foot and ankle and extend over/under the cuff of the fire suit are required.

**c. Occupant Restraints**

- i. All vehicles must be equipped with a five- or six-point harness meeting current FIA/SFI specifications.

**d. Rollover/Collision Protection**

- i. A roll cage must be present with at least 6 attachment points to the vehicle. It must be equipped with door bars, at least on the driver's side.
- ii. Bolt-in cages are permitted
- iii. Any portion of the roll cage which could come in contact with the driver's helmet must be covered with energy absorbing material (high density) of a minimum thickness of 1/2 inch.

**5. Additional Driver Regulations, Regulations of the Venue and Course, and Operational Codes**

In order to assure that events can be conducted safely and efficiently, there are various course and event site safety rules and standards that DGTrials will strive to maintain. These exist to protect drivers, entrants, officials, and spectators alike, as well as to ensure that there is minimal confusion about where to go or what to do at all times.

There will be a driver's meeting just before the beginning of event participation to bring drivers up to speed on the specific details of the day and the venue. This meeting will generally take place after the scrutineering period. It behooves you to complete your event registration and scrutineering *before* this driver's meeting, as failure to do so may cause you to forfeit your participation in the driving portion of the event. Failure to attend the driver's meeting can (and will) cause you to forfeit your participation in the driving portion of the event.

*General driver's meeting topics*

- 1) Drivers are required to obey all orders, commands and requests signaled, or communicated by other methods, by officials.
- 2) "5 Miles per Hour" speed limit in non-active portions of the venue.
- 3) Flag rules must be obeyed (where applicable)
- 4) Contact with course bordering objects will incur the cost of repairs if sufficient damage is caused to warrant it, as determined by the agreement with the venue and DGTrials.
- 5) Car contact will be resolved by "fix own car only" rules. No one will be held responsible for damage incurred to other vehicles except in the case where ignorance or bad intentions can be substantially shown.
- 6) Stopping on-course is expressly prohibited except in the case of a mechanical failure, fire, or other circumstance, which leaves the vehicle inoperable or unfit to continue.
- 7) In the case of a collision, malfunction, fire, or other situation which leaves a driver unable to move the car while on course, or where the vehicle is

unfit to continue, the driver must turn on the hazard signals (if available) and wait in the car with restraints and helmet worn until directed or assisted by event staff members (excepting any fire or other hazards that threaten the driver). The driver should try to the best of their abilities to bring the vehicle to a halt in a safe location.

*Additionally, DGTrialS strives to maintain compliance and accordance with FIA (Federation Internationale De L'Automobile – [www.FIA.com](http://www.FIA.com)) standards and codes. Wherever possible, DGTrialS operations will emulate the FIA in order to maintain an atmosphere of international compliance. For your convenience, a glossary of terms is included in Appendix Z, with definitions of both FIA-specific and other terms.*

All drivers, entrants and officials participating in a DGTrialS event *must* have an appropriate license for their participation. Licensing fees and schedules are depicted in Appendix G. Drivers, entrants and officials participating without such a license will be subject to an appropriate fee for their participation until such a license is obtained.

In all cases, it is the sole responsibility of the entrant to assure that their vehicle meets all requirements and guidelines for the events in which they wish to participate. DGTrialS will strive to make this process as simple and quick as possible. However, the ultimate burden lies on the entrant and DGTrialS will not make exceptions.

## **6. Conclusion**

DGTrialS was founded in March 2003 to establish drifting and gymkhana as fun, accessible forms of motorsport that test driver skill and control. DGTrialS is committed to safety and education; We strive to bring awareness and participation in drifting and gymkhana to the forefront of American motorsport and will always work to expand the sports while supporting the drivers that make drifting and gymkhana exciting to participate in and watch. For more information, please visit us at [www.DGTrialS.com](http://www.DGTrialS.com).

## **Appendix A. Drifting Competition Operational Guidelines – DGTrials Drift Challenge Presented by Maxxis**

The following points outline the operations and format of the Drift Challenge. These guidelines are an overview, and the specific event format may differ depending on the venue and on the event. Please consult the Supplementary Regulations issued for each event to determine if there is any difference in the intended format. This series is constructed with the intent of complying with and emulating FIA operational codes and guidelines.

