

HNAA Drag National Championship and ¼ mile race – Drag Street Cup Announcement 2009

(published by the HNAA Drag Labour Committee)

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The Hungarian National Automobile Association calls out the Hungarian Republic Drag National Championship and Drag Street Cup by the following announcement in 2009.

In the framework of the champions motorbike drag race can be organized as a lining program or a joint event.

Each run of the Championship must have race announcement, which must be done by the announcement sample that can be found in the appendices and have to send to the HNAA Drag Labour Committee for approval at least 30 days before the race. The announcement will become official only after the ratification and can be published after that.

Table of contents

1. Participation conditions.....	3
2. General rules of the competitions, procedure.....	3
3. Classes, categories.....	3
4. Competitions procedure.....	7
4.1 Time plan.....	7
4.2 Nomination.....	7
4.3 Administrative and technical takeover.....	8
4.4 Track.....	8
4.4.1.Race distance.....	8
4.4.2.Tracks.....	8
4.4.3.Startlamp.....	8
4.4.4.Fotocells.....	9
4.4.5.Timing.....	9
4.5. Practices	9
4.6. Final runs	10
5. Prizing	11
6. Scoring.....	11
11.Prohibition of the commercials location.....	13
1st appendices.....	15

1. Participation conditions

Each driver must have a current HNAA Drag License in the professional class to take part, participate on the competitions, which are part of the Championship. The conditions of the license taking out are: fill out the form of license, administration, minimum 14 years of age, certify the payed-in license fee. Between the age of 14 and 18 the racer must have a consent with the parent signatures for the license issue.

In the Street Cup, which is not part of the Championship all drivers must have a valid driving license for category B, but the race announcement can dispose on other way.

2. General rules of the competitions, procedure

After the takeovers, the race starts with timing practice, on which all drivers can participate who nominated in the race and suit for the administrative and technical conditions. During the timing practice the driver must achieve at least 1 valid time to get into the final. The best eight drivers can get into the final by categories based on their net time (ET). In the final runs the winner is who run through the finish line first after a regular start.

During the practice the driver starts the timing equipment by his own. In the competition's final run who steps in at the moment of the start, or wheels back, in that case his run will be invalid and the opponent will qualify.

3. Classes, categories

3.1 Rules of the Street class

The Street Class Category is reserved for cars which were in mass production and they were/are available to the public.

The removal of the engine from it's original place is prohibited.

The original engine of the car must be used in Street category. The only exception is granted in case the rebuilt is documented and authorised by local authority and it is street legal. The rebuilt will have to match the original engines parameters.

The modification of the engine, suspension and exhaust system is authorised. The updrilling of the piston displacement is authorized until the second oversize, which won't effect higher category, in spite of the real displacement size would require it. The modification of the original (registered) engine's displacement is authorized, if and only if the enlarged displacement step over the category limit, in this case the car has to be classified in to the right category. In the registration book registered induction (e.g.: raised performance data) add one more category. The terminal of the exhaust system have to range with the original terminal.

The weight reduction in the street category is authorized only with the change of one metal element of the car-body. Removal of seats, and the change of the windows to plastic is against regulations in Street Category. The safety technical elements – specified by the rules of roads – must be on the car. Broadening, completing by optical tuning is accepted on the street cars.

The car must have all state paperwork in order to indentify the car.

To qualifying above your category is prohibited.

No Doughnuts can be used!

Man must use street legal E-sign tires or the following street tires with D.O.T. sign:

Mickey Thompson: Sportsman; BFGoodrich: g-Force Super Sport A/S, g-Force T/A KDW, g-force Sport, Radial T/A, Cooper Cobra GT; Hoosier : Pro Street ; GoodYear : Eagle GT II , Coker Pro Trac, General Tires. On both side of the shafts are minimum authorized in the technical specification prescired tires and wheels, and on the tires whole running surface must be 2 mm markings deep. The biggest usable size is which does not hang out from under the fender.

Nitrogen Dioxide use is prohibited and will conclude immediate disqualification.

The use of stabilising wheel is authorised.

Fuels used in Street Category must be available to the public in local gas stations (fuel, E85, diesel, biodiesel, race fuel).

3.2 Professional Class rules and regulations

Engine, suspension and exhaust system modifications and the use of aftermarket forced induction is authorized. The exhaust system must bleed the gases under from the car-body, to prohibit the entering of the flue gas into the cabin.

