

**MNASZ National Drag Racing Championship
Drag Sportsman National Cup
Main Racing Regulations**

Created by the Drag Racing Committee of the MNASZ
Approved by the Steering Committee of the MNASZ
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CONTENTS

1. DEFINITIONS.....	6
1.1 RULES	6
1.2. CHAMPIONSHIP EVENT	6
2. GENERAL RULES	7
2.1 REGULATIONS	7
2.2 ORGANISATION.....	7
2.3 ORGANISER	7
2.4 PARTICIPANTS	7
2.5 AUTHORISED OFFICIALS	7
2.5.1 Officials of the Events	7
2.5.2 Committee Observer.....	8
2.5.3 Contributors at the Events.....	8
2.6 TIMEKEEPING	8
2.7 COMPETITORS.....	8
2.8 DRIVERS.....	8
2.8.1 Driver's licenses	9
2.8.2 License limitations	10
2.9 CLASSES, CATEGORIES.....	10
2.10 TEAMS.....	10
2.11 OFFICIAL IDENTIFICATION AND ADVERTISING ON AUTOMOBILES	10
2.11.1 Competition numbers.....	10
2.11.2 Advertisements.....	10
2.12 PROHIBITED EVENTS	11
2.13 MISCELLANEOUS PROVISIONS.....	11
2.14 AMENDMENTS, RESERVATION OF RIGHTS	11
3. COURSE	12
3.1 DISTANCES	12
3.2 PARTS AND EQUIPMENT OF THE COURSE	12
3.2.1 Tracks.....	12
3.2.2 Tire-warming zone	12
3.2.3 Stage.....	12

3.2.4	Christmas tree	12
3.2.5	Photocells	12
3.2.6	Finish line	13
3.3	DEPOT	13
3.3.1	Fueling in the depot area	13
4	TIMEKEEPING	14
5	EVENTS	15
5.1	GENERAL STRUCTURE AND EXECUTION OF RACING EVENTS	15
5.2	SCHEDULE	15
5.3	ENTRY	15
5.4	ADMINISTRATIVE CHECKING AND SCRUTINEERING	16
5.5	PRACTICE SESSIONS	16
5.5.1	Starting procedure	17
5.6	FINALS	17
5.6.1	Complete Quick 8 table.....	18
5.6.2	In case of an incomplete Quick 8 table, finals shall be executed as follows:	18
6	AWARDS.....	20
7	POINTS SCORED	21
7.1	POINTS SCORED IN THE PRO, Sportsman CLASSES.....	21
7.2	ANNUAL TOTAL POINTS SCORED IN THE CHAMPIONSHIP, EVALUATION	22
7.3	EVALUATION OF THE TEAM COMPETITION.....	22
8	AWARDING CEREMONIES	23
8.1	AWARDS AT RACING EVENTS.....	23
8.2	ANNUAL AWARDS.....	23
9	PROTESTS	24
10	PROHIBITIONS, FINES	25
11	LIABILITY.....	26
12	TECHNICAL REGULATIONS	27
12.1	RACING CARS	27
12.1.1	General rules and principles	27
12.1.2	General rules of the Sportsman class	27
12.1.3	General rules of the Pro class	28
12.1.4	Weight limits of the Pro categories	32
12.1.5	Racing car categories	33
12.2	DRIVERS' EQUIPMENT.....	37
12.2.1	Sportsman classes.....	37

12.2.2 Pro categories	37
13 APPENDICES	38
13.1 DRAFT SUPPLEMENTARY REGULATIONS	38
13.2 DRAFT LICENCE APPLICATION SHEET	41
13.2.1 DRAFT REGISTRATION SHEET	43
13.3 ET-HANDICAP FINAL.....	45

Regulations of the MNASZ National Drag Racing Championship, 2021

1. DEFINITIONS

1.1 RULES

The racing events of the National Drag Racing Championship are executed in accordance with the FIA International Sporting Code and the Annexes thereof, the General Regulations, the MNASZ (National Automobile Sport Federation of Hungary) Rulebooks, these Main Racing Rules of the National Drag Racing Championship for 2020 issued by the MNASZ and the amendments issued thereto during the year.

1.2. CHAMPIONSHIP EVENT

A single-day or multi-day championship event included in the sporting calendar of the MNASZ, with supplementary regulations, which may only be executed under one event, pursuant to these rules.

Elements of executing the event:

- administrative checking and scrutineering
- qualifying practice sessions
- finals
- prize-giving ceremony

Under the framework of the racing events, as auxiliary programs or companion events, motorcycle drag racing competitions may also be executed.

Each heat of the Championship shall be provided with Supplementary Regulations created in accordance with the draft supplementary regulations attached hereto, and sent to the Drag Racing Committee of the MNASZ at least 30 days before the competition for approval. Then the supplementary regulations become official and may be published.

2. GENERAL RULES

2.1 REGULATIONS

As a 1st class national championship, the MNASZ announces the MNASZ National Drag Racing Championship (hereinafter: Championship) that is a series of drag racing competitions organized at courses possessing a homologation, with the length of a quarter mile (402.33 meters). Simultaneously, the MNASZ announces the Drag Sportsman National Cup.

The form of the Championship is national championship where drivers of foreign sporting organizations may also compete, but only the drivers holding a Hungarian license may partake in the classification at the end of the year, and only they may be eligible to receive a ranking based on the points they scored during the year.

2.2 ORGANISATION

Championship Events may only be organized by sports associations and sporting organizations holding an organizing license of the MNASZ and an executed organizing contract, in case they undertake to organize and execute the Championship and all the included Events pursuant to these Rules and the terms and conditions of the organizing contract concluded with the MNASZ.

2.3 ORGANISER

The Organizers shall organize and execute each and every event pursuant to these rules, and they shall also comply with the provisions set forth in the Sports Act and other regulatory regulations affecting the execution of sporting events.

Penalty may be imposed by the Drag Racing Committee on any Organizer that breaches the rules or regulations of the MNASZ affecting the Organizers.

2.4 PARTICIPANTS

In the 2021 Championship, the Participants are the teams and drivers that are entered in the championship by the member associations possessing a valid competitor license for the Drag Racing Committee of the MNASZ, and that are provided with a driver's license appropriate to the requested category.

The Participants are entitled to participate in the Championship, to score points therein and to receive a ranking based on the summary of the points they scored during the year.

2.5 AUTHORISED OFFICIALS

During the entire time of the Events, all officials shall act in strict compliance with the Rules and their conduct shall be worthy of the standard of the Event. In the Championship of 2021 - including the specific Events -, pursuant and in addition to Chapter 10 of the International Sporting Code, the following authorized officials may participate:

- officials, and
- contributors

2.5.1 Officials of the Events

Officials of the Championship of 2021 - including the specific Events:

- Chairman of the Panel of Stewards
- Members of the Panel of Stewards (not obligatory)
- Race Director
- Deputy Race Director(s) (not obligatory)
- Technical Delegate

- Head of Timekeeping and Classification and the subordinates
- Head of Track Marshals

Based on the decision of the Drag Racing Committee, the Deputy Race Director may also be the Head of Track Marshals.

For the aforementioned official functions, only the persons included in the list issued by the Steering Committee of the MNASZ at the beginning of every year may be appointed.

Other officials include:

- Head and Personnel of the Mechanical Rescue Service
- Chief Scrutineer (may also be the same person as the Technical Delegate) and the subordinates
- Medical Officer and the Healthcare Personnel
- Marshals and Judges of Fact
- Media Delegate (not obligatory)
- Committee Observer

2.5.2 Committee Observer

He may be delegated to each racing event by the Drag Racing Committee and shall be provided with identical access conditions as Stewards. He may participate at the meetings of the Panel of Stewards, but shall not act as a steward. He shall perform the evaluation of the racing event according to the criteria issued for MNASZ observers and the evaluation sheet. He shall submit his report within one week after the end of the racing event to the head of the Drag Racing Committee.

His expenses shall be covered by the Drag Racing Committee.

2.5.3 Contributors at the Events

The contributors at the Events are the Organizer, and in case of permanent, constructed tracks, the persons under the supervision of the course and assigned for this task, who contribute to the execution of the Event.

2.6 TIMEKEEPING

Timekeeping at the Championship events shall be performed with at least the accuracy of 1/1000th of a second. At the racing events evaluated during Championship only the timing system approved by the Drag Racing Committee can be used.

2.7 COMPETITORS

Each sporting organization (hereinafter: Competitors) has the right of entry in the 2021 Championship if it has acquired a Competitor License from the MNASZ or a license authorizing competition at any international event, issued any CEZ or EU country's ASN (National Sporting Association) that is valid for Drag Racing.