### **1. Registration**

All entrants who intend to participate in the championship must be registered and must be a current competition license holder. Registrations must be received for the championship no later than seven (7) days prior to the event in which an entrant intends to begin their participation in the championship. The registration fee for participation in the championship for 2006 is \$20US. Registration in the championship does not imply or in any way guarantee acceptance into all rounds.

### **2. Drivers and Cars**

- 1) The rules, regulations, and codes for vehicle preparation for drifting may be found in Appendix H, Section 1.
- 2) Driver and car changes are not allowed during scored runs. Once a vehicle/driver combination is used for a scored run, that same combination must be used for all scored runs. Leaving the starting line onto the active course is sufficient action to count as using a vehicle for a scored run.
- 3) Failure to abide by the event rules and regulations will result in immediate disqualification and, under certain circumstances, removal from the event and premises, and possibly permanent refusal to other DGTrials events. Furthermore, tampering with other participant cars will be considered cheating and is grounds for disqualification and removal similarly.

### **3. Mechanical and Driver Failures**

Mechanical failure or personal injuries after the start of scored runs will have no recourse. (See 2) In the case of mechanical failure which may prevent further participation in competition rounds, competitors will be given no more than five minutes to repair any problem. Vehicles may not return to the pits or paddock area to obtain tools and/or parts to facilitate these repairs – all supplies to be used for repairs must be present on the hot track in the staging area (within reason).

### **4. Required Markings**

All competition vehicles are required to display certain markings, numbers, and decals. These markings are depicted in Appendix H, Section 2. Additionally, any vehicle paint or advertisement is acceptable as long as it does not interfere with any required vehicle identification and as long as it is in good taste, to be determined by the race director on the day of the event. If

there is a question whether or not a particular marking or advertisement is unacceptable, it behooves the entrant to present a depiction (photographic or otherwise) to the Director of Drifting in advance of attending an event, as the entrant will not be allowed to participate until the marking or advertisement in question is either covered or removed. An entrant found to not be displaying proper decals may forfeit their right to prize earnings. Repeated offenses may result in forfeiture of season points, fines, and or expulsion from the series.

5. Qualification

The specific qualification format for an event will be detailed in the Supplementary Regulations issued for each event, but may be modified by the race director on the day of the event if deemed necessary. In the case where no qualification is required, any participant is eligible for the competition portion of the event. The starting order will be chosen in a manner determined by the race director on the day of the event. In the case where qualification is required, no one shall be permitted to participate in the competition portion of the event without having qualified.

6. Number of qualification runs

The total number of qualification runs offered depends on the number of entrants present and the time scale of the event. However, all entrants will be given at least two runs to allow them to demonstrate consistency. The specific number of runs will be determined by the race director on the day of the event.

7. Competition format

After qualification, entrants will be paired off in high-low qualification order pairs. Competition brackets will be formed initially from the best 16; however, depending on the number of competitors present and the time scale of the event, this may be altered by the race director. Qualified entrants will compete in single-elimination brackets and advance towards the finals. The two losers and two winners from the final four bracket will compete against one another to determine first and third places, respectively.

8. Criteria for scoring

Competitors will be judged on various criteria to determine the winner. Scores will be kept by no less than three judges and will be tallied based on: entry speed, slide angle, track use, transition, and other criteria. Drivers must stay on course during all scored runs. Any 2 wheels off the course will result in no score for the run. Significant contact with course borders defined by the race director will result in no score.

9. Conditions Changes

If the conditions of the track change severely or significantly across the duration of the competition or qualification portions of the event, the race director may require that some competitors be re-tried.

10. Championship Points

Championship points shall be given to drivers finishing in the top six (6) places. The points shall be distributed as follows: 1<sup>st</sup> – 10, 2<sup>nd</sup> – 8, 3<sup>rd</sup> – 6, 4<sup>th</sup> – 4, 5<sup>th</sup> – 2, 6<sup>th</sup> – 1

11. Validity of Event

An event will be deemed valid if all competitors have received the minimum number of competition runs. In the case that all competitors can not receive the minimum number of runs due to circumstances, the event shall not be considered valid and no entrant shall receive points towards the season championship.