The use of aftermarket and brand alien engine use is authirised in professional category. The engine must be separated from the cabin, the driving-seat by hard housing. Even if the engine is transfered in the car, and the manufactured fire-wall is unable to protect, the following safety material usage is obligatory: The engine and the elements of the drive train (gear, cardan-shaft, differential) must be separated from the driver by minimum 3 mm gross iron/steel sheet or minimum 4 mm gross kevlar shield. In the cabin can not be any kind of transit pipe (except the manufactured heating system), which could cause burning injury to the driver in case of an accident. If there is necessity of a transit pipe, it must be placed into one more immunizing-pipe or into a closable channel in the full length of the car. The chain of the control unit must be protected by 2 mm gross metal chainprotector against of injury and to stall off alien objects.

Watercooler: The type and the capacity can be chosed freely. The placing is optional, even if it is not dive into the cabin.

Fuel, oil and cooler tank: These must be insulated from the cabin in such a way, that in case of bleeding, spilling, or the failure of the tank, cannot enter the liquid into the cabin. This refers to the fuel tank also contrary to the engine and the exhaust system. The top of the fuel tank opening cannot lengthen over the coating of the car-body, and must be leakproof. The storage of the fuel is prohibited if the temperature is 10°C below as the surrounding's.

Weight Reduction is authorised in Profesional Category. The replacement of the body components and the use of roll cage will not raise category. All replaced body and window components have to be at least 3mm Poly-Carbon. Windshield can be replaced only with at least 5mm Poly-Carbon. The technical steward has to decline those cars, which have so damaged laminated windscreen that embarrass the outlook, and have the possibility to break further.

The use of Doughnuts is prohibited in Professional Category. The use of lightwheigh drag wheels that are certified for high speeds are authorized.

Any kind of drag slick can be used in professional category.

To qualify above your category is prohibited. Exceptions:

- if the car reaches the ¼ mile less than 10,5 sec, it can qualify above from any other category to the AP4
- in special category, if the result would indicate a reason for that: in 402m 9,5 sec or better, or in 201m 6,5 sec or better.

After the above qualification there's no possibility to get back to the original category in the season period.

Safety Helmet use is mandatory in the professional category. If the result is below 11sec in the street category, the safety helmet use is obligatory. The use of a Safety Cage (Roll Cage) is mandatory to any person that have ever run 9.0s or faster times at 402m. The usage of these safety technical equipments is obligatory from the first time as the driver reaches the limit time, even though later would be slower.

The use of a fireextinguisher and/or the use of a FIA approved fire safety device, cut off swith and fire proof clothing is suggested in Professional Category.

The use of any kind of induction bottle (except fire extinguisher) will raise category based on engine displacement and driveline.

The use of a stabilizing wheel is authorised in any category.

Fuels used in professional category can be racefuels that are available commercially. Home made fuels are prohibited.

1. Professional Class Categories

Abbreviations:FWD-Front Wheel Drive, RWD Rear-wheel drive, AWD All-wheel Drive, FI Forced induction.(Turbo, Supercharger, Nitrous Oxide)

Cars under 1500cc with FI FWD	All 2 or 4 cycle, V or Boxer or Rotary engine car which is equipped with 4 wheel and the driveline type is FWD. The engine is equipped with any kind of FI. All cars under 1500cc with FI and FWD.	Sign AP1
Cars above 1500cc with FI FWD	All 2 or 4 cycle, V or Boxer or Rotary engine car which is equipped with 4 wheel and the driveline type is FWD. The engine is equipped with any kind of FI. All Cars above 1500cc with FI and FWD	Sign AP2
Cars under 2100cc with FI RWD/AWD	All 2 or 4 cycle, V or Boxer or Rotary engine car which is equipped with 4 wheel and the driveline type is RWD or AWD. The engine is equipped with any kind of FI. All cars under 2100cc with FI and RWD/AWD	Sign AP3
Cars above 2100cc with FI	All 2 or 4 cycle, V or Boxer or Rotary engine car which is equipped with 4 wheel and the driveline type is RWD or AWD. The engine is	Sign AP4