2.8 DRIVERS

The drivers entered into the racing events of the Championship by the Competitors. In the

Championship those drivers can be evaluated who possess the "A" or "B" license issued by the MNASZ for Drag Racing for 2021. The drivers possessing an international Drag Racing license valid for 2021, issued by their own ASN, may also be evaluated.

2.8.1 Driver's licenses

- The age limits of acquiring licenses shall be applied pursuant to the regulations of FIA.
- Licenses may be issued based on individual assessment, based on the recommendation of the Drag Racing Committee, with the resolution of the license committee appointed by the Steering Committee of the MNASZ
- „A” „B” and „Junior” licences according to the MNASZ Licences and Passes Regulation 5. (Driver’s licences – General rules).

"A" license

Authorizes: competing as a driver at any international drag racing event included in the calendar of FIA, events of the National Championship and also any open foreign championship

Valid for: Competing in all categories

Holders: drivers who

- possessed an "A" or "B" license in 2019 or 2020; scored at least one point in the Championship, and competed at 51% or more of the racing events of the Championship in the season considered for the assessment
- are granted a license based on the own assessment of the Drag Racing Committee or the recommendation of the head of another sporting committee

"B" license

Authorizes: competing as a driver at racing events of the National Championship and the international drag racing events organized within the country

Valid for: Competing in all categories

Holders: drivers who

- possessed an "A" or "B" license in 2019 or 2020
- scored at least one point in the Semi-Pro Championship or in the Dragracing Publick Cup in 2019 or in Sportsman National Cup in 2020, and
- competed at least 50% or more of the racing events of the Street Racing series during those years
- are granted a license based on the own assessment of the Drag Racing Committee or the recommendation of the head of another sporting committee

Junior license

Authorizes: competing as a driver at racing events of the National Championship and the international drag racing events organized within the country

Valid for: Competing in the AP7-AP9 – Drag Junior category

Holders: drivers who

- are at least 8 and up to 18 years old and possess the Parental Liability Statement signed by the parents for the issue of the license
- holding a valid approval from a sporting medical service which classifies the driver as „eligible to participate in motosport racing event”

Daily license

Authorizes: competing as a driver at racing events of the National Championship

Valid for: Competing in all categories

Holders: drivers who

- fill in the license application at the specific racing event, in order to apply for the competition permit (submitted by a Competitor).

Amateur driver registration card:

Authorizes: competing as a driver at racing events of the Sportsman National Cup

Valid for: entry into all Sportsman National Cup categories

Holders: drivers who

- over 17 years of age, holding a valid 'B' driving license
- they have registered on the MNASZ site and payed the registration and insurance fee
-

The result of a driver competing with a daily license shall not be considered in the Championship, unless he applies for an annual license that is valid till the next round of the Championship. In such cases, the points scored at the racing event completed with a daily license shall be considered like they were scored as a driver who already had an annual license.

2.8.2 License limitations

The Drag Racing Committee of the MNASZ reserves the right to impose different types of limitations regarding categories, in case of the licenses issued to the driver.

2.9 CLASSES, CATEGORIES

The Championship is announced in the Pro class. Racing events of the Sportsman class are organized under the Sportsman National Cup.

Pro categories (AP1, AP2, AP3, AP4, AP5, AP6, AP7, AP8, AP9)

Sportsman categories (9,5-11s, 11-12s, 12-13s, 13-14s, 14-15s, 15-16s, 16-17s and above 17s)

2.10 TEAMS

Pro drivers competing in the Championship may organize teams, by involving another two drivers competing in the Sportsman classes.

2.11 OFFICIAL IDENTIFICATION AND ADVERTISING ON AUTOMOBILES

2.11.1 Competition numbers

The placement of the competition numbers shall be regulated by the Organizer at all times. The primary location for the placement shall be upper corner of the windshield, on the side of the position at start of the qualifying practice sessions.

2.11.2 Advertisements

All drivers are required to place the advertisements provided by the Organizer on their automobiles, during the entire duration of the Event. The location thereof shall be specified in the regulation of the specific racing event.

Prohibition of advertisements - The Organizer prohibits the placement of any advertisements on the racing track and the area of the depot. The advertisements painted on the transportation vehicles, placed on the racing vehicle, the clothing of the driver and the mechanic and/or the tents

used for the storage of the racing vehicle shall be exempt from the prohibition. - In case the Organizer discovers any forbidden advertisements, it shall immediately order the removal thereof. However the placement of advertisements may be permitted, in a manner discussed with the Organizer, in case they do not breach the existing or future advertising and sponsorship agreements of the Organizer.

2.12 PROHIBITED EVENTS

As specified in the General Rules of the MNASZ (see: Structure, operation and general rules of the MNASZ, Chapter IV Item 1.4)

2.13 MISCELLANEOUS PROVISIONS

- Everyone shall participate at the event under their own responsibility.
- At the racing event, drivers shall comply with the provisions specified in the regulations and the rules. What is not expressly allowed in the regulations and the rules - or currently regulated - shall be prohibited. Regarding the rules, the drivers are entitled to submit their suggestions in writing, which may be approved or rejected by the organizer of the racing event till the next event.
- Collision with the equipment of the racing course (including the timing device), unless it is caused by technical failure, shall cause the exclusion of the driver without any delay, and the driver shall also compensate all the damages caused to the organizer of the racing event.
- The rules of the Highway Code shall apply at the location of the event, the permitted maximum speed is 40km/h (except for the active section of the racing course).
- Spinning and smoking of tires with the vehicle is prohibited all over the location of the event, except for the area reserved for this purpose.
- After the completion of the racing distance, the driver shall return to the area of the depot as soon as possible, and comply with the speed limit regulations.
- After the end of the heat, the driver shall place his vehicle in a manner that does not hinder the return of the subsequent drivers and the expected unimpeded traffic all around the depot. In case of a violation of the previous provision, the driver may be fined or banned from the event.

2.14 AMENDMENTS, RESERVATION OF RIGHTS

We reserve the right to amend the rules. The amendment of these Main Racing Rules may only be initiated by the Drag Racing Committee. These amendments may enter into force upon the approval statement of the sports decision-making body of MNASZ, which then the Drag Racing Committee shall publish via the MNASZ website to the organizers, competitors, drivers, the executive officials and other bodies of the MNASZ. The Organizers may also publish the unabridged version of the aforementioned statement on the websites of their own events, in order to promote informing a wider audience.

3. COURSE

The courses of the drag racing events shall comply with the following criteria:

- Two parallel tracks on an even surface. The total width of the two tracks is 15m minimum and 22m maximum.
- The course shall be isolated from the viewers with a concrete wall, a guard rail or a metallic crush barrier. - The course shall be designed with a paved, straight runway section after the finish line, and the minimum length thereof shall be identical with the specified racing distance.

3.1 DISTANCES

In each category, the racing distance is 1/4 mile that is 402.33 meters or 1/8 miles that is 201.16 meters at each racing event, pursuant to the Supplementary Regulations.

3.2 PARTS AND EQUIPMENT OF THE COURSE

3.2.1 Tracks

At each heat, two drivers are allowed to compete at once. The two tracks are used in the common starting procedure, but timekeeping for qualification is performed independently. At the heats, drivers may not only compete in pairs, there is also an opportunity for individual heats, and during finals, in case of a bye heat, the drivers shall produce a correct heat on their own. In case of touching or crossing the center line or the line indicating the edge of the course, the driver shall be excluded from the heat.

3.2.2 Tire-warming zone

The Organizer is entitled to establish a tire-warming zone within the track in front of the racing distance, isolated with a crush barrier. Drivers may only enter the tire-warming zone with the approval of the start marshal or the assisting marshal, after the (pair of) drivers left the starting line.

3.2.3 Stage

Using clear instructions, the start marshal lets the drivers into the stage, after ensuring that the entire length of the racing course is free, and the previous (pair of) drivers passed the finish line.

3.2.4 Christmas tree

The Christmas tree indicates the functions needed for the drivers to take the position to the starting line and to choose the appropriate moment of the start. This series of lights shows the driver that it is allowed to take the position at the starting line and when it has taken the correct starting position. In addition to this, based on the top-down lighting sequence, the activation of the green light indicates the moment of the start. The activation of the red light on the Christmas tree shows if the start was incorrect. (Jump-in or roll-back at the moment of the start) Also, this Christmas tree indicates winning the heat during the event.

3.2.5 Photocells

In the course, six photocells are located per each track, which detect the racing vehicle at the specific measurement points. These are located in the following order:

- 3 photocells in the starting zone: pre stage (1), stage (2) and guard beam (3). These 3 lines also detect the correct position of the driver at the starting point, and at the moment of the start, they detect jump-in and roll-back, and also serve the purposes of measuring reaction time and initiating timing.
- 1 photocell at 60 feet

- 1 photocell at the finish line (1/4 or 1/8 mile)
- 1 photocell 20m before the finish line, to measure finish line speed. The speed values shall be the average speed of the last 20 meters.

