MNASZ

DRIFT CHAMPIONSHIP

BASIC SPORTING AND TECHNICAL REGULATIONS 2025

Budapest, January 2025.

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1. GENERAL TERMS/CONDITIONS AND RULES/REGULATIONS:

The competitions of *Drift Országos Bajnokság* [Drift National Championship] (hereinafter: OB) included in the competition calendar of *Magyar Nemzeti Autósport Szövetség* [National Automobilsport Federation of Hungary] (hereinafter: MNASZ) may only be organized and conducted, as well as participation in these competitions shall be, in accordance with the rules of these *Drift Versenyek Szabályai* [Drift Competition Rules and Regulations] (hereinafter: DVSZ).

DVSZ comprises the sporting rules and regulations of *Drift Szakági Bizottság* [Drifting Commission] (hereinafter: DSB) and is valid together with its appendices. After entering into force, this policy containing the sporting rules and regulations in effect will automatically repeal and replace the previously published policy. In the case of a foreign or jointly organized competition, the parties shall determine in advance which competition rules will be followed.

Each and every entrant, competitor and official, as well as anyone who participates in a Drift competition in the competition system of MNASZ or organizes and conducts a Drift competition, is obliged to get acquainted with and accept the rules and regulations of MNASZ.

DVSZ is mandatory for the competitions of *Drift Országos Bajnokság* [Drift National Championship] included in the MNASZ calendar. The sporting rules and conduct of drift competitions shall comply with *MNASZ Általános Sportszabályzat és Előírások* [MNASZ General Sporting Rules and Prescriptions] of the Hungarian National Drift Competitions, except where otherwise provided by DVSZ.

1.1 Definition of drift motorsport

A competition in which rear-wheel drive cars compete by performing controlled slides of the rear-axle along a short solid paved track (concrete, asphalt, etc.) consisting mostly of a combination of a few curves and corners in such a way that, due to the oversteering of the car, it should slide along the track line while constantly spinning the rear wheels.

1.2 Hierarchy of rules/regulations

Regarding the organization, conduct and the terms and conditions of participation in drift competitions, the following rules and regulations apply:

a) FIA International Sporting Code and its appendices;
b) FIA General Prescriptions;
c) FIA competitions sporting regulations (where applicable);
d) FIA Appendix for DC1 Drift vehicles (hereinafter: FIA J 269 DC 1)
e) *MNASZ Általános Sportszabályzat és Előírások* [MNASZ General Sporting Rules and Prescriptions], and other MNASZ rules and regulations;
f) the present DVSZ
g) the content of the contract signed by the organiser;
h) the supplementary regulations issued for the relevant competition;
i) the provisions contained in the bulletin of the relevant competition.

1.3 Drift competitions listed in the competition calendar

a) Drift competitions belonging to the championship named after FIA and international championships authorized by MNASZ or CEZ.
b) Competitions of *Drift Országos Bajnokság* [Drift National Championship] announced by MNASZ or authorized in contractual form.
c) National and international invitational drift competitions.

1.4 Terms and conditions of organizing drift competitions

1) the organiser of the competition (or its Hungarian co-organiser, only in the case of a competition organized abroad) holds an organiser's license valid for the given competition season, qualified according to the event;
2) the competition has been announced in compliance with the conditions set out in the rules and regulations of MNASZ – or, in the case of international competitions, the rules and regulations of FIA or CEZ;
3) DSB has approved the organisation of the competition;
4) the competition has an MNASZ licence number or MNASZ approval.

2. DEFINITIONS

Definitions are in accordance with FIA International Sporting Code and its appendices and MNASZ General Sporting Regulations and Prescriptions. MNASZ General Sporting Regulations and Prescriptions contain the general rules and regulations for each procedure, which may be supplemented by the provisions of this DVSZ and the individual basic regulations.

3. COMPETITION OFFICIALS

The following officials shall be appointed to operate at the competitions:

a) the chairman of the Supervisory Board (Senior Sports Steward)
b) two stewards of the Supervisory Board (optional)
c) the clerk of the course / race director
d) the head and members of the organising committee
e) the head and members of the safety service
f) the chief technical delegate may also be the head of scrutineering
g) the chief medical officer and medical personnel
h) the head and members of the scrutineering rapid intervention service
i) the marshals
j) the head judge
k) the MNASZ safety observer
l) the DSB observer
m) other persons included in the competition notice who belong to the scope of responsibility of the organiser or MNASZ.

Some sports officials may have a deputy or an assistant.

3.1 MNASZ safety observer

The Safety Committee of MNASZ may delegate him to all competitions, and the organiser is obliged to provide for him the same conditions of movement as for the marshals and access to all information related to the competition.

The safety observer may attend the meetings of the Supervisory Board, but may not act as a steward. In order to carry out his tasks, the organiser is obliged to provide him with a radio set connected to the news chain of the competition.

If the MNASZ safety observer finds deviations from the safety plan, or if circumstances warrant it, he is entitled to initiate towards the clerk of the course / race director a delay in the start of the given race, the interruption of the competition or the stopping and termination of the race.

He must send his report to the MNASZ Secretariat within two weeks following the end of the competition. He shall be remunerated in accordance with the fees applicable to stewards, which are charged to the budget of MNASZ Safety Committee.

3.2 DSB observer

The DSB observer may be delegated to all competitions by DSB and shall be granted the same conditions of movement as stewards and access to all information relating to the competition. He may attend meetings of the Supervisory Board, but may not act as a steward. In order to carry out his tasks, the organiser is obliged to provide him with a radio set connected to the news chain of the competition. He carries out the assessment/evaluation of the competition according to the criteria and evaluation form issued to MNASZ observers. He must send his report to the MNASZ Secretariat within two weeks following the end of the competition. His accommodation, travel costs and remuneration shall be paid by MNASZ DSB as defined in the MNASZ tariffs for stewards.

4. LICENCES

According to the rules and regulations specified in *MNASZ Licencek és Igazolványok* [MNASZ licences and certificates].

4.1 Acquisition, loss and revocation of licence:

The procedure for obtaining a racing license is set out in Appendix 2, and its fees are included in the fee table of MNASZ.

The validity of the drift license is 1 year accordingly to the relevant legal requirements. If the acquisition is not followed by active competition performance, or the competitor misses a full year, the license will become invalid, and it can only be obtained again through another PRO/PRO2 exam.

The license may be revoked in the cases listed in the rules and regulations. This requires a case of causing danger through seriously negligent or intentional conduct on the part of the competitor. The licence shall be revoked whenever a competitor intentionally causes accident and/or damage or personal injury, drives while intoxicated or under the influence of narcotic substances, or behaves in a way unworthy of athletes and competitors or that is otherwise offensive or outrageous.

PRO/OBI. licenced competitors are not allowed to compete in Street category competitions. On a given competition day, a competitor may enter only one category.

4.2 Licence types

For international competitions:
International A Licence

National Championship OBI. / category PRO: For participation in OB races organized in Hungary and neighbouring countries, a National "B" license is recommended as of 01/01/2021. In races organized by foreign ASNs, the minimal requirement is a National license.

National Championship OBII. / Category PRO2:
For participation in OB races organized at home and in neighbouring countries, a National "C" license is recommended as of 01/01/2022.

National Championship OBIII. / STREET category:
National "Base" license, recommended for participation in OB races organized in Hungary or abroad, from 01/01/2025. At races organized by foreign ASNs, the basic requirement is typically the presence of an International and/or National license!

For foreign competitors:
A drift license issued by a foreign ASN is recommended.

Temporary daily license:
Absence of the licenses mentioned above, the competitor must exchange a daily license. The prerequisite for issuing is a certificate of fitness from a sports doctor. The Daily license is only valid for the given competition, and if used, the competitor cannot submit a protest. Competitors with an A-B-C-Base license have an advantage when submitting their entry, so the applications of those with a daily license will be evaluated after those with an ABC-Base license have been evaluated.

5. ENTRY

The OB is conducted in an open system, the entry conditions are as follows:
Competitors of member organizations with a valid entrant's license for the current year and for the Drift discipline are eligible to enter the OB race if they have an International, PRO, PRO2 or Base license. (A-B-C-Base license)
For foreign competitors, it is recommended to have a drift license issued by a foreign ASN. If any entrant does not have any of the listed licenses, he must get a Daily license.