RWD/AWD	equipped with any kind of FI. All cars above 2100cc with FI and RWD/AWD	
NA cars under 2000cc and Diesel cars above 1600cc	All 2 or 4 cycle, V or Boxer or Rotary engine car which is equipped with 4 wheel and the driveline type is FWD, RWD or AWD. NA cars under 2000cc and diesel cars above 1600cc.	Sign AP5
NA cars above 2000cc and Diesel cars Above 1600cc	All 2 or 4 cycle, V or Boxer or Rotary engine car which is equipped with 4 wheel and the driveline type is FWD, RWD or AWD. NA cars above 2000cc and diesel cars above 1600cc.	Sign AP6
Special	All 2 or 4 cycle, V or Boxer or Rotary engine car which is equipped with 4 wheel and the driveline type can be any as long as no stabiliser wheel is used. Driveline type is not restricted in this category. Any kind of fuel can be used in the category. Cars in the special category can have custom frame work as long as longer than 5.6m and utilize tires that are larger than 30" in diameter and run times better than 9.500s on 402.33m	Sign AP7

2. Street Class Categories.

Abbreviations: FWD-Front Wheel Drive, RWD Rear-wheel drive, AWD All-wheel Drive, FI Forced induction.(Turbo, Supercharger, Nitrous Oxide), NA Naturally aspirated

Cars under 1600cc	All 2 or 4 cycle, V or Boxer or Rotary engine car which is equipped with 4 wheel and only 2 are driven. The engine must be a NA under 1600cc or above 1000cc FI. Fuel used in this class have to be available commercially.	AS1
Cars under 2500cc	All 2 or 4 cycle, V or Boxer or Rotary engine car which is equipped with 4 wheel and only 2 are driven. The engine must be either NA between 1600cc-2500cc or under 1600cc NA Rotary engine or under 1600cc FI. Fuel used in this class have to be available commercially.	AS2
Cars under 3800cc	All 2 or 4 cycle, V or Boxer or Rotary engine car which is equipped with 4 wheel and only 2 are driven. The engine must be either NA between 2500cc-3800cc or under 1600cc FI Rotary engine or between 1600cc-2500cc FI. Fuel used in this class have to be available commercially.	AS3
Cars above 3800cc	All 2 or 4 cycle, V or Boxer or Rotary engine car which is equipped with 4 wheel and only 2 are driven. The engine must be either NA above 3801cc or above 2501cc FI. Fuel used in this class have to be available commercially.	AS4

AWD Cars	All 2 or 4 cycle, V or Boxer or Rotary engine car which is equipped with 4 wheel and all four wheel are driven. Fuel used in this class have to be available commercially.	AS5
Diesel Cars	All 2 or 4 cycle, V or Boxer or Rotary engine car which has a Diesel engine and equipped with 4 wheel. No driveline restriction in this category. Fuel used in this class have to be available commercially. The use of biodiesel is authorized.	AS6

4. Competitions procedure

The competition begins with the administrative and technical takeover, follows the timing practice, on which all drivers can take part who suits for the administrative and technical conditions. During the timing practice the driver must achieve at least 1 valid time to get into the final. The best eight drivers can get into the final by categories based on their net time (ET). In the final runs the winner is who run through the finish line first after a regular start.

During the practice the driver starts the timing equipment by his own after the green light. In the final runs of the competition who steps in before the green light, or wheels back, in that case the driver's run will be invalid.

4.1 Time plan

The race goes by the time plan, that is determined in the Announcement. Based on the conditions and the number of nominated the race management can modify the time plan. It must be displayed on the notice board and must inform the racer on the loudspeaker. The data of the timing practice's end cannot be modified to 20 minutes earlier according to the original announcement, in order to the regularly nominated drivers have the possibility to run theirs two practice.

4.2 Nomination

- Drivers can nominate by filling in and signing the application form which can be handed down on the spot at the administrative takeover. Even if there is nomination fee or technical takeover fee, drivers must pay in that at the administrative takeover based on the race announcement.
- **The driver with the signing of the application form declares the acceptance of the regulation, and the given race announcement and that during the competition the driver is not under alcohol and narcotic drug influence. The race court has the right to check it at any time during the time of the event.**
- One driver can nominate more than one vehicle in different categories, but in one category only one vehicle can be driven.
- On vehicle can be nominated only in one category. (To run in the professional and in the street category with the same vehicle is prohibited)

- The race vehicle is classified into one given category by the technical rules, the driver only there has the right to run. There is no possibility to nominate into a higher category, only in the Special and in the AP4 categories after attains the timelimit.
- In that case if the vehicle's status, that can be checked by the court at any time, differs from the status at the time of the takeover (car, driver, loading, drive or the changed displacement would classify it into another category) the driver will be disqualified.
- The drivers in the professional category liable for nominate minimum 4 hours before the finals. Only the director can give acquitment in special case.