3.2.6 Finish line

The finish line shall be indicated to the drivers in a clear and visible manner (e.g. by placing a checkered flag). A judge of fact shall also be located at the finish line, to initiate the invalidation of a faulty result, due to the possible impact of a foreign object, if necessary.

3.3 DEPOT

The Organizer shall provide the Drivers with a depot area where they can store, repair and maintain their racing cars between the qualifying practice sessions and the races. Only the following vehicles are permitted to enter the depot:

- racing cars
- vehicles used for the transportation thereof
- vehicle transporting parts and tools used for the repair and maintenance of the racing cars, in case permitted by the organizer, which shall be certified by a sticker placed on the windshield of the vehicle
- vehicles transporting the authorized officials of the race
- vehicles assisting the transport of the staff contributing in the execution of the racing event

3.3.1 Fueling in the depot area

Methanol and nitromethane burning vehicles must be separated from the spectators for the time of refueling by a safety distance of min. 3 meters. A fireproof clothing must be worn by the mechanic who fueling the car and another mechanic must be present during the process holding a fire extinguisher to watch over and act as quick as possible in case of need.

4 TIMEKEEPING

At each timekeeping point, the measured result shall be accurate to the thousandth of a second.

- Timekeeping is started by the enabling of the photocell beam of stage (2) or the breaking of the guard beam. Net time shall only be measured in case of a correct start, meaning a positive reaction time.
- The measurement of the reaction time begins when the green light flashes and ends when the measurement of the net time starts.
- Gross time is the sum of net time and the reaction time.
- In order to inform the drivers, the organizer may measure time and speed at half-course, 330, 660 and 1000 feet.

5 EVENTS

5.1 GENERAL STRUCTURE AND EXECUTION OF RACING EVENTS

The racing event begins with administrative checking and scrutineering. The active section of the racing course begins with the qualifying practice session at which everyone may participate if they have entered the race and complied with the administrative and technical conditions. During the qualifying practice session at least 1 valid measured time shall be completed in order to proceed to the final. The drivers completing with the eight best times (ET) per category proceed to the final. At the final heats, the winning driver of the competing pair is the one that passes through the finish line first, after a correct start and in Sportsman categories, the net time is not better than the category lower time limit. During the heats a collection of photocells operates at the start, during the practice session everyone starts the timekeeping device for themselves after the green light. However, during the final or practice sessions of the race, if someone jumps in or rolls back before the green light is on, their heat will be considered invalid. In addition, the race where the pre stage and stage lights are not illuminated at the same time will be invalid, in which case the driver will receive a red light.

5.2 SCHEDULE

The racing event is executed according to the schedule specified in the Supplementary Regulations. Based on the circumstances and the number of entries, the executives of the event may modify the schedule, which shall then be posted on the official billboard and announced to the drivers via loudspeaker. However, the end of the qualifying practice sessions may not be modified to a time sooner than 60 minutes after the last time of entry specified in the Supplementary Regulations, in order to enable regular competitors to complete their practice laps.

5.3 ENTRY

- Entry to the race may be submitted via the filled and signed entry sheet, on the day of the racing event, on the spot at the administrative checking section and/or via the online application system possibly operated by the organizer, till 18:00 on the Wednesday before the (first) day of the event. If there is an entry fee, it shall be paid during the administrative checking, pursuant to the Supplementary Regulations of the specific racing event. In case of a preliminary, online entry, the organizer may also enable online payment, with the receipt deadline of 18:00 on the Wednesday before the (first) day of the event.
- With signing the entry sheet, the driver declares to have accepted these regulations and the Supplementary Regulations of the specific racing event, and that he is not under the influence of alcoholic beverages or drugs. Executives of the racing events may check this at any time during the event.
- A driver may enter multiple racing vehicles in different categories, but in one category he may only compete with one racing vehicle.
- On a specific day of the racing event, a vehicle may only be entered in one category, and it may only be driven by the driver submitting the entry, except for the testing laps executed based on the authorization of the start marshal.
- Based on the technical rules, the racing vehicle is classified into a specific category where the driver is entitled to compete. Entry to higher categories is possible as follows: from AP1 to AP2, from AP1-AP3 to AP4 and from any categories to AP5 when the car passes the 9.5 sec time limit. Once a car advanced to a higher category it cannot return to its original one during the season.
- In case the racing vehicle is different from the state submitted during entry (car, driver, charge, drive or a modified engine displacement would classify it in a different category)

and it is not reported for repeated scrutineering and classification into category (which the marshals of the race may check anytime), the driver shall be excluded.

- Drivers of the pro categories shall submit their entries by no later than 4 hours before the beginning of the finals, in person. Exemption from this rule may only be awarded by the organizer of the racing event, under especially justified circumstances.

5.4 ADMINISTRATIVE CHECKING AND SCRUTINEERING

- Administrative checking and scrutineering shall be performed within the depot area, pursuant to the Supplementary Regulations.
- No modification may be performed on the racing vehicle after scrutineering, which affects the categorization of the vehicle or which affects the safety elements. In such cases the driver shall report for repeated scrutineering where the modification/replacement is approved. In case the driver fails to adhere to this protocol, he may be excluded from the competition.
- Competition numbers shall always be present on the racing car during and after scrutineering.
- Drivers competing without a competition number or with someone else's competition number shall be excluded.
- Lost competition numbers shall be reported immediately.

5.5 PRACTICE SESSIONS

- Drivers and vehicles that were not present at the administrative checking and scrutineering and therefore did not receive a competition permit, may not enter the course.
- Practice sessions are executed pursuant to the schedule of the specific racing event, included in the Supplementary Regulations.
- At least one measured practice session is executed for each driver.
- Each driver may only complete a measured qualifying practice session (which counts in the qualification) with the car he entered in the competition himself. If he competes with a different car without the prior notice of the Organizer, the executives of the racing event will cancel his original entry and the entry of the specified car as well.
- A different driver may complete the course using a car, but this shall be reported to the start marshal in advance, and he will mark the result as a "test lap" and it cannot be used as a result for qualification purposes.
- The possibility of constantly monitoring the results of the practice sessions shall be provided for the drivers, via a monitor or in a printed form. In case this cannot be provided electronically, the hourly printed lists of the results shall be continuously posted on the official billboard, indicating which drivers may proceed.
- The organizer may provide a separate time for practice sessions of the Pro class, where only the drivers of these classes may practice.
- During the practice sessions, any vehicle entered into the Sportsman, Pro-ET or pro classes may compete for unlimited turns, even against each other. The organizer may limit the number of practice sessions.
- Go-karts, motorcycles or quad bikes cannot compete against a car, not even during a presentation heat.
- During the practice sessions, passengers cannot be carried in the vehicle unless permitted by the race director or the start marshal, but these heats may only serve presentation or

testing purposes and cannot be included in the evaluation of the race. In such case, the passenger shall be carried in the car at his own risk and acknowledge that he is only eligible to claim damages based on his own, individual insurance. The organizer and the officials of the racing event cannot be held liable for any injuries or damages caused by an accident.

5.5.1 Starting procedure

The starting procedure shall be as follows:

- The referees call the racing pair into the burn out zone with a clear signal
- Each racer is allowed 1 burnout. Violators of this rule will be alerted for the first time by the race director or his deputy and may be subject to a second exclusion from the competition day.
- The competitors in the burn out zone, after their burn out attempts shall enter into the prestage by the sign of the start marshal and remains in this position until the other competitor hits the same position. When one of the competitors reached the pre-stage position 20 seconds left for the other to get there too.
- After both competitors reached the pre-stage they can forward to the stage position. The time frame for staging is 10 second. If any of the competitors fails to make the staging within the given time frame, the start marshal shall start the run and the competitor which did not take its start position will be disqualified from that run.
- During the starting procedure the deep staging is prohibited. Deep staging means when the competitor makes the staging so forefront that wheel doesn't block the pre-stage beam and only the stage-light are lit on the tree.
- After both competitor takes their places in the stage the start marshal starts the timing system which activates the tree and the run takes place.
- This starting procedure is obligatory for Pro drivers and recommended to follow for the Sportsman drivers too.