Every organiser is obliged to accept a minimum of 50 entries per competition. Subject to the exceptions set out below, organisers may not refuse to accept an entry from a competitor:

a) who was listed as an evaluated competitor in the official results list of the OB issued by MNASZ in the year preceding the reference year (unless the loss of the license was realized)
b) who has scored championship points in any of the previous competitions of the OB specified in the entry in the current year.

Registration for competitions is possible to be completed in person or electronically. Registration for persons and teams can be made at the earliest when the competition is announced, and no later than 3 hours before the start of qualification. Electronic pre-registration via the Internet is possible until 12:00 on the day before qualification, but it is only valid together with a proof of transfer of the entry fee. Online registration does not qualify for an Entry Form. The latter must always be completed, signed and submitted to the tournament/competition organiser no later than 3 hours before the start of qualification.

5.1 Eligible vehicles:

Rear-wheel drive, series-produced passenger cars as well as racing cars created through the modification of the former ones are eligible (see Technical specifications and regulations / "Chassis"). In the PRO and PRO2 categories, one driver may enter one car and, in the Street category, a maximum of 2 competitors may enter. A competitor may enter up to two cars, and the entry fee for the second car is half of the total entry fee. No more than two cars may be entered. If the driver switches to another car during the competition (i.e., during qualification and battles), he must finish the competition in it and he may not switch back to the previously replaced car.

During Street racing, in the event of serious damage or car failure, any driver with a valid entry may lend his car that has passed scrutineering to the driver of the defective car.

If the lender and the borrower are paired at a later stage in the competition, the lender (the original entrant) automatically advances without a battle. In the PRO and PRO2 categories, the lending of racing cars is not allowed.

5.2 Competitor categories and their requirements

PRO / OBI:

- ✓ For experienced racers, with several years of drifting experience and occasional experience in other disciplines, whose acrobatic handling of the car is already at a skill level
- ✓ With a significantly modified vehicle
- ✓ Possession of a valid licence (A or B) or PRO exam certificate corresponding to the relevant category
- ✓ For foreign nationals, a drift licence issued by a foreign ASN is recommended
- ✓ A valid certificate of fitness from a sport doctor
- ✓ In the case of a competitor under 18 years of age and without a driving licence, a declaration of parental responsibility is required.
- ✓ The minimum age is **16 years**. If the entrant has a verifiable drift racing history prior to the season in international or MNASZ registered or OB races, the age limit may be lowered by 1 year.

PRO2 / OBII:

- ✓ For competitors with significant drift knowledge and a few years of acrobatic driving experience
- ✓ With a modified vehicle

- ✓ A valid license corresponding to the relevant category is recommended (A or C)
- ✓ For foreign nationals, a drift license issued by a foreign ASN is recommended
- ✓ A valid a certificate of fitness from a sport doctor,
- ✓ In the case of a competitor under 18 years of age and without a driving licence, a declaration of parental responsibility is required.
- ✓ The minimum age is 14 years. If the entrant has a verifiable drift racing history prior to the season in international or MNASZ registered or OB races, the age limit may be lowered by 1 year.

STREET:

- ✓ For complete beginners or competitors with little drift experience
- ✓ With an unmodified or possibly slightly modified vehicle.
- ✓ A valid certificate of fitness from a sport doctor
- ✓ In the case of a competitor under 18 years of age and without a driving licence, a declaration of parental responsibility is required.
- ✓ Competitors under the age of 13 may only enter the Street category.

6. SCRUTINEERING:

In all cases, scrutineering takes place before the competition, based on the planned announcement and schedule. No car may take part in the competition until it has been passed by the scrutineers. The participating car must be presented by its driver or authorised representative at the scrutineering. The car must be in race-ready condition, and able to be started by the person sitting in the driver's seat without outside assistance during scrutineering and it must be shown to be able to move around on its own. Scrutineering may only be carried out by the scrutineer identified in the regulations of the competition. During the course of scrutineering, the minimum requirements required for safe operation are checked, so it does not constitute a full technical inspection. The operator and/or owner of the car is fully responsible for any damage resulting from a technical fault or breakdown of the car. **In the case of unsuccessful scrutineering, the entry fee will not be refunded.** A separate scrutineering sheet is prepared for each car, signed by both the driver and the scrutineer, and the exact time of receipt (year-month-day, hour-minute) is recorded on it. After successful scrutineering, the competitor receives the competition number during the first registration of the given year. The competition number may be freely selected from the available competition numbers. The competitor may not change the competition number within the given season; he is obliged to keep it in good and legible condition on the car. **After the scrutineering, no technical modifications may be made to the car.** Exceptions to this are: tyre and wheel replacement, (within the framework of the provisions regulated in point 22.10), refuelling, the adding of lubricants and fluids and gases necessary for the intended use of the vehicle, and programming of the engine management computer. Any other modifications, including repairs and parts replacement due to damage, may only be made with the approval of the scrutineer. **Any modification without the knowledge of the scrutineer will result in a point deduction in accordance with 17.3 and, in more serious cases, a point deduction and immediate disqualification.** A car that has been successfully passed by scrutineers and its driver may be called for an administrative and technical inspection at any time during the event without any special reason. Refusal to participate in such an inspection will result in

disqualification. In case any deficiencies and unauthorized modifications are discovered during the inspection, the competitor may be subject to the point deduction and/or disqualification mentioned above. Scrutineering takes place on the basis of the Technical specifications and regulations described in Section 22.

7. INSURANCE:

"MNASZ General Sports Regulations and Prescriptions" shall be followed.

Only licensed drivers may participate in the MNASZ drift championship and events included in the MNASZ calendar. MNASZ requires the acquisition of a license to have driver accident insurance.

Annual driver accident insurance: Drivers with an annual driver license issued by MNASZ are insured and participate in competitions, training sessions and tests included in the MNASZ competition calendar and/or approved or registered by the ASN (National Sports Authority) of the Federation or the countries represented in the FIA and organized in Hungary and abroad.

Extreme insurance: According to Act LXXXIII of 1997 on the benefits of compulsory health insurance (Ebtv), so-called “extreme” insurance can be concluded for drivers who are not covered by the free health services of compulsory health insurance: 4 The insurance cover applies to competitions, training sessions and tests included in the MNASZ competition calendar or in the calendar of registered competitions. The coverage only applies to the duration of the races, training sessions and tests. The insurance can be concluded for the entire season or per race. It is primarily used in rally and cross-country rally disciplines. Extreme insurance can only be concluded for Hungarian citizens and EU citizens with an E111 European Health Insurance Card!

Competitor liability insurance per race: According to the provisions of Act LXII of 2009 on compulsory liability insurance for motor vehicles. (15.§ / point “i”): “The insurance does not cover damage that occurred during a motor vehicle race or the training required for it.” According to the above, a separate motor vehicle liability insurance contract must be concluded for vehicles participating in motor vehicle races (training sessions). Competitors' liability insurance can be taken out for all MNASZ-licensed or registered events held in Hungary, included in the MNASZ competition calendar, registered competition calendar, competitions, training sessions, tests held on public roads or on closed racetracks for the purpose of organizing the competition, as well as for official cars performing professional sports duties at these events. The insurance does not cover damages arising from claims by competitors against each other. Damages suffered by competitors are excluded from the coverage.

Event liability insurance: The organizer of all events included in the MNASZ competition calendar is required to have liability insurance for the event. This insurance is a prerequisite for the event to be organized.

By participating in the event, all entrants officially waive any right to compensation for any accident that may happen to the competitor or his assistants during practice, the competition or moving in and out of the depot.

8. DRIVING OFF-TRACK:

During events, outside the racetrack – whether in the depot, in the parking lot or on public roads near the track – all competitors are obliged to drive carefully and at the right speed. If a competitor is outside the assessed section or, having left the racetrack, is in a service park, depot, parking lot, etc... and continues drifting, smoking/burning tyres or is involved in any other conduct that could cause an accident, he may be subject to a points deduction **in accordance with clause 17.3 or may be immediately disqualified from the race.** The **maximum speed** allowed off the track is **20km/h**. Speed violations **may result in a point deduction according to 17.3**.