4.3 Administrative and technical takeover

- The administrative and technical takeover is done at the territory of the depot based on the race announcement.
- After the takeover except the tyrechange and the PC programming any other transformation is prohibited. If any other reform is done – be a technical fault prevention with part change – the driver must sing it at the technical takeover, where the reform/change will be ratified. The failure of this procedure incurs the driver disqualification.
- At the technical takeover and after that the race car always must have the race number. Run without the No. incurs disqualification. The lost No. must be singed immediately.

4.4 Track

The track of the drag race must be suited for the followings:

- two parallel tracks on a flat place. The width of the two tracks is minimum 15 m.
- the track must be separated from the auditorium by a concrete wall, a string barrier, or a double cordon with 10 m rolling cage, at least on the inner side with string cordon.
- a straight strip, with steady road surface has to be done after the finish line, which minimum length has to be equal with the race distance.

4.4.1. Race distance

In each category the race distance is $\frac{1}{4}$ mile viz. 402,33 meter or $\frac{1}{8}$ mile viz. 201,16 meter on all competition based on the race announcement. $\frac{1}{4}$

4.4.2. Tracks

In each run for two drivers have the possibility to run. The two tracks' start procedure is joint, but the timing goes separately. Drivers can run not only in pairs, but by themselves as well, and during the finals, in the „bye” run, the driver has to carry out a successful run alone. The touch of the white line or the wayside with the tyre or crossing it over effects disqualification.

4.4.3. Startlamp

The startlamp shows those functions, which are necessary for the drivers to stand into the startpoint on the right way, and to choose the correct moment of the start. This row of lamps signs for the drivers the right moment when they can take their place, and when they are in a right start position. Above these based on the down running lights the flash green light signs the moment of the start. The flash red light signs if the start was irregular (pinch-hit or wheel back happened at the moment of the start). The startlamp also signs the winning of the run.

4.4.4. Fococells

On the track minimum 6 units fotocell can be found, which sense the vehicles at the given measurement point. These are placed by the followings:

- 3 units fotocell in the startpoint: prestage (1), stage (2), guard stage (3)

These 3 lines sense the drivers right position at the startpoint, and sense the pinch-hit and the wheel back at the moment of the start, furthermore these are responsible for the actuation of the timing and for the measuring of the reactiontime.

- 1 unit fotocell at 60 feet
- 1 unit fotocell 20 meter before the finish line, to measure the finish line speed. The value of the speed is the average of the last 20 meter.
- 1 unit fotocell on the finish line ($\frac{1}{4}$ or $\frac{1}{8}$ mile)

4.4.5. Timing

In each timemeasuring point the result is measured on split second precision.

- **net time:** The measurement is started by the reconnection of the stage (2. fotocell) or the breaking of the guard beam (3. fotocell). The net time measurement can be executed only in case of regular start vis. in case of positive reaction time.
- **reaction time:** It is measured from the green light flash until the beginning of the net time measuring
- **gross time:** the sum of the net time and the reaction time
- The organizer has possibility to measure the part-time and the speed at half-distance, 330, 660, and at 1000 feets to inform the drivers.

4.5. Practices

- To go up to the track is prohibited for those drivers and vehicles, who didn't appear at the administrative and technical takeover, and do not have race license.

The practices are organized by the timeplan, written in the given race announcement.

- All drivers have minimum one measured run.

- All drivers can do timing on the track with the vehicle, nominated by themselves. If the driver does it with a different vehicle, the original driver's nomination and the vehicle's nomination will be deleted by the race commitee.

- There is possibility to drive the car by another driver, but it must be signed for the start marshall before the run, who signs the run as a test run, of which result cannot use for qualification.

- The practice's result must be continually traceable for the drivers on a screen or in a printed form. If it cannot be done on electronic way, continually, hourly printed result list must be displayed on the official bulletin board showing the qualifications.

- The organizer can insure a separated practice for the professional class, where only the member of this class take part.

- During the practices the cars, nominated into any street or professional class, can run limitless number, so far against each other. The director has the opportunity to limit the number of the practice runs.

- For Go-kart, motorbike or quad run against a car is prohibited, also at a show run.

4.6. Final runs

- The final is transacted based on the eight table, vis. all categories best 8 drivers get into the final and run a direct elimination race by the gross time (sum of the net time and the reaction time)

- Forasmuch the reaction time is very important to getting on, it could happen, that the loser driver has a better net time and speed. Even if the driver reaches a record by this value none the less it reckons, based on his reaction time he lost the run.