5.6 FINALS

- The competition is executed in pairings, with direct eliminations, in the Quick 8 table system, therefore the drivers with the 8 best results in each category are paired and compete with each other in a direct elimination system, based on their gross times (the sum of the reaction time and the time required for the completion of the racing distance). In Sportsman National Cup racers, if during the final races a driver runs faster than the lower limit of his / her current category, he / she has lost and lost that race. If during the final races both competitors run against each other a better time than the lower limit of their current category, then both drivers will lose and lose that race. Such races should be considered as having received a red light at the start.
- Racers must register for the finals, the best 8 competitors in each category have the opportunity to register for 15 minutes before the start of the finals. Only registered drivers can participate in the finals.
- Since reaction time plays a major role in proceeding to a next round, the driver losing the heat may have a better net time and speed value. In case he achieves a record, it shall be considered, even if he lost the round due to his reaction time.
- A stage area may be established during the execution of the finals, pursuant to the Supplementary Regulations. In case there is a stage area, finals begin by calling in the drivers. In case a driver is not present during the calling in for the finals and does not take

his car to the stage area, it is not eligible to compete in the finals. His slot will not be filled with someone else based on the results of the practice session, but the points scored with the qualification ranking can be kept in the Pro class. In case more than 8 drivers had qualified for the practice session but not everyone was present, the competition will still be executed based on the Quick 8 table and the "bye heats" shall be completed in the Pro class. In the Sportsman category the Supplementary Regulations may specify otherwise. In case there were less than 8 competitors in the specific category, the competition shall be executed according to the rules of the incomplete table.

- A racer who, after the start marshal's start signal, but before the green light makes a start, jumps out or rolls out of the start with a red light, has made an invalid start will drop out of the finals. This is indicated by a red light on the starter tree. If both driver in the race receive a red light at the start, the competitor who has moved out of the starting position later will be considered the winner of the race.
- If a racer starts before the start Marshal's start signal, his race is invalid and has lost the race.
- During the finals the driver may not carry a passenger in the vehicle.

5.6.1 Complete Quick 8 table

- The pairings are assigned in the following order in each category: 1-8, 2-7, 3-6 and 4-5. Competitors of the quarter-finals are composed of the winners of the eighth finals. The winner of the 1-8 pair competes with winner of the 4-5 pair, and the winner of the 2-7 pair competes with the winner of the 3-6 pair. The winners of the two heats proceed to the final of the category. The third ranking is awarded to the best gross time in the quarter-finals.
- In the "Bye heat" the driver competes alone. In this case, proceeding and winning require a correct lap, without jumping in at the start and reaching the finish line on its own.

5.6.2 In case of an incomplete Quick 8 table, finals shall be executed as follows:

- In case of 7 competitors: 1-bye, 2-7, 3-6, 4-5. Competitors of the quarter-finals are composed of the winners of the eighth finals. The 1 qualified competitor competes with the winner of the 4-5 pair, the winner of the 2-7 pair competes with the winner of the 3-6 pair. The winners of the two heats proceed to the final of the category. The third ranking is awarded to the best gross time in the quarter-finals.
- In case of 6 competitors: 1-6, 2-5, 3-4. Competitors of the quarter-finals are composed of the winners of the eighth finals. The winner of the 1-6 pair competes with the winner of the "bye heat" and the winner of the 2-5 pair competes with the winner of the 3-4 pair. The winners of the two heats proceed to the final of the category. The third ranking is awarded to the best gross time in the quarter-finals.
- In case of 5 competitors: 1-bye, 3-4, 2-5. Competitors of the quarter-finals are composed of the winners of the eighth finals. The first qualifier competes with the winner of the 3-4 pair, the winner of the 2-5 pair competes with the winner of the "bye heat". The winners of the two heats proceed to the final of the category. The driver losing in the quarter-final will be ranked third.
- In case of 4 competitors: 1-4, 2-3. The winners of the two heats proceed to the final of the category.
The third ranking is awarded to the best gross time in the quarter-finals.
- In case of 3 competitors: 1-bye, 2-3. The winners of the two heats proceed to the final of the category.
- In finals the right to choose track is provided to the driver winning at a better qualification.

- The driver who is not present at the starting line within 1 minute after he is called, shall be excluded as well. In case of a force majeure event, the race director decides whether to increase the waiting time.

6 AWARDS

At each race, the first three drives of each category are given awards. In case of 4 or less competitors in a category, the organizer is entitled to only award the winner.

7 POINTS SCORED

7.1 POINTS SCORED IN THE PRO, Sportsman CLASSES

Qualification ranking	Points
1	18
2	17
3	16
4	15
5	14
6	13
7	12
8	11
In addition to this, the following points may be scored within a racing event:	
Time record (except for the Pro ET)	5
Speed record (except for Pro ET)	5
Third ranking	5
for each heat won in the final	10
entry (in the pro category)	10

The system of scoring points is the following:

- The Driver scores points according the abovementioned system.
- The third ranking is determined based on the best gross time achieved in the semi-final.
- On the day of the racing event, a point is awarded for each new time record in a category. In case multiple time records are achieved within a category, only the best time record is awarded a point.
- On the day of the racing event, a point is awarded for each new speed record in a category. In case multiple speed records are achieved within a category, only the best speed record is awarded a point.
- During the consideration of records, the base record data are the records achieved at the first 201 and 402 m races in the season. Therefore the best time and speed achieved at the first race of the season will be the records, for which the driver who achieved it will be awarded the point at the first racing event.
- In categories without a Quick 8 table, drivers shall be evaluated as if they had achieved their positions in the Quick 8 table, so they also receive the points for winning the heats that have not been set up yet.

- The driver shall not receive points for the following reasons during the semi-final: crossing the center line and/or collision with another driver or the timekeeping device of the course.

7.2 ANNUAL TOTAL POINTS SCORED IN THE CHAMPIONSHIP, EVALUATION

- The results of every racing event in the racing calendar shall be considered for the annual total of points, deductions are not possible. Only those drivers may receive a ranking in the annual total, who have participated at 50 percent or more of the announced racing events.
- In case of a tie, the more and better rankings shall be considered. If it also leads to a tie, the last results of competing with each other shall be considered. If it still leads to a tie, the better ranking at the last heat shall decide.
- The first three ranked drivers of the year-end aggregated results are awarded prizes.
- The National Champion that driver will be who collects the most points in the Superfinals across the season and have participated at least 50 percent of the announced racing events.
- The organizer may also present special prizes to the receivers of awards of the series of racing events. Drivers who participate at racing events not supervised or authorized by the MNASZ during the year shall not receive a ranking in the National Championship, their scored points shall be nullified and they shall not score new points.

7.3 EVALUATION OF THE TEAM COMPETITION

The points scored at every racing event by 1 pro and 2 Sportsman category drivers entered into the team competition shall be summarized, but evaluation only take place at end of the year.

8 AWARDING CEREMONIES

8.1 AWARDS AT RACING EVENTS

Awards shall be presented right after the completion of the race.

8.2 ANNUAL AWARDS

At a date published after the completion of the racing season. The awarded drivers will receive a separate notification about the time and location of the annual prize-giving ceremony.

9 PROTESTS

- Protests may be lodged by each driver to the Race Director present at the racing event. Protests may be submitted in writing, by no later than 30 minutes after posting the temporary list of results.
- The intent to protest shall be immediately indicated during the racing heat, in order to enable the placement of the protested party's car in a closed parking place, immediately when the heat is completed. The protest fee is 100 000 HUF plus a 150 000 HUF disassembly deposit in case of a technical protest, which shall be paid to protested party in case of an unjustified protest. The protested party shall immediately report for obligatory scrutineering after the heat, which takes place in the closed parking place. In case such examination is required which cannot be performed on the spot, the committee adjudicating the protest shall decide on the process of measuring the technical parameters in a validated manner.
- In case the subject foul claimed by the protesting party is proven, the protest fee shall be repaid to the protesting party and the protested party shall cover all arising costs. In case of a successful protest, the affected driver shall be excluded.
- The adjudication of the protest is performed by a three-member panel which includes the following members: 1 representative of the executives of the racing event, 1 member of the technical staff, 1 representative of the organizer. - Each protest shall only include one specified claim.
- In case of protests concerning an administrative subject or a visible subject that can be evaluated without the disassembly of the vehicle, no protest fee or deposit shall be paid. - Protests shall not be lodged against timekeeping or reports of judges of fact.

10 PROHIBITIONS, FINES

- The speed limit in the return lane is 40 km/h but the organizer may specify a lower value in the Supplementary Regulations for safety reasons. Disciplined driving behavior is required in the return lane (avoiding acrobatic stunts, such as slaloms, drifts and unnecessary stopping). Smoking of tires is also prohibited in the return lane.
- The following fines shall be imposed on driving over the speed limit, or in case of undisciplined behavior or the breach of the parking regulations: 10 000 HUF in each case. After the 2nd notification or the 2nd time fines are imposed, the Race Director may exclude the driver from the race!
- In case the driver is caught with unreported increased engine displacement, his points and rankings shall be nullified retroactively, from the first race of the season - regardless of when the increase of the engine displacement took place - and he shall be excluded from the race.

11 LIABILITY

- Regarding any damage, material or personal injuries caused to third parties, for which they are collectively or individually responsible, participants relieve the Organizer, authorized officials of the event, the employees and representatives thereof from any liability.
- The Organizer shall undertake no liability whatsoever for equipment and objects left unattended in the area of the depot.