Tyres used during the event may not be left on the premises; the competitors must make the necessary arrangements for their removal.

9. MEDIA RIGHTS:

Video recordings and photos suitable for or intended for commercial use at competitions, events and attendant events announced by MNASZ and organized by **Hunakamo Kft.** (2310. Szigetszentmiklós, Rezeda utca 12.b. website: www.drifting.hu), as well as their public presentation, **are only possible with the written permission of Hunakamo Kft**. **Hunakamo Kft.** is entitled to use the data of the competitors, together with the photos and video recordings made of them and their cars, freely and without temporal and spatial restrictions, to which the competitors give their express consent by submitting their entries.

9.1 Advertisements:

During the course of scrutineering, the organiser of the competition shall indicate the exact number and location of the advertising materials (e.g., stickers/decals) that must be placed on the vehicle (**Appendix 3**). Efforts should be made to ensure that the advertising materials already present on the car and those displayed for the duration of the event should be properly visible and should not possibly interfere with each other. Competitors may place any type of advertisement on their own cars as long as these do not constitute a risk of accidents and their content is not offensive or political or religious in nature and does not conflict with public morality. If a competitor refuses to place and display the mandatory advertisements, he may not be permitted to drive onto the track and may be disqualified from the competition.

All other commercial and/or advertising activities, such as displaying banners, employing hostesses, handing out flyers, stickers/decals, offering free tasting, selling merchandising, providing video and audio services, etc..., may only be done after making prior arrangements and with the written permission of the

organisers. In addition to the termination of the unauthorised activity by the organiser, the competitor concerned in the activity may be refused entry to the track and may be disqualified from the competition. The race vehicle, the competitor's clothing and the service tent may be decorated as desired, while strictly following the rules specified above.

In the event of exclusion from the competition as described above, the entrant will forfeit the entry fee, which will function as a failure penalty.

10. CONDUCTING COMPETITIONS:

The events of competition day in a chronological order:

1. Occupation of a designated depot or service park
2. Administrative check / Registration
3. Scrutineering
4. Briefing for competitors
5. Free practice
6. Qualification
7. Top 8 – 4 – Finals (KO system, Street category) or Top 32/24/16 – 8 – 4 – Finals (Tsuiso, PRO. and PROII. categories)
8. Announcement of the results / Podium ceremony

10.1 Briefing for competitors:

A competitor briefing is an informative meeting and discussion organized by the clerk of the course / race director, in which participation is **MANDATORY** for all competitors entered into the competition. In the case of underage competitors (under 18 years of age), the legal representative of the competitor must also be present at the briefing. If the competitor does not participate in the briefing, he may not lodge a Technical protest and, in the case of regular absence (minimum 2 occasions), **he may be subject to point deduction according to 17.1 and, in more serious cases, participation for him in the competition may also be rejected.** The purpose of the briefing is to share special information related to the organization of the competition, to explain general safety rules and particularly important safety rules for the given track, as well as to provide information concerning the performance of the competitors expected during the competition and the expectations of the scoring judges. The time stated in the competition notice shall be deemed to be the beginning of the briefing and the entry and exit points of the venue or area shall be closed from that point in time until the end of the briefing. Briefings should always be held before practice or competitions. The head judge or the clerk of the course / race director may hold several briefing sessions if necessary. Competitors are required to attend the briefing in racing overalls. Persons other than the competitors may participate in the briefing only with the special permission of the organiser.

10.2 Track use:

Competitors are allowed onto the track by a “starter”. The first start order (qualification) shall be arranged according to the starting/competition numbers in

ascending order. The subsequent starting order continues based on the KO system and the Tsuiso schedule. **In the case of improper track use (e.g.: burn-out or smoking tyres without moving) or intentional damage, the competitor may be disqualified and must compensate for the damage caused.**

10.2.1 Competition timeout, delay:

During the competition, a timeout request is possible **once**, **up to 5 minutes.** This request must be reported to any marshal or official (e.g., the clerk of the course / race director, or head marshal). The measuring of the timeout starts when the mechanics start the repair. (typically in the preparation zone or depo) The repair must be started within 2 minutes of the return, otherwise the 5-minute measurement will start automatically. Timeout is not allowed during a Tsuiso battle that has started.

10.2.2 Tyre preparation:

During competition days, from qualifying rounds up to the final, special attention should be paid to selecting and preparing the right tyres. Problems resulting from improper condition of tyres are considered the same technical failure as the failure of any other part of the car. Therefore, in the event of a tyre failure during any scored run started (qualification, KO system or Tsuiso) – including tyre warm-up – the wheel cannot be replaced. No lap can be started with a flat tire. Therefore, if it is discovered at the start or during tire warm-up that the tire is flat, the driver of the car with the flat tire will automatically lose that run.
During Tsuiso's, tyre changes are permitted in the event of an OMT.

Please note that this amount of time may not be extended during the Top 16, Top 8, Top 4, Semi-Finals and Finals either; therefore, from the Top 16 down, it is MANDATORY to have at least 2 pairs (4 pieces) of spare wheels with tyres affixed on them suitable for racing before each battle. Failure to do so **will result in a 17.1 point deduction**.

10.2.3 Starting and technical failure:

In the event of a failure occurring prior to the call to the start for qualification and subsequent battles (Tsuiso and KO systems), a timeout request in accordance with Section 10.2.1 is possible. Since the tyre warm-ups that precede them are closely related to the scored runs, any failure that occurs there is to be treated in the same way as those that occur during the scored runs. In the light of the above, the term battle refers to the warm-up lap (tyre warm-up) and the two scored laps (run), and during this timeout is not allowed.

After being called to the start, the competitors have 2 minutes to take the starting position. If the car cannot reach the starting line (parc fermé zone) on its own, the competitor and his 2 mechanics (i.e., maximum 3 people / race car) have **5 minutes** to start the car and get it to the start. (All this at the expense of the 5-minute competition timeout.) They may use any tool and implement for repair, bearing in mind the requirements specified in Point 3. (Scrutineering) in connection with repairs and replacement of parts. If the car is still not operational, both the competitor and the race car will be disqualified, which means that neither the competitor nor the race car will be allowed to continue the competition.

Please note that technical failures include all and any kinds of damage, wear, wear and/or tear of any part, etc... that is necessary for the operation of the car. The list may also cover the following: tyre wear, puncture, running out of fuel, running out of coolant or oil, battery drain, etc...

During the Tsuiso battle, including tire warming up, no repairs may be made to the car, except in the following two cases:

- cooling the heat exchangers with water spray before the start of the second run
- repair of minor damage caused during the run by the start judge (the team may not intervene)

10.2.4 Collision:

Drivers of cars damaged in collisions during runs may continue the battle as follows. If a collision occurs during Run 2, the judges will decide in the usual way on the qualification and relegation based on the combined assessment of the two runs, taking into account the circumstances of the collision.
If the collision occurs during Run 1 of the battle, then the battle may continue as follows. Since the decision ideally requires two evaluated runs, the second run should also be completed if possible. The second run may, with the permission of the clerk of the course / race director, be postponed until the end of the current phase of the competition at the latest. (e.g.: until the end of qualifying, or until the end of the Top 16, etc...) External help and tools may always be used for repairs, but they may only be done at the depot or in the parc fermé zone.

The car of the driver not at fault in a collision may be repaired for **5+5 minutes** or, if otherwise permitted, until the end of the current phase of the competition (e.g.: until the end of Top 16).
The driver deemed at fault has **5 minutes** to repair his car.

Once the repair is complete, the cars may start and finish the battle. If the repair is not completed within the allotted time, or if the repaired car is **unsafe** at the discretion of the clerk of the course / race director / technical delegate, it will not be allowed to start, so zero points will be awarded for the uncompleted runs, and the battle will be evaluated by the judges on the basis of the parts already completed.

If the driver of the **unrepairable** car qualifies, he will automatically lose his next battle, so neither he nor the vehicle will be able to continue the competition, as the car has not been repaired in the allotted time.