- The final can be done with or without a preparatory area, based on the race announcement. If there is preparatory area, the finals begin with the drivers calling. The driver, who doesn't appear at the calling time and doesn't drive with the car into the preparatory area, he has no right to run in the final. The missing position is not recovered, but the scores, reached on the qualifying, can be kept in the professional class. Even if more than 8 drivers qualified themselves on the practice, but does not everybody appear, in that case the race will be done by the 8 table, the „bye” run must be run in the professional class. In the street category the announcement could have other ruling. If less than 8 drivers nominated in one category, then the run will be done by the rule of the missing table.

Full 8 table

- The pairs run by the followings: 1-8, 2-7, 3-6, 4-5. The participants of the quarter-final will be set by the winner of the eighth-final. The winner of the 1-8 pair will run with the winner of the 4-5 pair, while the 2-7 with 3-6 pair's winner. The winners of the two runs will be the participants in the semifinal. The quarter-final's best gross time will determine the third position.
- „Bye” run is, where the driver stands to the start alone. For winning and qualifying needs a regular start vis.the driver doesn't jump in and reach the finish line.

In case of a missing 8 table the run must be done by the followings:

7 starter:

1 bye (powerwinner), 2-7, 3-6, 4-5. The participants of the quarter-final will be set by the winner of the eighth-final. The 1st qualifier will run with the winner of the 4-5 pair, while the 2-7 with 3-6 pair's winner. The winners of the two runs will be the participants in the semifinal. The quarter-final's best gross time will determine the third position.

6 starter:

1-6, 2-5, 3-4. The participants of the quarter-final will be set by the winner of the eighth-final. The winner of the 1-6 pair will run a „bye”. while the winner of the 2-5 pair will run with the winner of the 3-4 pair. The winners of the two runs will be the participants in the semifinal. The quarter-final's best gross time will determine the third position.

5 starter:

1-bye, 3-4, 2-5. The participants of the quarter-final will be set by the winner of the eighth-final. The 1st qualifier will run with the winner of the 3-4 pair, while the 2-5 pair's winner run a „bye”. The winners of the two runs will be the participants in the semifinal. The third one will be the split of the quarter-final.

4 starter:

1-4, 2-3. The winner of the two runs will be the participants in the final. The quarter-final's best gross time will determine the third position.

3 starter:

1-„bye”, 2-3. The two runs winners will be the participants in the final.

- In the final runs the right of the track choice is given to the driver who qualified on a better position.

- The driver will be disqualified, if he does not appear in the final at the start within one minute since the calling. In case of vis major the race director can decide about the increasing of the awaiting time.

- During the finals absolute final is organized, named Supur Finish (independently from the category, except the AP8-the dragster category), for the 8 best time achieved drivers. These finals' scores are the basic of the annual, absolute place of the championship. The competition procedure and the scoring are the same as in the finals. Because this is a invited final, therefore there's no nomination score.

5. Prizing

Each category's three best riders are rewarded on all competitions. Even if 4 or less drivers nominated, the organizer has the possibility to reward only the best one.

6. Scoring

6.1 Professional and Street class's score

In the professional class beside the reward the following scores can be collected:

Qualified place	Score
1.	18
2.	17
3.	16
4.	15
5.	14
6.	13
7.	12
8.	11

Above these the following scores can be collected in one competition:

Title	Score
Time record (net time)	5
Speed record	5
3rd place	5
For every won run in the final	10
Nomination (only in the profession category)	10

The scoring system is the following in the professional class:

- The drivers get the score based on the above mentioned
- The 3rd place is given by the best gross time, achieved in the semifinal
- On the race each new record is remunerated with points. Even if there are more new time record in one category, the best record's owner will get the score.
- Considering the records the basic data is provided by datas reached on the season's first race on 201 m and 402 m. So, on the season's first competition reached best time and speed record is that for what the driver gets scores.
- In case of the following causes there are no scores for the driver in the semi final: irregular start, centerline crossing.

6.2 Annual aggregated scores in the Championship, analyzing

- The annual final statement consists all competitions' result which is in the race calendar.
- In case of tie, the number of the better position is the crucial. Even if it causes a tie also, then the last result is the determinative, reached against each other, if the result is equal, then the last run's reached position is the definitive.
- In the annual final statement - aggregated by categories - the first 3 best get valuable remuneration.
- The organizer can give surcharge for the competition series' prize.