12 TECHNICAL REGULATIONS

12.1 RACING CARS

12.1.1 General rules and principles

In drag racing, cars can be classified in two classes:

- **Sportsman:** Vehicles suitable for road traffic, with a valid or invalid "MOT test" (test of vehicle safety, roadworthiness aspects and exhaust emissions), manufactured in mass production (currently or previously) as a product of a car factory". In the categories the usage of brand-identical engines, subsequent charging and the modification of the powertrain are permitted
- **Pro:** Every vehicle constructed for use at drag racing events, and also the cars that comply with the requirements of the Sportsmen category, but their driver enters the Pro class

"N" category racing cars with a valid (MNASZ or FIA) Technical Passport shall be classified into the Sportsman class category depending on their engine capacities and their powertrain, in case they comply with the requirements of the Sportsman class. Cars with different categories of Technical Passport shall be classified into the Pro class. Racing cars with "SP" license plates, in case they comply with the rules of the Sportsman class (obviously except for the non-removable upholstery) may be entered into the Sportsman class.

As the annex of the Main Racing Regulations, the Drag Racing Committee of the MNASZ may issue technical specifications to ensure the safety of the cars.

12.1.2 General rules of the Sportsman class

- Vehicles with their bodywork manufactured in mass production, which are/were sold in retail trade, or the ones manufactured in custom construction, if they were authorized to participate in public traffic by the authority of any country, shall be classified in the categories of the Sportsman class.
- The relocation of the engine within the car is not permitted in the Sportsman categories.
- Only engines of the identical manufacturer may be installed in the Sportsman category. Notwithstanding the previous provision, the orientation of the engine shall be identical to the original structure of the specific type, i.e. in a longitudinal engine car, the new or original engine shall be installed longitudinally, while in a transversal engine car it shall be installed transversally.
- Modification of the engine, the suspension and the exhaust system are permitted. The exit of the exhaust system shall retain the original location.
- In a Sportsman class the following body panels may be replaced, in order to decrease the weight of the car: bonnet, trunk door (but can not replace the glass in door) and both front fenders. As part of factory or optical tuning, the car shall have modified upholstery and/or carpets. The car shall have the number of seats indicated in the registration certificate (with their supports and consoles included), windows cannot be replaced with plastic ones and their operation principles must be retained and must be kept in a working order. Safety technology elements required by the Highway Code shall be installed on the vehicle.

Widenings and appendices for the purposes of optical tuning are also acceptable on Sportsman cars.

- It is strictly forbidden in the Sportsman categories to lighten the suspension, chassis and monocoque body structure with lightening holes or otherwise.
- For the purpose of identification, the car shall have a registration certificate.
- The use of emergency spare wheels is prohibited!
- In Sportsman class, only the E-type tires and tires with the American D.O.T. designation and a pattern of radial type may be permitted. Also, the car shall have tires and wheel discs on both axle at least with the size defined in the technical specification of the car type, and the tire tread pattern shall have the depth of at least 2 mm everywhere. The largest usable size is the one that does not reach over the outer most part of the fender (wing).
- In Sportsman categories, after market turbo or super-charging and the use of nitro on normally aspirated engines are permitted. However, cars originally manufactured with a turbo engine or subsequently installed with a turbo engine shall have not further charging, except for types originally manufactured with both a compressor and a turbocharger. The application of any further charging, or fuel additives, excipients, additional chemicals added to the fuel/explosive mixture (except for the fuel sold in retail trade) is prohibited.
- The use of a dual brake system is mandatory
- Scrutineers shall reject vehicles with windshields that are damaged to the degree that they impede the view and there is possibility of suffering further crack during the event.
- Wheelie bars may be used in all categories.
- Only fuel sold in retail trade may be used: gasoline, E85, diesel fuel, biodiesel, racing fuel
- Cars faster than 9.5s can't participate in sportsman categories they must be classified in Pro categories.

12.1.3 General rules of the Pro class

- Modification and subsequent charging of the engine, the chassis and the exhaust system are permitted. The exhaust system shall transport the gases from below the bodywork of the vehicle and prevent the flue gas from entering the passenger compartment or the vehicle body.
- In the Pro categories the engine can be located anywhere and it is not required to be identical with the branding, so a Renault car may have e.g. a Ford engine installed. A solid metal surface shall isolate the engine from the passenger compartment and the driver's seat. In case the engine is relocated in the car and thus the original firewall cannot fulfil its protective purpose, the following minimum safety materials shall be used. The engine and the elements of the powertrain (gearbox, drive shaft, axle gear) shall be isolated from the driver with an at least 3 mm thick iron/steel plate or a substitute 4 mm thick Kevlar protective shield.
- The driver's cell shall be established in a manner that is closed from the lower side, and total isolation shall be provided with the installation of supplementary bulkheads, if necessary.
- No pipes passing through shall be located in the passenger's compartment (except for the pipes of the original heating system) which could leak fluids causing burns to the driver in case of an accident (coolant, motor oil, transmission oil). In case the placement of such pipes is necessary, they shall be installed within another protective tube or a sealable tunnel, through the entire length within the passenger's compartment. (Except for the application of aviation type pipes homologated in racing sports, which shall be considered as installed in a separate protective tube)

- In case a chain-driven engine is applied as the powertrain of the car, the chain shall be covered with an at least 2 mm thick metallic chain-guard to prevent the crushing of the chain or accidentally intruding foreign objects.
- The use of either a dual brake system or a single brake system and a braking parachute system is mandatory
- In the AP1-AP5 categories, the use of external bodywork elements is obligatory
- The bodywork shall be designed to enable rescue from the driver's cell from at least two directions. In case the lever, handle, cable or other solution used to open the door is not clearly identifiable or apparent, it shall be provided with a conspicuous marking that would be swiftly identifiable for the rescue team.
- The type and capacity of the water cooler can be selected freely. As long as it does not intrude into the driver's cabin, it can be placed arbitrarily.
- Fuel, oil, coolant tank. These shall be isolated from the driver's cabin using firewalls, in order to prevent fluids from entering the cabin in case of a spill, a leak or the failure of the tank. The cap of the fuel tank shall not extend beyond the cover of the bodywork, and it shall be free from leaks. The storage of fuel in the car, at a temperature more than 10 degrees C below the ambient temperature is prohibited.
- Decreasing weight is only permitted in the Pro categories, the replacement of bodywork parts with plastic elements and the use of tube structures in the car does not occur a category change. Each bodywork elements, including the side and rear windows, shall be composed of solid polycarbonate with the thickness of at least 3 mm. The windshield may be original or subsequently installed as well, but it shall be composed of solid polycarbonate (lexan) type with the thickness of at least 3 mm. In case of a polycarbonate windshield, at least 1 vertical bracing shall be applied. Scrutineers shall reject vehicles with windshields that are damaged to the degree that they impede the view and there is possibility of suffering further crack during the event.
- The use of emergency spare wheels is prohibited! In the Pro categories, thin wheels designed especially for drag racing and a high speed are applicable on non-driven axles.
- In the Pro categories, any type of slick tires may be applied, but the structural type of the tires must be the same on both axles (either diagonal or radial front and rear)
- **Entry into upper categories is not permitted in the categories. Exceptions:**
- **From AP1 to AP2 category**
- **a car may proceed to the AP4 category from any lower category (AP1-AP3)**
- **- Entry into the upper category of AP5 SPECIAL is permitted if it is justified by the result achieved by the car: in case of cars that achieved less than 9.5 s on 402 m, or 6.5 s on 201 m.**
- After the entry into upper categories, returning to the original category is not possible in the same season with the specific vehicle
- In case of cars faster than 10.0 s on 402 m in Pro categories (or 6.3 s on 201 m), or in case of cars selected by the scrutineers, the installation of a roll cage is obligatory! The minimum design of the roll cage is the following: The main gate shall be positioned up to 10 cm behind the head line of the driver, which shall be bolstered to the rear tower or the undercarriage. The angle of the bolsters relative to the vertical axis shall be at least 30 degrees, they shall be directed in the backward direction, and they shall be straight and must fit to the internal side plates of the bodywork as tight as possible. The bolsters shall be fastened near the roof line, and also at external, upper bends of the main roll bar, on both sides of the car. The use of at least one diagonal element is obligatory, and it shall brace either the main gate or the bolsters.