In the event of accidents caused by an external force majeure (e.g.: a broken tree branch, an animal on the track, etc...) or typical competition accidents when neither party or both parties are equally at fault, both competitors have the opportunity to take care of repairs until the end of the current phase of the competition.

In the event of a collision **due to intent** or special negligence, the driver deemed at fault will be disqualified, and the driver deemed not at fault will automatically qualify and advance from the battle.

If the completed part of Tsuiso **cannot be evaluated**, the winner of the battle shall be determined based on the higher qualifying position.

10.2.5 Parc fermé zone:

The objective of this zone is to provide the qualified cars with a separate parking lot and start-preparation area, starting from the Top 16. Thus, the cars and drivers who make it to the Top 16 will no longer return to the depot after winning battles in the Top32 but to this closed start-preparation zone. **Only the competitors and their two designated mechanics wearing distinctive high-visibility vests may enter** here. The basic tools and equipment necessary for the safe operation of the car, as well as up to 16 wheels with tyres affixed on them may be taken into the parc fermé zone. Any further request must be made to the crews' relations officer or the clerk of the course / race director. Leaving the parc fermé zone without permission may result in a **deduction of points according to 17.2, while in more serious cases or in the case of repeated offences, the competitor will be disqualified.**

10.3 Flag signals:

Competitors on the track are guided by the track marshals showing three flags of different colours:
Green flag: start, restart, end of emergency. If shown, the drivers may start or continue their interrupted run.
Yellow flag: warning of danger. When waved, the drivers must stop drifting and proceed carefully along the track at low speeds until further mark. Used in the case of minor danger or disruption.
Red flag: competition interruption. Used in the case of accidents, man on track or other emergency. When displayed, the drivers should immediately start to slow down intensively but carefully to avoid further (rear-end) accidents. After decelerating and/or stopping, the drivers should communicate (through speech or signals) with the marshal. Restarting is only possible following another signal by the marshal ordering the stop.

Competitors have no discretion whatsoever in relation to the flag signals; they must always act according to them without any delay whatsoever. Ignoring flag signals may result in point deduction according to 17.1-2 or, in more serious cases (red flag), shall entail disqualification.

10.4 Qualification:

The objective of this activity is to sort the competitors based on their knowledge/experience and current performance.
The next phase of the competition (depending on the number of competitors in the PRO and PRO2 categories: Top 32/24/16/8, Top 8 in the Street category) must be completed in tandem battles, where pairing is determined according to the order of qualification. So the best 32/24/16/8 riders will continue the competition, while the competitors who get eliminated will be ranked according to their qualification results. For the purpose of qualification, the competitors drive onto the track separately, one by one. After warming up the tyres, each competitor may complete 2 scored runs, but only the better result counts towards the competition score. The order of qualification is in ascending order of the competition numbers, so driver 1 runs his first lap first, then driver 2 runs his first lap, and so on. After the last driver has completed his first

lap, the line starts again, and the No. 1 driver runs his second lap, followed by the others in the order already established. It is not mandatory to stay in line while waiting, but it is the competitor's responsibility to return to their place on time. (It is recommended to arrive 5 starters earlier) If the competitor is late for their starting position in the first or second rounds, they will not be able to complete that round, and their rating will automatically be 0. If the number of registered competitors in the PRO and PRO2 categories is less than 8 each, they could run their qualification and battles together, but they will receive championship points separately.

10.5 Top 8 – 4 – Finals (KO system, Street category):

Based on the order established in qualification, the top 8 competitors will be able to continue competing according to the following rules. The competitors are arranged in pairs based on the Top 8 bracket: the 1st with the 8th, the 2nd with the 7th, the 3rd with the 6th, etc., each two forming a couple. From then on, the bracket determines the pairing of those who advance. Members of the competing pairs shall drive onto the track one by one (the first being the one with the higher qualifying score), where they complete one of their scored laps. Out of the pair, the competitor with the better score advances, while the weaker one is eliminated. Based on the results of the Top 8, the Top 4 shall be formed, from which the losing competitors will advance to the Small-Final and the winners will advance to the Final. The former decides the ranking for the 3rd and 4th places, while the latter for the 1st and 2nd places. Depending on the conditions of the track, the skills of the competitors who have reached the semi-finals and finals, and the level of preparation of the race cars, it is possible to use a pair battle, or Tsuiso, in the semi-finals and finals. Competitors can receive more information about this at the briefing before the race. **If the number of competitors in the competition after qualification is 7 or less, the bracket shall not be filled and the results shall be announced based on the qualification results. The TOP8 bracket of the KO system is listed in Appendix 4.**

10.6 Top 32/24/16–8–4–Finals (Tsuiso, PRO and PRO2 categories):

Based on the order of qualification, the best 32/24/16 competitors will be able to continue competing according to the following rules. The competitors shall be arranged in pairs according to the following brackets (Appendix 6): e.g., in the case of the Top16, the 1st with the 16th, the 2nd with the 15th, the 3rd with the 14th, etc., each two forming a pair. From then on, the bracket determines the pairing of those who advance. **If the number of competitors in the competition after qualification is 7 or less, the bracket shall not be filled and the results shall be announced based on the qualification results.**

After warming up the tyres, the two drivers will start the tandem battles closely following each other. In the first run, the driver with the better qualifying result will start the Tsuiso battle as the lead driver, while the one with a lower qualification will follow as the chase driver, and then the other way around for the second run. Thus, a total of two evaluated runs are completed according to the following rules. In the acceleration section before the assessed part of the track, the lead car must be positioned on the outer curve relative to the first corner, and the start is also made accordingly. At this stage, it is the goal of both drivers to arrive closely together at the beginning of the assessed part by steadily and continuously accelerating despite any differences in power and traction. The maximum distance allowed depends on the

speed at which the drift starts, so it can vary from track to track, but is approximately between 0 and 0.8 seconds of time difference between the two cars. The chase car must be at least half a car length behind the line of the front bumper of the lead car (the line between the B-pillar and the front bumper is measured by the judges) and must not be more than 0.8 seconds behind; otherwise, the judges could call the run again. The same applies if the speed of the lead car reached by the end of the acceleration phase ("initiation" speed) is less than 85% of the speed recorded during qualifying. If either the lead driver or the chase driver fails to reach the assessed stage within the specified distance (due to intent or carelessness), the driver deemed at fault will be warned the first time and lose 0:10 the second time without completing that run of the battle. The same applies to the lead driver if the initiation speed is too low (min. 85%). Acceleration shall be carried out in accordance with the additional rules described in subsection 10.2.3. The task of the lead driver is to drift at as much angle and speed as possible along the curve expected in qualifying. The task of the chase driver is to copy the movement of the lead car at the widest possible angle and move as close as possible while positioning himself on the track in such a way that he can make transitions in the best possible rhythm without distancing. **The brackets of Tsuiso TOP32/24/16 are listed in Appendix 4.**

10.7 Announcement of the results:

The organiser is obliged to announce the results at the end of the rounds (competitions). If a round is interrupted for any reason (e.g., force majeure), the remaining competitors will be ranked by filling the bracket with qualification results. After the last round of the annual championship, the final results must be announced. The organiser can provide more information about the details of this, but care must be taken to ensure that it takes place at a top-quality event worthy of the rank of the annual championship.

11. SCORING

At the competitions, scoring is carried out by three judges simultaneously, and the scores they aggregate determine the results of the competitors. The criteria for selecting scoring judges includes the following: performance in the top 16 of the Hungarian OBI/PRO drift championship year, similar results in significant international series, international scoring judge experience, and/or successful completion of the FIA drift scoring judge course. The assessment covers a designated "assessed section" of the track. In the following, we will detail the aspects of judging and assessment in the Qualification and KO systems, and then the adjudication of Tsuiso tandem battles. During the evaluation, the scoring judges apply the principles described here in combination with the expectations stated at the Competitors' briefing, therefore it is particularly important that the Competitors attend the briefing and are aware of the evaluation criteria of the given competition.

11.1 Judging in the course of qualification and the KO system:

The highest possible score is **100 points**. If two or more competitors should receive the same number of points during qualifying, a tie-breaking decision will be made taking into account the lower-scored qualifying runs of the drivers concerned in order to determine the final rankings. If these are also equal, the order will be decided

based on the score of the line. The runs during qualifyication and the KO system will be evaluated by the judges on the basis of the following **3 criteria**.