7. Prize-giving ceremony

7.1 Prize by competition

The prize-giving ceremony is organized immediately after the end of the race.

7.2 Annual aggregated prizing

The prizes get separate notice about the place and time of the annual prize-giving ceremony

8. Protestation

- Any driver can hand down protestation on the competition at the race director, which can be done not later than 30 minutes after the results display.
- The purpose of protestation must be signed during the runs in order to put the protested car into a closed parking place by the race court, immediately after the run. The protestation fee is 50.000.- HUF, in case of technical protest the decoupling deposit is 100.000.- HUF, which is given to the protested person if the procedure is not right. The protested party must appear at the technical takeover after the run, which is situated in the assigned closed parking place. As long as the audit cannot be done at the place, the protestation committee makes a decision about the procedure of the technical parameters official measurement.
- If the foul proves true, the protester party gets back the protestation fee and incurring costs bothers the protested party. If the protestation procedure is successful the driver will be disqualified.
- The consideration is executed by a corporation with 3 members: 1 person from the race management, 1 person technical staff, 1 person delegated by the organizer.
- Each protestation can contain only one given objection.
- In case of administrative, or visible protestation and if the evaluation can be done without mechanical decoupling there is no protestation fee and deposit.
- Against timing and judicial sentence there is no protestation.

9. Prohibition, penalties

- In the returning zone the speed limit is 40 km/h, but the organizer can define a lower value in the race announcement because of safety reasons. In the returning zone man must run orderly (without acrobatic performances – slalom, drift, causeless stop), furthermore the tyre smoking is also forbidden.
- The overrun of the speedlimit, the lax behaviour and the break of the parking order entails the following penalties: each occasion is 10.000.- HUF; after the second warning or the second penalty the race director can disqualify the racer. – The driver will be disqualified if he does not notify the enlarge of the engine, his scores, and positions will be deleted from the beginning of the season section irrespectively of the time of the bigger displacement.

10.Responsibilities

- The participants acquit the organizer, the event's officials, their employees, and their delegates of all responsibilities in case of any kind of damage caused to a third party, objective or personal damage, for which jointly or separately responsible for.
- The organizer does not assume any obligations to equipments and objects left unattended in the territory of the depot.

11.Prohibition of the commercials location

- The organizer forbids to place any kind of commercial on the track and on the territory of the depot. Exceptions to the prohibition are those commercials, which are painted to the supplier vehicle, additionally are placed on the race vehicle, and on the clothes of the racer and the mechanic.

- Even if the organizer comes across with a forbidden add, immediately manages to remove those. There is possibility to place commercials, matched with the organizer, if those do not offend extant or emergent add, and the sponsor's treaty.

12. Other regulations

- Everybody takes part on the event on one's own responsibility.
- On the competition the driver liables for observing the race announcement, and the rule code. Things, not permitted specifically, not regulated now in the announcement, in the rule code are forbidden. The drivers can make a proposal in connection with the rules in written form, that can be accepted or declined by the organizer of the race until the next event. Rule's alteration rights are reserved.
- In case of a crash with the track's equipment, if the error is not casued due to technical problems (including the timing equipment), it incurs disqualification, and the driver liables to undertake the incurring costs from the organizer's side.
- On the territory of the event the traffic regulations are valid, the allowed highest speed is 40 km/h (except the active part of the track).
- On the whole territory of the event the twirl with vehicle and the tyre smoking is prohibited, except the predetermined area.
- The driver, after to achieve the race distance, liables to get back to the depot's territory as soon as possible by the observance of the allowed speed.
- The driver must place the car after the run so does not embarrass the following drives in the getting back, and the expected free transportation on the territory of the depot.

Budapest,..... January 2009

1st appendices

Race announcement sample:

1. General information (prescriptions)

The _____ as the member of the Hungarian National Automobile Association, organizes the _____ run of the HNAA Drag National Championship and Street Cup.

Official name of the competition: _____

Date of the competition: _____

Place of the competition: _____

Webpage of the competition, results availability: _____

Address of the Competition Secretariat: _____

Telephone: _____

E-mail: _____

Web: _____

Opening hours:

Weekdays: _____

Competition days: _____

Track's Location: _____

Length of the track: _____

The competition is settled in the following categories based on the HNAA Drag National Championship and Street Cup Announcement:

Professional class in the AP1, AP2, AP3, AP4, AP5, AP6 and AP7 categories, which runs, except the championship, are the part of the _____ series, too.