12. Season

There will be no less than three (3) points events in a season. Points events may be added to the season at any time, at the discretion of DGTrials, with fair notice given. After the final points event of the season, the top scoring entrant will be declared the season champion. In the case of a points tie, a final run-off between the top finishers will be held in a manner to be determined by the Director of Drifting. The number of events and the manner in which points will be counted towards the final score for the championship will be determined at the beginning of the season in which the championship will be held.

## **Appendix H. Vehicle Construction and Preparation, Marking, and other Guidelines**

This appendix is presented to explain the various vehicle construction, preparation, marking, and other requirements for the various types of events that DGTrials shall hold. All of these requirements may be considered final, except where superseded, overruled, or made invalid by the supplementary regulations issued for the series or event in particular. Any and all queries or protests must be filed formally with the Director in advance of attending an event. It is recommended that you have your vehicle inspected by an official DGTrials scrutineer well in advance of attending an event so as to minimize the possibility that your vehicle will be ruled ineligible for participation at an event due to improper construction, marking, or otherwise. DGTrials is in no way responsible for the preparation of your vehicle with the exception of providing the required marking and identification materials.

### **1. Vehicular construction standards for Drifting**

The following section describes the vehicular construction standards and allowances for vehicles entered in drifting competitions.

#### **I. Eligible vehicles**

- a) All vehicles from all manufacturers are eligible provided they meet homologation requirements.
- b) Vehicles must be 100% two-wheel drive (front or rear) in the configuration presented for scrutineering. Vehicles originally sold as four-wheel drive must show sufficiently that two of four drive wheels (on an axle) have been disabled.
- c) Vehicles must maintain the original unit-body or body-on-frame design as intended by the manufacturer. Tube-frame vehicles are not allowed unless it can be shown that they meet homologation requirements.

#### **II. Required safety equipment**

##### **a) Helmets**

- i. A Snell Foundation approved helmet with a rating of SA00 or better is required. Equipment equivalently rated by other organizations will be permitted.
- ii. The back of driver helmets should be labeled neatly with the following: Name, DOB, blood type, other pertinent medical information (diabetic, allergic, etc.)

##### **b) Driving Suits, clothing**

- i. A driving suit with a minimum SFI rating of SFI 3-2A/1 and made of fire-resistant material is required *only for rounds involving tandem competition*. Two-piece suits are permitted. Driving suits must cover the body from the neck to the ankles and wrists and be in good condition. Driving suits are recommended for all participants, regardless of the competition environment.
- ii. The following are accepted fire resistant materials: Nomex, Kynol, FPT, IWS (wool), Fiberglass, Durette, Fypro, PBI, Kevlar, Proban, or any suit carrying an SFI 3-2A/1 or higher certification patch. The

following specific manufacturer's material combinations are also recognized: Simpson Heat Shield, Leston Super Protex, FPT Linea Sport, and Durette X-400

- iii. Gloves that cover the entire hand and extend over/under the cuff of the fire suit are required.
- iv. Long socks that cover the entire foot and ankle and extend over/under the cuff of the fire suit are required.
- c) Occupant Restraints
  - i. All vehicles must be equipped with a five- or six-point harness, *for rounds involving tandem competition*, meeting current FIA/SFI specifications.
- d) Rollover/Collision Protection
  - i. *For rounds involving tandem competition*, a roll cage must be present which has at least 6 attachment points to the vehicle. It must be equipped with door bars, at least on the driver's side. Please contact DGTrials for specific information and diagrams
  - ii. Bolt-in cages are permitted
  - iii. Any portion of the roll cage which could come in contact with the driver's helmet must be covered with energy absorbing material (high density) of a minimum thickness of 1/2 inch.
  - iv. Roll cages of any type are not permitted to pass through the firewall in one piece.
- e) Fire Extinguishers
  - i. All vehicles are recommended to have at least one dry chemical or Halon fire extinguisher, of at least 10 B:C UL rating.
  - ii. The extinguisher shall be securely mounted in an accessible portion of the cockpit. All brackets shall be constructed of metal and must be quick-release types.