The upper end of the diagonal element shall be connected up to 100 mm from the connection point of the main roll bar and the bolster, and the bolster shall be joined up to 100 mm with the main roll bar connection point. Minimum material requirements for the pipes used: cold drawn carbon steel pipe with the minimum tensile strength of 350 Nm / mm², in 45x2.5 mm or 50x2 mm in case of the main gate, and 38x2.5 mm or 40x2 mm in case of other pipes. It is possible to use CrMo tubes instead of steel ones. In these cases the main gate must be constructed from 45x2,1 mm tube and any other should be 38x2,1 mm. The tie-down points of the main and the bolstering roll bar on the bodywork shall be fastened with an at least 3 mm thick steel panel, and the fastening shall be welded to the bodywork on a surface of at least 120 cm². The roll bar frames shall be fastened with at least 3 screws. Hexagonal or similar screws shall be applied with the diameter of at least 8 mm (in the minimum quality of 8.8 according to the ISO standard). The screws shall be either self-tapping screws or they shall be provided with washers. These are the minimum requirements for fastening. The number of screws may be increased, or the steel roll bar may also be welded to the bodywork. The usage of these safety equipment is obligatory for the driver of the subject vehicle from the first occasion of achieving the limit time, even if he slows down thereafter.

The installation of a roll-cage pursuant to FIA Appendix J, Chapter 253, Item 8 in the vehicles is recommended.

Dragsters and vehicles faster than 7.5 sec at ¼ mile must be equipped with a roll-cage in compliance with SFI 25.1

- If the car is fitted with a roll cage, a FIA Standard 8857-2001 (FIA Technical List No.23) or SFI Spec. 45.1 a roll cage padding must be used that complies with one of the standards on any roll bar element that the driver's helmet may come into contact with (Guidelines for application: FIA Appendix J Chapter 253, Section 8.4).
- If the car is fitted with a roll cage, it is mandatory to have a seat specifically designed for drag racing in the car, or in cars slower than 7.5 seconds an FIA Standard 8855-1999 (FIA technical list No.12), FIA Standard 8862-2009 (FIA technical list) No.40) SFI Spec. 39.1 or SFI Spec. 39.2 use of a racing seat conforming to one of the standards. The seats can be used for 5 years after the expiration date specified by the manufacturer.
- For cars that are required to use a racing seat, a minimum of 4 point harness and for cars faster than 7.5 seconds a 6 point safety seat belt must be used conforming to one of the following standards, FIA Standard 8853/98 (FIA technical list No.24), FIA Standard 8853-2016 (FIA technical list no. 57), SFI Spec 16.1, SFI Spec 16.5 or SFI Spec. 16.6. In junior dragsters, the SFI Spec 16.2 specially developed seat belts for Junior drivers is mandatory. Belts can be used for up to 2 years after the manufacturer's expiration date (for SFI belts) or 5 years (for FIA belts).
- In case of methanol or nitromethane-powered cars, the installation of an externally and internally operable, automatic, validated fire extinguisher system is obligatory (SFI Spec 17.1, FIA technical list No.16 or FIA technical list No.52). Except in AP6 category where the engine is behind the driver
- In all Pro categories, the usage of the validated manual or built-in fire extinguisher device pursuant to FIA Appendix J, Chapter 253, Item 7 is obligatory and the usage of the main cut-off switch is recommended.
- Any type of bottle built into the car other than the bottle of the fire-extinguisher system must be considered as N2O or other type of power additive and must be classified accordingly.
- Wheelie bars can be used in all categories.
- Cars faster than 9 seconds must be equipped with a wheelie bar.

- The fuel used in the vehicle may be any type of fuel sold in retail trade, appropriate to the specific engine type. (e.g. racing fuel is allowed, but home-made fuel mixtures with uncontrolled properties are not)
- In case of turbo-diesel cars, the injection of other fuel materials (water, methanol, nitro) shall cause the car to be classified into the pro charged gasoline category appropriate to the engine displacement and the powertrain. In case two other fuels are used in addition to diesel fuel, (e.g. methanol and nitro), the car shall be classified into the AP4 category.

12.1.4 Weight limits of the Pro categories

The weight values included in the table mean the minimum recommended weight of the racing car and the driver with his complete equipment, which the driver shall reach during the entire length of the race. A weight of up to 50 kg may be put in the car, with the appropriate fastening using screws.

engine capacity / category	naturally aspirated	charged
0-1000 ccm	620 kg	680 kg
1001-2000 ccm	720 kg	780 kg
2001-3500 ccm	850 kg	900 kg
3501-5000 ccm	950 kg	1050 kg
above 5001 ccm	1100 kg	1200 kg
Altered / Dragster	620 kg	680 kg

12.1.5 Racing car categories

1 Pro class car categories:		
Abbreviations used: FWD-front-wheel drive, RWD: rear-wheel drive, AWD: all-wheel drive		
CAR UP TO 2000 ccm NATURALLY ASPIRATED and UP TO 1600 ccm DIESEL	Cars of the category: All cars with two- or fourstroke engines, in a straight, V, Boxer or Wankel layout, with four wheels and two- or four-wheel drive. FWD/RWD/AWD naturally aspirated gasoline below 2000 ccm (1000 ccm in case of Wankel) and below 1600 ccm aspirated or single charged diesel (the explosion in the engine is not caused by the electric spark) car	INDICATION: AP1
CAR OVER 2000 ccm NATURALLY ASPIRATED and OVER 1600 ccm DIESEL AND UP TO 1500 ccm CHARGED FWD	Cars of the category: All cars with two- or fourstroke engines, in a straight, V or Boxer or Wankel layout, with four wheels and two- or four-wheel drive. FWD/RWD/AWD normally aspirated gasoline above 2000 ccm (1000 ccm in case of Wankel) and above 1600 ccm naturally aspirated or single charged diesel (the explosion in the engine is not caused by the electric spark) cars, and also frontwheel drive gasoline cars with a turbo, compressor or nitro charge engine. Also, diesel engines using one or more charges in addition to the turbo or fuel addition, with the engine displacement of 1500 or less (750 in case of Wankel)	INDICATION: AP2
CAR OVER 1500 ccm CHARGED FWD and UP TO 2500 CHARGED RWD/AWD	Cars of the category: All cars with two- or fourstroke engines, in a straight, V or Boxer or Wankel layout, with four wheels and a front-wheel drive, and gasoline cars with a turbo, compressor or nitro charge engine above 1501 ccm (750 in case of Wankel), or diesel engines using one or more charges in addition to the turbo or fuel addition, Also, two-rear or four-wheel drive cars, with a turbo, compressor or nitro charge gasoline engine. Also, diesel engines using one or more charges in addition to the turbo or fuel addition. CHARGED RWD/AWD below 2500 ccm (1250 in case of Wankel)	INDICATION: AP3

<p>CAR OVER 2500 ccm CHARGED RWD/AWD</p>	<p>Cars of the category: All cars with two- or fourstroke engines, in a straight, V or Boxer or Wankel layout, with four wheels and two-rear or fourwheel drive, with a turbo, compressor or nitro charge gasoline engine. Also, diesel engines using one or more charges in addition to the turbo or fuel addition. CHARGED RWD/AWD above 2500 ccm (1250 in case of Wankel)</p>	<p>INDICATION: AP4</p>
<p>SPECIAL</p>	<p>Cars of the category: All cars with two- or fourstroke engines, in a straight, V or Boxer or Wankel layout, with four wheels (except for stabilizer wheels) and two- or four-wheel drive, operated by fuel other than gasoline or diesel fuel. Cars of the Special category may have a modified chassis, use wheels with a diameter exceeding 30 inches and a width above 375 mm, and they complete the 402.33 m distance in 9.500 s (6.5 s on 201 m).</p>	<p>INDICATION: AP5</p>
<p>DRAGSTER</p>	<p>Cars of the category: All cars with two- or fourstroke engines, in a straight, V or Boxer or Wankel layout, with four wheels (except for stabilizer wheels) and two-wheel drive. They use any type of fuel (with controllable properties and the driver or his team shall ensure safe handling). The vehicle is constructed on a modified or custom chassis, use wheels with a diameter exceeding 30 inches and a width above 375 mm</p>	<p>INDICATION: AP6</p>
<p>JUNIOR 1</p>	<p>Cars of the category: All cars with two- or fourstroke engines, in a straight, V or Boxer layout, with four wheels (except for stabilizer wheels) and two- or four-wheel drive, with the engine displacement not exceeding 500 cm³. The speed of the vehicle can't exceed 100km/h(a limiter should prevent the vehicle going faster) The age of the driver in this category shall be between 8 and 14 years and a parental liability statement is required for the driver to compete.</p>	<p>INDICATION: AP7</p>

<p>JUNIOR 2</p>	<p>Cars of the category: All cars with two- or fourstroke engines, in a straight, V or Boxer layout, with four wheels (except for stabilizer wheels) and two- or four-wheel drive, with the engine displacement not exceeding 1200 cm³. The speed of the vehicle can't exceed 140km/h (a limiter should prevent the vehicle going faster) The age of the driver in this category shall be between 14 and 18 years and a parental liability statement is required for the driver to compete.</p>	<p>INDICATION: AP8</p>
<p>JUNIOR 3</p>	<p>Cars of the category: All cars with two- or fourstroke engines, in a straight, V or Boxer layout, with four wheels (except for stabilizer wheels) and two- or four-wheel drive, with the engine displacement not exceeding 1200 cm³. The speed of the vehicle can't exceed 180km/h (a limiter should prevent the vehicle going faster) The age of the driver in this category shall be between 16 and 18 years and a parental liability statement is required for the driver to compete.</p>	<p>INDICATION: AP9</p>

2. Sportsman class car categories		
Between 9.500-10.999s		INDICATION: SP1
Between 11.000-11.999s		INDICATION: SP2
Between 12.000-12.999s		INDICATION: SP3
Between 13.000-13.999s		INDICATION: SP4
Between 14.000-14.999s		INDICATION: SP5
Between 15.000-15.999s		INDICATION: SP6
Between 16,000-16.999s		INDICATION: SP7
Above 17.000s		INDICATION: SP8

12.2 DRIVERS' EQUIPMENT

12.2.1 Sportsman classes

- In case of cars faster than 11.0 s on 402 m (6.8 s on 201 m), the usage of crash helmet type "E" is obligatory
- Must wear closed, long-sleeved clothing, and clothing with expired homologation is recommended.
- Closed shoes must be worn.