11.1.1 Angle (of drift):

The scoring judges will assess the angle between the longitudinal axis of the car and the direction of travel when the car is drifting on the track. It is essential that the driver should maintain as high level of angle as possible along the entire length of the scored/assessed section, control it evenly (without corrections or mistakes leading to fluctuation), and that transitions between corners should be carried out accurately and with sufficient aggressiveness/speed. The highest score available in the rating of the angle is **30 points**.

11.1.2 Line:

When judging the line, it will be taken into account what line the rider follows in the scored section while using the entire width of the track, compared to the expected alignment. The approach of the contact points (inner clips and outside zones) placed on the track will be given greater significance in the choice of line. In addition, the judges will evaluate the connection of these points, as well as the places where the transitions are carried out. The so-called "apex" buoys/cones at the points of contact mark the intersection of the lines to be completed and the inner and outer curves of the corners. For perfect line selection and transition, the highest score available is **40 points**.

11.1.3 Style and overall impression:

Thanks to the development of drift sport, style has become the most important criterion in recent years. This is where the overall impact of the entire performance and its – sometimes even subjective(!) – impression on the judges are adjudicated. Its most important components comprise the following: **Initiation**, its location, angle (aggressiveness) speed, and the amount of corrections that may be necessary. **Fluidity**, which means the smoothness of the entire run and the correct connection of transitions, as well as the consistent throttle application while dosing torque (gas), its accuracy and thus the momentum carried along the entire track. The third important aspect is **Commitment**, which means the starting of the drift, continuous torque (gas) feeding, and confident approach and attack of touch zones and the edge of the track. Another evaluation criterion is the correct use of acceleration and deceleration points and possibilities of the track. The highest possible score is **30 points**.

11.1.4 Zero (0)-point runs and disqualification:

The following errors will result in a 0-point run:

- initiation failure
- spinning out or understeering for extended periods of time
- not drifting or opposite drifting (drifting with the opposite angle required at that point on course)
- leaving the track by two wheels

- overturning a designated touch point (buoy/cone) or pushing it away from its original location
- engine hood, tailgate and/or door opening during a run, or leaving a part behind (except as a result of a collision)
- uncontrolled completion

Regardless of the number of entrants, if a driver scores zero points in both qualifying runs, he will not be placed in the bracket and will be eliminated from the competition.

Drivers may be subject to point deduction or disqualification in accordance with 17.1-17.3 if: driving carelessly or at risk of accidents, ignoring flag signals from the track marshals, reaching out or leaning out of the car while driving, intentionally causing an accident or damage. In the event of disqualification, the driver's point score for that run shall be cancelled.

11.2 Judging Tsuiso battles:

Two scored runs must be completed by the competitors according to the system of Tsuiso battles, reversing positions (lead and chase) in each run. The battle will be won by whoever has the higher overall score in the two runs. In the event that the competitors' aggregate results are tied on points and the judges are unable to determine a winner, they will call for an OMT (One More Time) and the tandem will have to battle each other again. **After the OMT (i.e. after the second battle), the judges will by all means make a decision based on the total performance of the competitors in the two battles.** In the battle of Tsuiso, the ranking of competitors is carried out not on an "absolute scale", but in relation to each other. **During the announcement of the results after the battle, the scoring judges will only announce the names of the winner or the relegated competitor, not their scores.**

11.2.1 Lead driver goals

The goal of the driver of the lead car is to drift **at as much angle** and speed **as possible on the lines required** in qualifying. He may gain an advantage if he manages to move away from the chase car under the conditions described above, or if, also under these conditions, the chase driver may only follow him at a smaller angle at the same speed or catch up. The initiation speed of the lead driver at the end of the acceleration phase is also monitored by the judges and evaluated in pairs relative to each other. For this reason, as well as because of the "85% rule" relative to the qualifying round, it makes sense to aim for the highest possible "initiation speed" during battles.

11.2.2 Chase driver goals

The goal of the driver of the chase car is to "copy" the movement of the lead car (in the sense of synchronisation and harmony of the movement) as close as possible and at the widest possible angle, while positioning himself on the track in such a way that he can carry out the transitions in the best possible rhythm, without falling behind.

11.2.3 Point deduction

Deductions are made for uneven drift, repetitive corrections, understeering, falling behind, drifting at smaller angles or along worse lines. Points will also be lost by a driver who starts and/or finishes drifting later than the other driver within the scored sections. In addition, further point deduction will be given for toppling buoys/cones marking the edge of the track and lines. The adjudication and assessment will also be influenced by the manoeuvres detailed below.

11.2.4 Transitions

The timing of transitions, the technique of their execution, their aggressiveness and angle also matter in the assessment. The chase car can gain advantage if it carries out the transition earlier or at the same time. However, the downside may be that it may arrive at the start of to the next corner on too tight a curve or lose too much speed when it reaches the start of the corner.

11.2.5 Spinning out

If one car spins, the driver of the other car will automatically win the run. In the event that the lead driver spins, the chase driver should primarily strive to avoid an accident; he may stop drifting so that he can safely pass the spinning car. After that, he does not have to drift anymore but, if he does and spins in the process, the result will be 0:0. It is allowed for the chase car to spin if it is necessary to avoid a collision. Conversely, if the chase car spins, the lead driver must continue drifting along the scored section of the track. In the event that he also spins in the meantime, the result of the run will also be 0:0. If the competitors receive zero on all four runs (first run and OMT), their run is considered incomplete and the driver with the higher qualifying score will advance.

11.2.6 Overtaking/Passing

Overtaking or passing during Tsuiso is in most cases considered to be the fault of the chase driver. If the lead driver drifts properly, the chase driver should avoid overtaking. The goal of the chase driver is to follow and copy the run of the lead car, not to overtake it. **The primary goal of the tandem battle is to keep the cars close together,** so the drivers should use any advantage they may have accordingly.

11.2.7 Collision

During tandem battles, it is possible that the two cars will touch or contact each other. If this does not affect the battle (the movement of the cars) and both drivers are able to continue competing (lack of fair play or sportsmanship may also affect the assessment), the driver deemed at fault for the collision will be subjected to point deduction corresponding to the extent of the collision. If the collision is more serious and was caused intentionally or through negligence, the driver who caused it may be subject to a point deduction in accordance with 17.1-17.3. In the event of an intentional collision, the driver who causes it loses the battle and is then disqualified from the competition. For details of post-collision procedures, see **10.2.4.**

11.2.8 Intentional obstruction

In Tsuiso battles, positioning the cars relative to each other becomes very important. The lead driver is not obliged to monitor the position of the chase driver. Nevertheless, any manoeuvre that the judges consider to have been deliberately aimed at obstructing the chase driver is considered the fault of the lead driver. These may include unjustified slow driving, over-braking or unjustified use of the "left foot" brake, or a tight position closing the inner curve, etc.

Obstruction in the acceleration section also entails consequences, in particular non-progressive acceleration, unjustified throttle, braking, or unjustified lane changes or transitions. The judges will also monitor the non-continuous/uneven acceleration and the narrow position of the lead driver on the inside arc. First-time foul play in the acceleration stage will result in a warning and recalling that run, while second-time foul play will result in an immediate loss of that run of the battle.