Professional class in the AS1, AS2, AS3, AS4, AS5, AS6 categories, which runs, except the Street Cup, are the part of the _____ series, too.

Officials:

· Race Director: _____

· Event Director: _____

· Competition Secretary: _____

- Chief Medical Officer: _____
- Safety Officer: _____
- Speaker: _____
- Chief Marshal: _____
- Chief Timekeeper: _____
- Chief Technical Director: _____

2. Nomination, application, over taking

Deadline of the nomination: _____

Nomination fee: _____

Entry fee for racers and escorts: _____

Availability of the nomination form: _____

Time, place of the administrative take over: _____

Time, place of the technical take over: _____

3. Time plan:

Nomination and administrative take over from _____ to _____

Timing practice from _____ to _____

Separated training for Professional class from _____ to _____

Close of training, beginning the calls into the final

Finals

Prize-giving ceremony

4. Prizing:

Prizing: Each category's three best riders are rewarded on all competitions. Even if 4 or less riders nominated, the organizer has the possibility to reward only the best one.

Surcharge:

5. Prohibition, penalties:

In the returning zone the speed limit is 40 km/h. In the returning zone man must run orderly (without acrobatic performances – slalom, drift, causeless stop), furthermore the tyre smoking is forbidden.

The overrun of the speedlimit, the lax behaviour and the break of the parking order entails the following penalties: each occasion is 10.000.- HUF; after the second warning or the second penalty the race director can disqualify the racer.

6. Responsibilities:

The participants acquit the organizer, the event's officials, their employees, and their delegates of all responsibilities in case of any kind of damage caused to a third party, objective or personal damage, for which jointly or separately responsible for.

The organizer does not assume any obligations to equipments and objects left unattended in the territory of the depot.

7. Prohibition of the commercials location:

The organizer forbids to place any kind of commercial on the track and on the territory of the depot.

Exceptions to the prohibition are those commercials, which are painted to the supplier vehicle, additionally are placed on the race vehicle, and on the clothes of the racer and the mechanic.

Even if the organizer comes across with a forbidden add, immediately manages to remove those. There is the possibility to place commercials, matched with the Organizer, if those do not offend extant or emergent add, and the sponsor's treaty.

8. Other regulations:

Everybody takes part on the event on one's own responsibility.

On the competition the driver is liable for observing the race announcement, and the rule code. Things, not permitted specifically, not regulated now in the announcement, in the rule code are forbidden. The drivers can make a proposal in connection with the rules in written form, that can be accepted or declined by the organizer of the race until the next event. Rule's alteration rights are reserved.

In case of a crash with the track's equipment, if the error is not caused due to technical problems (including the timing equipment), it incurs the disqualification, and the driver is liable to undertake the incurring costs from the organizer's side.

On the territory of the event the traffic regulations are valid, the allowed highest speed is 40 km/h (except the active part of the track).

On the whole territory of the event the twirl with vehicle and the tyre smoking is prohibited, except the predetermined area.

The driver, after to achieve the race distance, is liable to get back to the depot's territory as soon as possible by the observance of the allowed speed.

The driver must place the car after the run so does not embarrass the following drives in the getting back, and the expected free transportation on the territory of the depot.

Date, place

Event Director

HNAA Drag Labour Committee Chief

HNAA 1/4 mile race –Drag National Championship 2009

Form of License

Category:.....

Name:.....

Birth place, time:.....

Mother's name:

Address:.....

Correspondence address: (if differs).....

E-mail address:

Driving license number.:..... Category: Validity:.....

Undersigned declare:

- that I want to participate in the HNAA Drag National Championship
- the above given datas correspond with truth
- I contribute to use my given datas for registration and information by the organizer, but cannot given out to third party
- I am acquainted with the announcement of the HNAA Drag National Championship, I fully accept it, and I comply with its provisions
- I pay in the single annual license fee of the HNAA Drag National Championship at the transmitting time of the application form

.....,2009.....

Applier's signature: _____

Time, place of license petition:.....

License fee paying-in: Done License number. : DR-.....

Organizer signature: _____

Parent or tutelar declaration, if the racer is under 18:

Undersigned we contribute that our child or rather tended could take out the HNAA Dragster license for 2009.

Date:

Parent/Tutelar signature

Parent/Tutelar signature