12.2.2 Pro categories

- In pro categories, the use of a helmet developed for motor sports is mandatory, which may have expired homologation (Snell SA2005 – valid until 12.31.2023.). It is recommended to use a valid FIA or SFI homologated helmet.
- Fireproof overalls shall be worn in every pro category
Approved homologations:
- FIA Standard 8856-2000, FIA Standard 8856-2018
- SFI 3.2A/1 and higher versions
- In case of SFI 3.2A/1 and SFI 3.2A/3 clothing, long-sleeve, fire-proof, homologated underwear shall be worn (parts: top, trousers, socks)
- In case of methanol or nitromethane-powered cars, long-sleeve, fire-proof, homologated underwear shall be worn (parts: mask - balaclava, top, trousers, socks). All clothing must conform to SFI Spec 3.2A / 20 and SFI Spec 3.3 / 20. The use of a closed helmet is mandatory.
- It is recommended to wear long-sleeve, fire-proof, homologated underwear below fire-proof overalls
Approved homologations:
- FIA Standard 8856-2000, FIA Standard 8856-2018
- SFI 3.3
- In case of methanol-powered cars, wearing homologated gloves is obligatory, and for everyone else it is recommended
Approved homologations:
- FIA Standard 8856-2000, FIA Standard 8856-2018
- SFI 3.3
- In case of methanol-powered cars, wearing homologated shoes is obligatory, and for everyone else it is recommended
Approved homologations:
- FIA Standard 8856-2000, FIA Standard 8856-2018
- SFI 3.3

13 APPENDICES

13.1 DRAFT SUPPLEMENTARY REGULATIONS

1. General information:

....., member of the National Automobile Sport Federation of Hungary (MNASZ) organizes the heat of the MNASZ National Drag Racing Championship and the Drag Sportsman National Cup.

Official name of the race:

Date of the race:

Venue of the race:

Website of the race, availability of the results:

Address of the secretariat for the race:

Phone:

Email:

Web:

Business hours:

Weekdays:

Days of racing events:

The racing course:

Distance of the race:

The racing event is executed pursuant to the Main Racing Regulations of the MNASZ National Drag Racing Championship and the Drag Sportsman National Cup:

Pro class in categories AP1, AP2, AP3, AP4, AP5, AP6, AP7, AP8 and AP9, the races of which are also part of the series....., in addition to the championship.

Sportsman class in categories SP1, SP2, SP3, SP4, SP5, SP6, SP7,SP8 the races of which are also part of the series, in addition to the Sportsman Cup.

2. Authorized officials:

Race Director:

Main organizer:

Race secretary:

Medical officer:

Head of safety:

Announcer:

Track Marshal:

Head of timekeepers:

Scrutineer:

3. Entry, application, scrutineering Entry deadline:

Entry fee:

Entrance fee for drivers and companions:

Availability of the entry sheet:

Time and location of the administrative checking: Time and location of scrutineering:

4. Schedule:

Entry and administrative checking from to

Qualifying practice sessions: from to

Isolated practice session for the Pro class: from to

Closure of the practice sessions, beginning of the call-in to the final

Finals

Prize-giving ceremony

5. Awards:

Awards: At each race, the first three drives of each category are given awards. In case of 4 or less competitors in a category, the organizer is entitled to only award the winner. Special prizes:

6. Prohibitions, fines:

The speed limit in the return lane is 40 km/h. Disciplined driving behavior is required in the return lane (avoiding acrobatic stunts, such as slaloms, drifts and unnecessary stopping).

Smoking of tires is also prohibited in the return lane.

The following fines shall be imposed on driving over the speed limit, or in case of undisciplined behavior or the breach of the parking regulations: 10 000 HUF in each case. After the 2nd notification or the 2nd time fines are imposed, the Race Director may exclude the driver from the race!

7 Liability:

Regarding any damage, material or personal injuries caused to third parties, for which they are collectively or individually responsible, participants relieve the Organizer, authorized officials of the event, the employees and representatives thereof from any liability.

The Organizer shall undertake no liability whatsoever for equipment and objects left unattended in the area of the depot.

8 Prohibition of advertisements:

The Organizer prohibits the placement of any advertisements on the racing track and the area of the depot. The advertisements painted on the transportation vehicles, placed on the racing vehicle, the clothing of the driver and the mechanic and/or the tents used for the storage of the racing vehicle shall be exempt from the prohibition.

In case the Organizer discovers any forbidden advertisements, it shall immediately order the removal thereof. However the placement of advertisements may be permitted, in a manner discussed with the Organizer, in case they do not breach their existing or future advertising and sponsorship agreements

9 Miscellaneous provisions:

Everyone shall participate at the event under their own responsibility.

At the racing event, drivers shall comply with the provisions specified in the regulations and the rules. What is not expressly allowed in the regulations and the rules - or currently regulated - shall be prohibited.

Regarding the rules, the drivers are entitled to submit their suggestions in writing, which may be approved or rejected by the organizer of the racing event till the next event. We reserve the right to amend the rules.

Collision with the equipment of the racing course (including the timing device), unless it is caused by technical failure, shall cause the exclusion of the driver without any delay, and the driver shall also compensate all the damages caused to the organizer of the racing event.

The rules of the Highway Code shall apply at the location of the event; the permitted maximum speed is 40km/h (except for the active section of the racing course).

Spinning and smoking of tires with the vehicle is prohibited all over the location of the event, except for the area reserved for this purpose.

After the completion of the racing distance, the driver shall return to the area of the depot as soon as possible, and comply with the speed limit regulations.

After the end of the heat, the driver shall place his vehicle in a manner that does not hinder the return of the subsequent drivers and the expected unimpeded traffic all around the depot.

Dated (date, location):

Main organizer

Chairperson of the MNASZ Drag Racing Committee

13.2 DRAFT LICENCE APPLICATION SHEET

MNASZ Drag Racing Championship 2021

License application sheet

Category:

Name:

Place and date of birth:

Mother's name:

Address:

Mailing address: (if different).....

Email address:

Number of driving license: Category: Expiry:

I, the undersigned hereby declare that:

- I intend to participate in the MNASZ Drag Racing National Championship,
- the data provided above are true and accurate,
- I give consent to the Organizer to manage my data with the purposes of registration and information, but I prohibit forwarding the data to third parties,
- I know the Regulations of the MNASZ National Drag Racing Championship and I accept it in its entirety, and I comply with the requirements set forth therein,
- I pay the one-time annual license fee of the MNASZ National Drag Racing Championship upon submitting this application sheet,

....., 2021

Signature of the applicant: _____

Time and place of the license application:

Payment of the license fee: Approved

License no.: DR-

Signature of the organizer:

Statement of the parent or the guardian in case of a driver below the age of 18:

Parental Liability Statement

Name of parent, guardian:

Place and date of birth:

Mother's name:

Address:

Personal identity document number:

Name, place and date of birth of the applying minor:

.....
.....
.....

I, the undersigned hereby declare that:

- the data provided above are true and accurate,
- I know the regulations of the racing event and I accept it in its entirety, and I comply with the requirements set forth therein,
- the above mentioned driver competes in the race under my own responsibility, and I shall be held liable in legal and financial matters.

Date:

.....
Signature of parent, guardian

Witnesses:

Name:

Name:

Address:

Address:

.....

.....

.....
Signature

.....
Signature

13.2.1 DRAFT REGISTRATION SHEET

MNASZ DRAG SPORTSMAN CUP 2021

Registration sheet

Category:

Name:

Place and date of birth:

Mother's name:

Address:

Mailing address: (if different).....