12. TECHNICAL OBJECTIONS/PROTESTS

If any technical or administrative problem or objection should occur, any competitor with a valid entry, or his authorized representative, may file and lodge a protest with the clerk of the course / race director or, if the former is unavailable, with any other official of the competition. **No protest may be filed by competitors or their authorized representatives who did not attend the briefing or using a Daily licence.** By filing a protest, the person submitting the protest agrees to be bound by all relevant provisions. The intention to raise objections must be indicated to the clerk of the course / race director immediately after the breach or violation is detected, but no later than within 10 minutes. Protests may only be filed and lodged in writing. The fee for filing a protest is defined in *MNASZ Díjtételek* [MNASZ Fees], and its recipient is the organiser of the competition. The protest must contain the personal data of the protester, the name of the driver concerned, the type and number of the race car and a brief description of the objection. The car of the party concerned by the protest must be put into a separate parking lot and no changes may be made to it until the investigation is completed. During the course of the review and investigation of a protest, all parties involved, including any witnesses thereto, shall be heard. If the protest is deemed justified, the protesting party will receive a refund of the protest fee. If the protest is deemed to be unfounded or if it is withdrawn after it has been lodged, all or part of the protest fee paid shall not be refunded. If the protest is deemed to be partially justified, the protest fee may be partially refunded. If it turns out that the protester has acted in bad faith, the protest fee cannot be refunded. In the case of a well-founded and reasonable protest, the competitor deemed at fault will be disqualified. Protests shall be reviewed by the steward(s). Each protest shall contain only one specific objection. Should a protest be made against multiple violations or against multiple drivers, several objections shall be filed and lodged. **Protests against judges decisions, scores or point deduction are not permitted.**

13. CHAMPIONSHIP SCORES

Based on the positions acquired in each competition, the following points will be awarded to the competitors:

- 1st place: 40 points
- 2nd place: 38 points
- 3rd place: 36 points
- 4th place: 34 points
- 5th place: 32 points
- 6th place: 31 points
- 7th place: 30 points
- 8th place: 29 points
- 9th place: 28 points
- 10th place: 27 points
- 11th place: 26 points
- 12th place: 25 points
- 13th place: 24 points
- 14th place: 23 points
- 15th place: 22 points
- 16th place: 21 points
- 17th place: 20 points
- 18th place: 19 points
- 19th place: 18 points
- 20th place: 17 points
- 21st place: 16 points
- 22nd place: 15 points
- 23rd place: 14 points
- 24th place: 13 points
- 25th place: 12 points
- 26th place: 11 points
- 27th place: 10 points
- 28th place: 9 points
- 29th place: 8 points
- 30th place: 7 points
- 31st place: 6 points
- 32nd place: 5 points

The top four finishers in qualifying will receive the following extra points: 1st place +6 points, 2nd place +4 points, 3rd place +2 points, 4th place +1 point. The extra points will be added to the driver's championship points.

If the number of registered competitors in the PRO or PRO2 category is four or less, half of the championship points will be awarded to the competitors.The total of points collected per round equals the total points of the competitors in the annual championship. Consequently, the competitor with the most points shall be in first place, followed by the second, then the third, and so on. Competitors will be rewarded depending on their individual achievement. The top three competitors must be rewarded, concerning which the organiser can provide additional details.

13.1 Tie breakers in the championship:

When the final results of the championship are determined at the end of the season, the driver with the most points wins the Championship title. A tie breaker between drivers with the same number of points will be based on the higher number of more valuable positions in the championship across the season. If a tie still occurs in the points standings, the tie breaker will be based on who finished in a higher position earlier.

14. DRIFT TAXI, FUN RIDE:

If the organizer decides, it is possible to personally experience the world of drift driving by sitting in the racing cars as a passenger within the designated time frame. Drift taxiing can be applied for by competitors with their racing cars that have been previously taken over by a vehicle inspection and who have a license. With the special permission of the organizer, the opportunity for drift taxiing can also be provided to competitors with a verifiable drift racing history who are not participating in the current competition. During the Driftaxi, only cars carrying passengers can drive onto the track. During this time, TSUISO practice laps or testing of the cars is not possible.

The safety rules for the passengers are the same as for the drivers, i.e.: racing seat, racing belt, helmet, fireproof overalls, racing boots are mandatory. In all cases, the driver should check the use of the passenger's helmet and seat belt and, if necessary, correct any anomalies immediately. Drift taxi rides in category PRO and PRO2 are only possible in cars equipped with roll cages, homologated or expired homologated racing seats and racing belts, as well as in homologated or expired homologated racing overalls and helmets worn both by drivers and passengers (see "Roll cage")

15. PROVISIONS FOR (TRAINING) PRACTICE:

In order to prepare for drift competitions, the organiser shall provide regular practice opportunities. In order to ensure the safety of these training practice sessions and the appropriate standard, the provisions of this regulation must also be followed during practice.

16. PENALTIES, COMPENSATION:

Failure to comply with the above rules and regulations (overall: Regulations) will result in a penalty. The manner and extent of the penalty will be determined by the Supervisor of the respective competition, which may range from a warning through a point deduction to disqualification. If material damage attributable to a culprit has occurred intentionally or as a result of negligence, compensation may be claimed to be paid by the person who has caused it. **Participants shall release the host and organiser, the officials of the event, their employees and representatives from any liability in connection with any damage caused to third parties due to non-compliance with the rules, in the case of material or personal injuries for which they are jointly or separately liable. The host and organiser accept no responsibility whatsoever for equipment and objects left unattended on the event premises.**

16.1 Point deduction of 5 points:

In the case of a minor offence or violation of the rules, **5 points** will be deducted from the annual total points of the competitor. The competitor's result on the specific competition day will not be affected by the penalty.

16.2 Point deduction of 10 points:

In the case of a more serious offence or violation of the rules, **10 points** will be deducted from the annual total points of the competitor. The competitor's result on the specific competition day will not be affected by the penalty.

16.3 Point deduction of 15 points:

In the case of an egregious offence or violation of the rules, **15 points** will be deducted from the annual total points of the competitor. The competitor's result on the specific competition day will not be affected by the penalty.

16.4 Penalty for cumulative point deductions:

A competitor whose annual cumulative point deduction reaches **20 points** may only continue to compete in the championship if he demonstrates his preparedness and knowledge of the rules and regulations in an oral knowledge test on rules and regulations. Otherwise, the competitor may be disqualified from the championship.

17. PAYING CLOSE ATTENTION TO SAFETY:

Motorsports, including drifting, are accident-prone by nature and legally classified as dangerous operations; therefore, they are subject to strict liability. We hereby request that all participating competitors strive for accident-free, safe driving and fair competition under all circumstances.

18. IMAGE AND REPUTATION:

At events hosted and organised by us, competitors can either build or destroy their own and their peers' reputation, the reputation of MNASZ, Hunakamo Kft. and **www.drifting.hu**, as well as the overall image of drift sport. Therefore, we ask everyone involved or concerned to behave in a manner worthy of drifting and sport in general, always bearing in mind the above.

19. FURTHER INFORMATION:

Please find any changes related to the regulations and the latest relevant updates at the www.mnasz.hu and www.drifting.hu websites. The official websites of *Országos Bajnokság* [National Championships] are: www.mnasz.hu and www.drifting.hu. The information posted on the http://drifting.hu/kozlemenyek page qualifies as official information. The information newsletters sent by the organisers to the e-mail addresses provided by the competitors also qualify as official announcements.

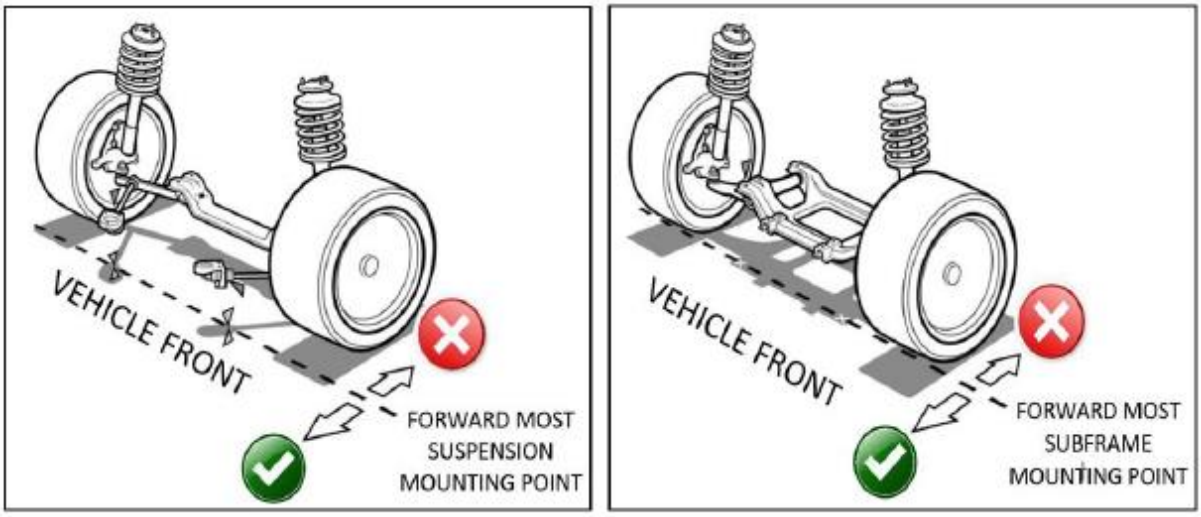
20. IMPRINT:

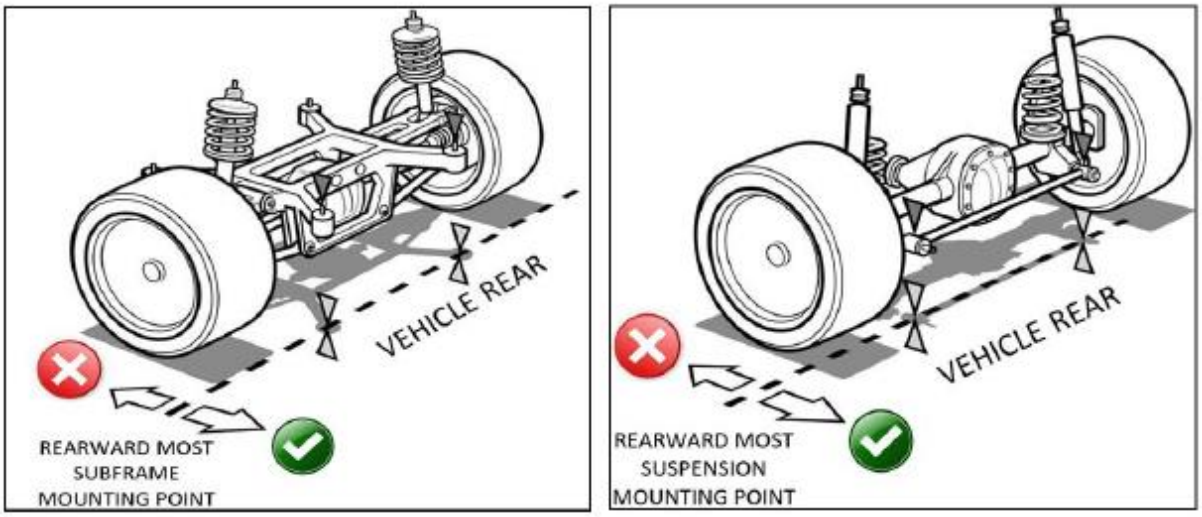
For creating this version of the Regulations, special thanks are due to *Attila Nyitrai*, *Attila Honvéd*, *János Mester* Jr., *Szabolcs Béres* and *Péter Angyal*.

21. Technical specifications and regulations

21.1 Chassis:

Basically, the car must be in good technical and aesthetic condition, while the main load-bearing elements must be corrosion-free and free from visible defects. The car must have a uniform, series-produced, homologated body (minimum 2500 production units). When using a convertible body, it is **mandatory** to install a homologated roll cage with a certificate (technical certificate) issued by a qualified welder. Without this certificate, the car will not be allowed to enter the race. **Tubular frame bodies are not allowed**. The load-bearing parts of the original bodywork between the front and rear turrets shall not be modified except in front of the forward most suspension mounting point and behind the rearward most suspension mounting point.





Without any further body modifications, racing cars registered in 2020 or before may continue to participate in OB competitions. Body modifications for PRO category racing cars registered after 01/01/2022 must comply with the **FIA J 269 DC1** approved on 06/03/2020. (Appendix 5, **FIA Specific Regulations for DC1 Drift Vehicles**).

Complete body parts may not be missing from the car, except for external plastic decorative and/or spoiler elements. (e.g.: spoiler, wing, etc.) The bonnet and front and rear bumpers may be temporarily removed **with the special permission** of the organiser. Plastic and carbon body elements are allowed to be used. Rear-view mirrors (minimum 2 pieces) and windscreen wipers (minimum 1 piece) are mandatory. The wiper must perfectly wipe the windscreen surface in front of the driver. Air intakes, spoilers and flaps may be used as desired, provided that they are properly and safely installed and represent no source of danger. Towing eyes or indicated towing points at the front and rear are mandatory. The marking/indication should be done with an arrow of a minimum length of 10 cm painted in a colour that contrasts with the base colour of the car. Neither the front, nor the rear towing eye may protrude higher than the top line of the factory-fitted bumpers. Retrofitted towing eyes extending beyond the bonnet are NOT permitted. No part may extend beyond the factory or modified (widened) shape of the body and its boundary plates (chassis).

21.2 Engine, power transmission, drive train:

The engine choice is free and it may be modified, while the use of a supercharger is permitted. The manufacturer of the engine and the body may differ. The power transmission and the drivetrain, i.e., the gear box, the clutch, the transmission, the differential, the cardan and semi-axle may be freely selected and modified. Modifications to the engine, transmission and drivetrain must be carried out professionally and in such a way that their operation should be safe. **During scrutineering, the car must be able to be started with the driver sitting in the driver's seat without outside assistance, and it must also be demonstrated that it is capable of moving around on its own.**

21.3 Fuel system:

It is recommended to use the standard fuel tank and its accessories. Modifications are permitted, but the standard fuel tank may only be used at its original installation location. In the event of modifications, special care and professionalism must be exercised and modifications must be carried out in a manner approved by FIA, so that the entire fuel system should perform its original function at the same or an even higher level than the stock version. If the fuel tank is not placed in its stock location, it may only be installed in the boot, **at least 30 cm from the chassis parts**. In this case, the boot must be separated from the driver's cab/cockpit with a fireproof partition. It must be leak-proof and fireproof to prevent fuel from entering the passenger compartment.

If the fuel line wholly or partly passes through the cockpit/driver’s compartment, it must be fitted with fire-proof covering to protect it against external mechanical influences. In the case of modification, from 01/01/2022, a homologated system according to the prescriptions in **FIA J 269 DC1** should be installed, including pipes, connections, tanks, valves and pumps.

21.4 Exhaust system:

In all cases, the exhaust system must contain the following components: outlet, exhaust pipe and end drum. In technically justified cases, the end drum may be

omitted but the noise level of the system should not exceed **100dB**. The system choice is free and may be modified with the following restrictions. No component shall be wholly or partly contained in the cockpit/driver's compartment or in the boot / luggage compartment. Rear and side ends are allowed but must always be located behind the front wheel line and hang at least 2cm beyond the body line. Side-pipes are not allowed, so the exhaust system piping must not run below the threshold; it must be at least 30cm inward from the outside line of the threshold.

The permissible noise level limit is **100dB**. The measurement shall be carried out in the "slow" position, at an angle of 45 degrees, 50 cm from the exhaust outlet, at an engine speed of 4500 ± 1/min. If a noise restriction applies to the specific venue, the organiser of the competition may set a lower noise limit. Modification of the exhaust system after scrutineering will result in a **point deduction according to 17.3. If the race car exceeds the noise limit and the organiser and/or track owner is fined as a result, the fine can be passed on fully or in part to the driver responsible.**

21.5 Cooling system:

The type and capacity of the cooling system may be freely selected, modified and expanded with additional cooling fans and heat exchangers. The position of the heat exchangers is free but not in whole or in part in the cockpit. If the pipes of the cooling system pass through the cockpit, they must be fully protected in such a way as to protect the pipes against mechanical damage and against the potential escape of hot coolant and steam to the driver or passenger. If the heat exchanger is placed in the boot, it must be separated from the cockpit without flow-through.

It goes for the car as a whole, especially its engine, transmission and drivetrain, fuel, cooling, brake and servo systems, that no dripping or leakage is allowed. If such dripping or leakage is detected for the first time, the driver will be warned and will not be allowed to enter the track, while for the second time, he will be disqualified from the competition. When preparing the car, special attention must be paid so that the liquids required for its operation should not escape from their tanks.