## DIAGRAMS

### III. Interior

- a) Seat may be of any construction or design provided that it is not made from an exotic composite (carbon fiber, Kevlar, carbon-Kevlar, etc)
- b) The full dashboard must be present as installed by manufacturer, except where trimmed or modified to allow for proper installation of safety equipment (roll cage forward pillars or other)

### IV. Engine

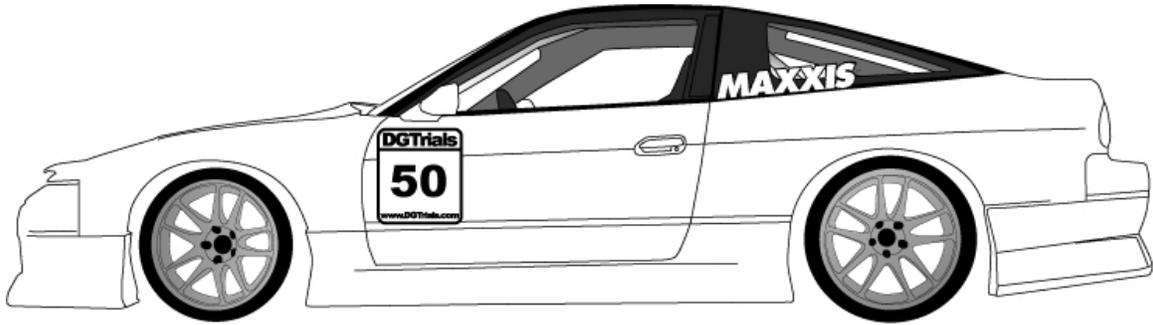
- a) Any engine from any manufacturer may be installed so long as it does not require excessive fabrication, modification of firewall or radiator core support, or modification of strut towers or wheel arches to allow for fitment.
- b) Engines must mount in the original location of manufacture. Vehicles may not be converted from front engine to mid or rear engine or vice versa.