Email address:

Number of driving license: Category: Expiry:

I, the undersigned hereby declare that:

- I intend to participate in the MNASZ Drag Cup,
- the data provided above are true and accurate,
- I give consent to the Organizer to manage my data with the purposes of registration and information, but I prohibit forwarding the data to third parties,
- I know the Regulations of the MNASZ Drag Cup and I accept it in its entirety, and I comply with the requirements set forth therein,
- I pay the one-time annual registration fee of the MNASZ Drag Cup upon submitting this registration sheet,

....., 20

Signature of the applicant: _____

Time and place of the registration:

Payment of the registration fee: Approved

Registration number: DR-

Signature of the organizer:

Statement of the parent or the guardian in case of a driver below the age of 18: Parental Liability Statement

Name of parent, guardian:

Place and date of birth:

Mother's name:

Address:

Personal identity document number:

Name, place and date of birth of the applying minor:

.....
.....
.....

I, the undersigned hereby declare that:

- the data provided above are true and accurate,
- I know the regulations of the racing event and I accept it in its entirety, and I comply with the requirements set forth therein,
- the above mentioned driver competes in the race under my own responsibility, and I shall be held liable in legal and financial matters.

Date:

.....
Signature of parent, guardian

Witnesses:

Name:

Name:

Address:

Address:

.....

.....

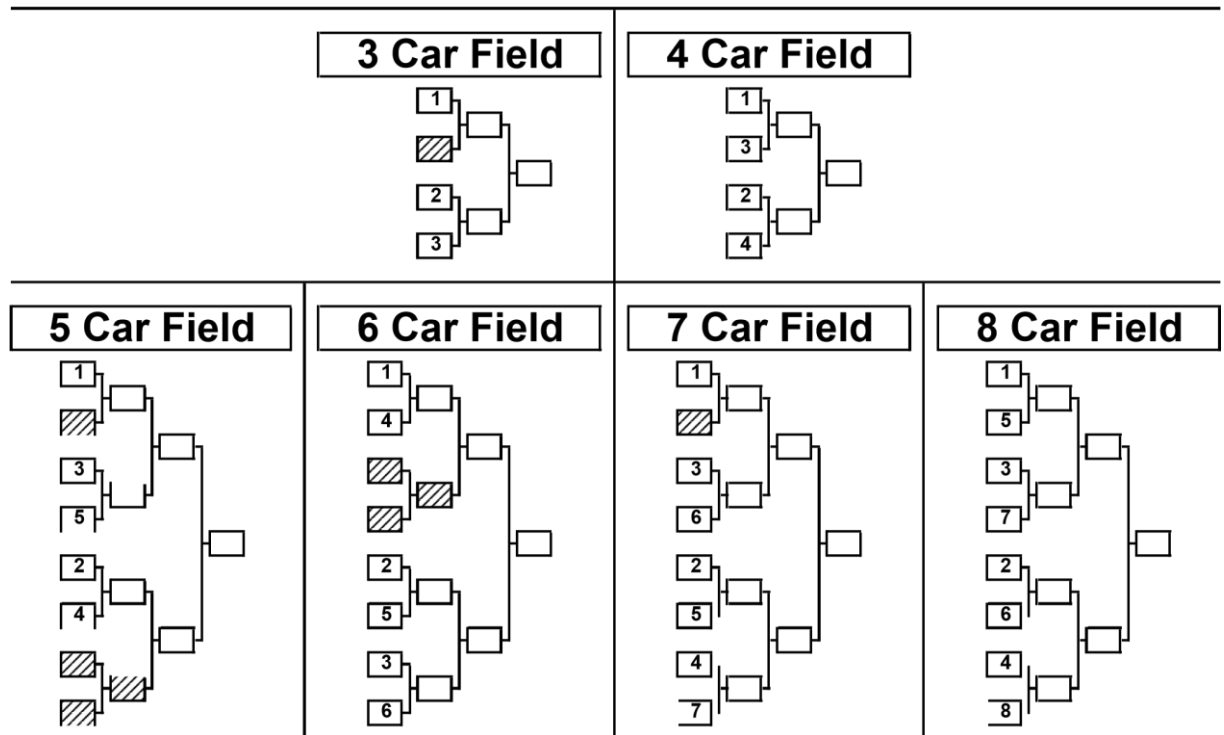
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Signature

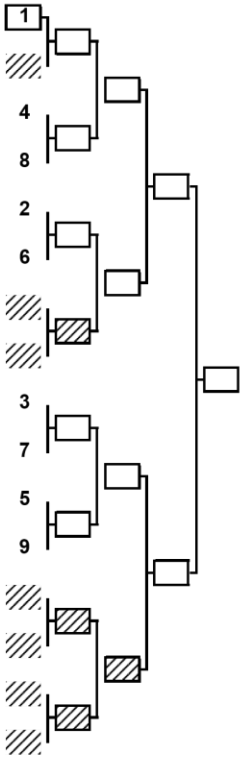
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Signature

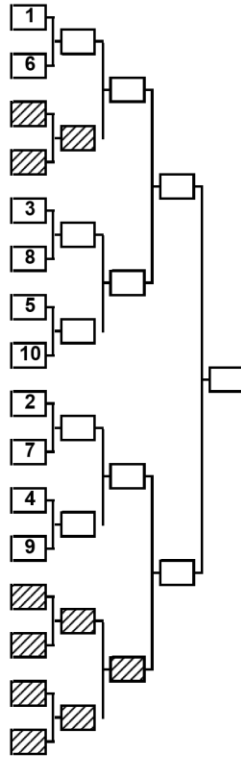
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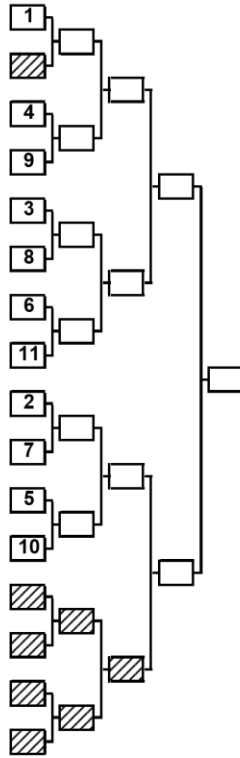
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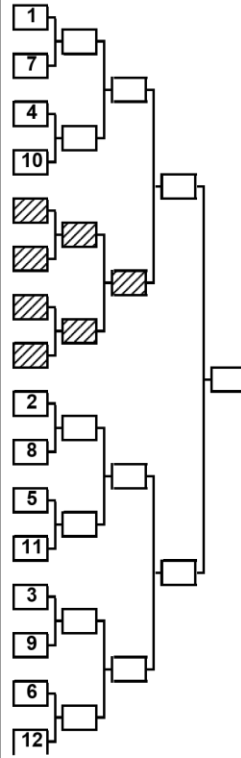
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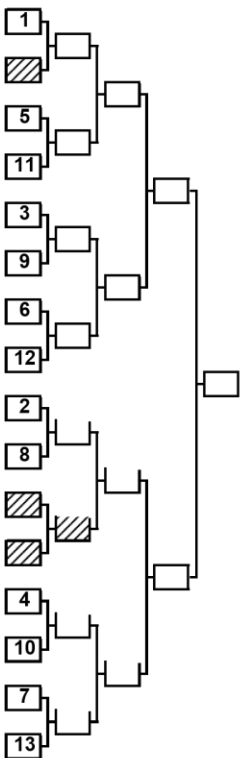
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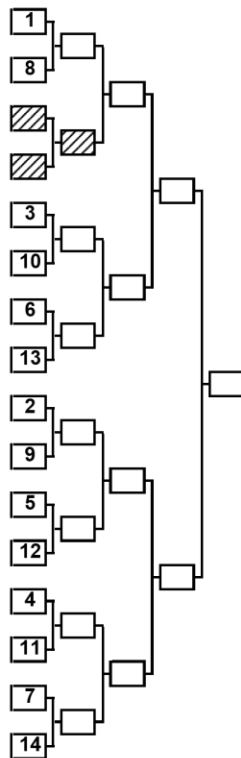
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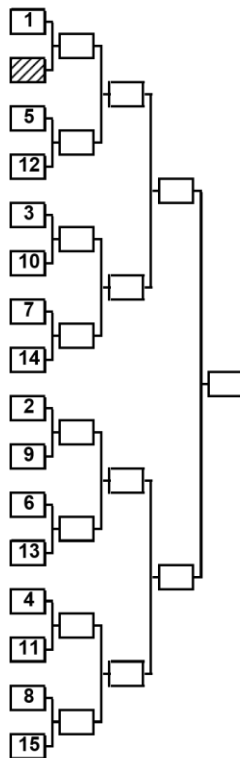
13 Car Field



14 Car Field



15 Car Field



16 Car Field