### V. Suspension

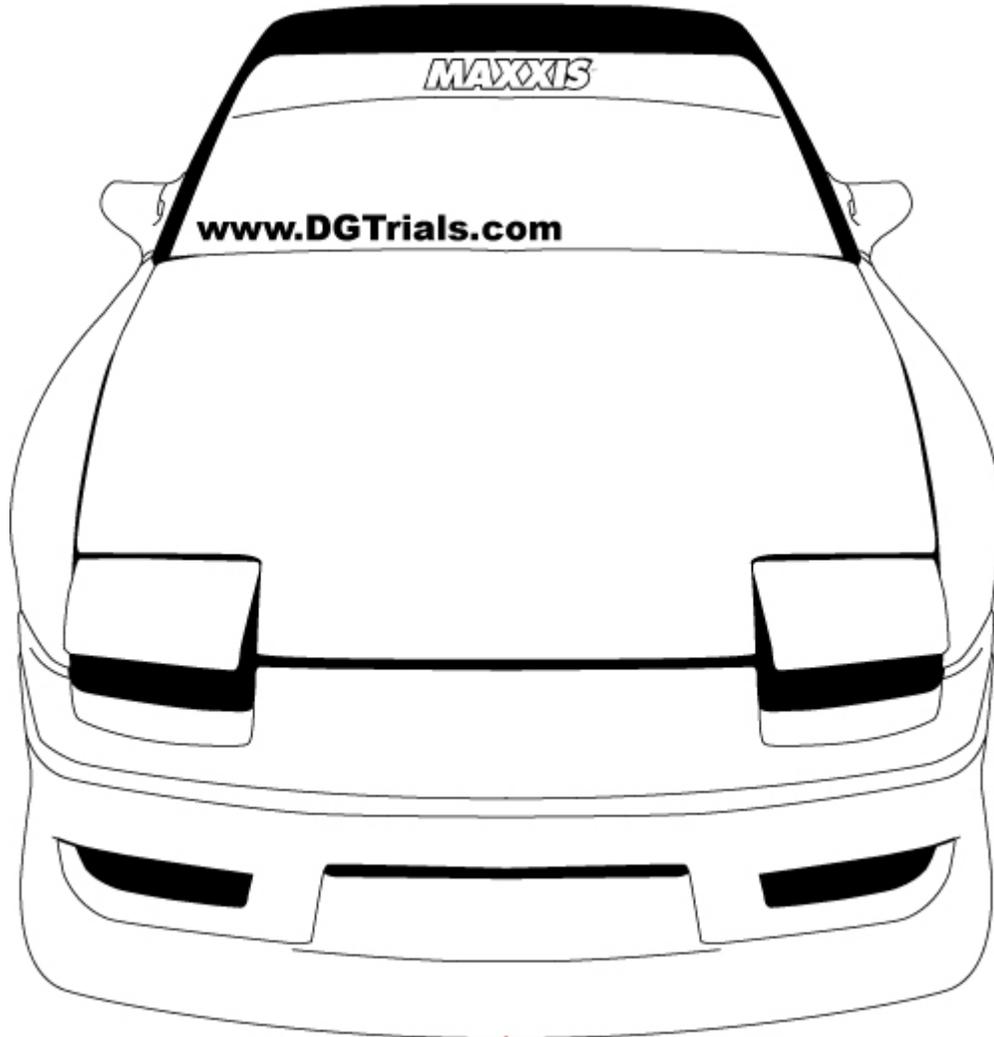
- a) Original manufacturer pick-up points must be used. Suspension designs or types may not be changed. Petition may be filed to the Director of Drifting for exceptions to this rule.
  - b) When altering a vehicles' drive train configuration (for example, from FF to FR), if suspension types must be altered, care must be taken to maintain as close to original pickup points of the factory suspension as possible. This allowance is at the sole discretion of the race director (or by petition to the Director of Drifting).
- VI. Transmission/Drivetrain
- a) Only gearboxes meeting homologation requirements may be used provided they were available in combination with the engine being used. In essence, engine and gearbox must be swapped as a unit.
  - b) Substitution of dog-cut gears is not permitted. All gearboxes must have a synchromesh unless not originally equipped by the manufacturer. All gears must meet homologation requirements.
  - c) Clutches of any design may be used provided they are not of significantly different overall diameter.
- VII. Brakes
- Brakes are unrestricted.
- VIII. Wheels/Tires
- a) Wheels are unrestricted
  - b) Tires must be DOT-approved. DOT "R" compound tires are prohibited. Only tires with an effective UTQQ tread wear rating of 140 or higher are permitted.
- IX. Body/Frame
- a) Atermarket body panels are allowed provided they do not increase the overall width of the vehicle more than 30mm per side
  - b) Aftermarket body panels made of materials other than fiberglass or original manufacturer material (steel, aluminum, etc) are allowed so long as they are not being used extensively for weight reduction. This allowance is at the sole discretion of the race director (or by petition to the Director of Drifting).
  - c) Portions of the frame and unibody may be clearanced in order to allow for more steering angle, to allow for fitment of wider wheels and tires, for allowing hoses or piping to pass through that carry air, water, fuel, or etc. Excessive modification to any portion of the frame or unibody is not allowed. If a modification to the frame or unibody is in question, it behooves the entrant to consult with a DGTrials scrutineer prior to the event.
2. Drift Challenge vehicular marking requirements
- The following diagrams depict the necessary vehicle markings and identifications that must be present for a vehicle to be eligible for participation and series points in the Drift Challenge. Scrutineers will be able to provide the necessary marking materials for drivers at an event.

## DIAGRAMS

Side view of vehicle:



Front view of vehicle:



## **Appendix Z. Glossary of Terms**

*Homologation* – An item is said to be “*homologated*” provided that more than 5,000 units were produced in any given year, and that all of these units were available by sale to the general public. Entrants wishing to use items that require homologation which do not meet the production requirements must submit a petition to the Director in order to be permitted to use such items.