21.6 Windscreens and windows:

The car must have complete, closed, damage-free glazing. The side windows must be in place and may be lowered by a maximum of 5cm. The use of window net is permitted to substitute side window, but in this case, it is mandatory to wear a closed helmet that completely covers the face, the net must cover the entire window opening and arm restraint is recommended to use. Window tint films and safety films may be applied according to the following rules: Front windscreens shall not be tinted. The front windows on the right and left may be tinted up to 70%. The rear windows may be tinted at will. The front windscreen shall be made of multi-layer laminated safety glass. Other windows may be made of safety glass or polycarbonate plastic or lexan of minimum 3mm thickness. The sunroof must be kept closed.

21.7 Seats and safety/seat belts:

The use of homologated or expired homologated racing seats is mandatory in the PRO and PRO2 categories, and recommended in the Street category. In the Street

category, stock seats are accepted, and if replaced, the installed seat is expected to be homologated or expired homologated. The racing seat may have a metal frame or a plastic or carbon shell and must have a head restraint. The racing seat must be fixed to the body shell at least at 4 points with screws of at least 8mm diameter 8.8 material quality. When using a racing seat, it is mandatory to wear a racing belt with at least 4 points (see below for details).

Homologated or expired homologated, minimum 2" wide 4-point safety race belt use for PRO and PRO2 categories is mandatory, while it is recommended in the Street category (5 or 6 point belts are recommended). The minimum requirement for a seat belt used in the Street category is that it should be a standard/stock accessory and, if the stock seat belt is replaced, it should be homologated or expired homologated. When using a stock seat, the use of a stock seat belt is mandatory. The racing seat and racing belt should be mounted at different points. Each mounting point of the racing belt shall be attached separately to the body or roll cage. Installation must be professional, strong enough for the attachment points, and the devices installed must be structurally sound and their operation must be flawless. Head and neck protection system (HANS) is recommended.

The standard guidelines for seat and belt mounting are specified in articles 6 and 16 of **253 of FIA J 269 DC1**.

Only one passenger may be transported in the car at a time, exclusively outside the competition (drift taxi), but only if the car is fitted with homologated or expired homologated seats, equipped with seat belts and also with a roll cage. If the vehicle's bodywork and safety features (4 doors, roll bar, racing seat, racing belt) are designed to safely transport multiple passengers, then a maximum of 3 passengers can be transported, taking these into account. **The use of seat belts, fireproof overalls and helmets marked "E" is mandatory in all cases. Failure to comply with this rule will result in immediate disqualification.**

21.8 Roll cage („Bukócső”):

A roll cage or safety cage is a multi-tubular structure fitted close to the body shell, installed in the cockpit, the function of which is to reduce body shell deformation in the event of impact or overturning. The fitting of a safety cage is compulsory in categories PRO and PRO2, while it is recommended for Street categories. In the street category, its instalment is not mandatory when using an unmodified standard body. In cars with roll cages, the use of a racing seat and racing belt is mandatory in all cases. (see Seats and seat belts) The elements of roll pipes must be single-piece. They should be solid, without unevenness or cracks. All welds must be of the highest quality. At the connection points of the pipes, the material, with complete melting, must be welded around its entire perimeter. Only gas shielded arc welding process may be used.

If the body is not made of steel, any welding between the roll cage and the body is prohibited, and mounting in this case must be done with screws. In the case of bolted constructions, the mounting plate (tubular base) must be attached to the body with at least 3 screws with a diameter of 10mm and material quality 8.8 at each anchorage point. When examining or scrutineering the roll cage, we basically rely on the provisions of Article 10 and points of the **FIA J 269 DC1**, approved on 06/03/2020

(WMSC), which can be downloaded from the www.fia.com and www.drifting.hu sites. These are also valid for the choice of material, machining – with special regard to the quality of the welds – the accuracy of installation, the spatial structure and location of the pipe structure.

As of 01/01/2022, it is recommended to obtain an MNASZ Roll Pipe certificate in the PRO category, which may be issued upon a technical inspection after submitting a completed application form. The form can be downloaded from www.mnasz.hu or www.drifting.hu.

In order to achieve the necessary rigidity and protection, the **minimum** requirements for the spatial structure of the roll cage are illustrated in the following figure:

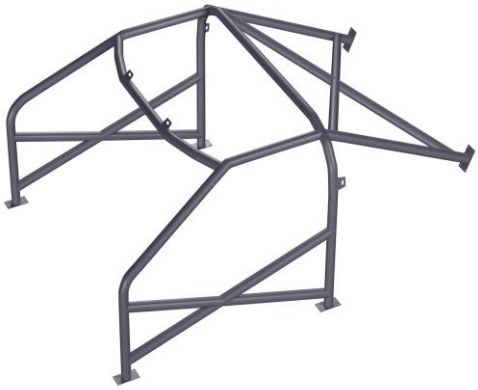


Figure 1: 6-point 3X roll cage

To enhance longitudinal protection, the following Door bar designs are also allowed:

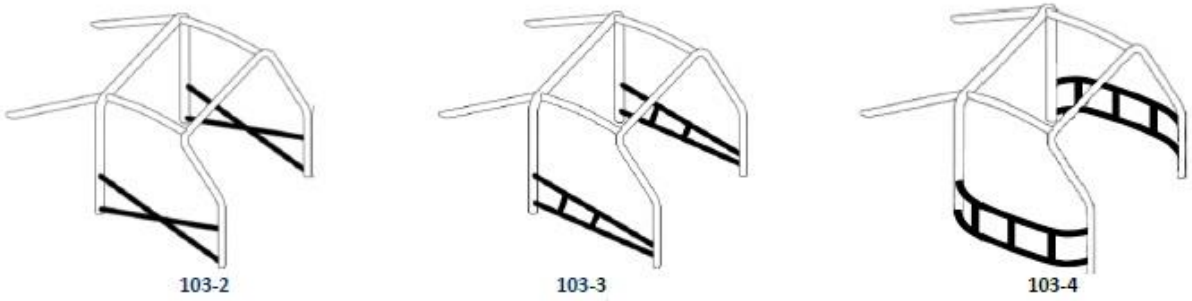


Figure 2: Door bar designs

21.9 Braking system, suspension, steering mechanism:

A pedal-operated double-circuit braking system is mandatory. Brake force boosters, regulators and distributors may be used. Manually operated hydraulic brakes are permitted provided that safe use of existing service brakes is not impeded. The steering transmission and its gear ratio may be modified. **All parts of the braking system, suspension and steering mechanism may be freely varied and strengthened, provided that they perform their original functions at the same or an even higher level. The modifications must be professional, the installed devices must be structurally intact and their operation must be flawless. The**

faulty or improper operation of these parts is a direct source of accidents; therefore, special care must be taken during their modification. Even after modification, they must be completely reliable even in competition conditions. Only parts marked "E" may be used for modification.

21.10 Rims and tyres:

Rims and tyres may be freely selected and combined, provided that they comply with the following: wheels of the same size and type may be used on one and the same axle. A tolerance of +/- 2" between the wheels used on the front and rear axles is allowed. All parts that are not permanently joined to the wheel (e.g. wheel cover, cap) must be removed from the wheel. Both light alloy and steel rims may be used. In all cases, they must be fixed with special wheel bolts at all attachment points established by the manufacturer (e.g.: a 5-hole rim with 5 bolts). Studding, gauge widening and dividing circuit modifications are permitted provided they are made in one piece and are made of ferrous (steel) or a suitable light alloy. Any road-ready "street" tire may be used. **Racing tyres marked "S" (slick) may not be used. Re-treaded tyres may only be used with the permission of the organiser.** (The organiser, together with the Technical Inspector, shall make a decision based on the available permits and certificates.) Street tyres are checked for the presence of an E mark and DOT number, as well as for tyre sizing checks (e.g.: 225/45 R17). Due to the nature of drift sport, it is common practice to use used tyres. This is allowed, but the tyres must not be damaged (torn, detached tread, etc.). Tyres on the same axle should be the same size and should have the same make, type and pattern.

Rim diameter and tyre width permitted:
STREET category: **0 - 225mm, 14-17”**
PRO2 category: **205 - 235mm, 15-18”**
PRO category: **245 - 265mm, 16-19”**

Tyres used during the event may not be left on the premises; the competitors must make the necessary arrangements for their removal.

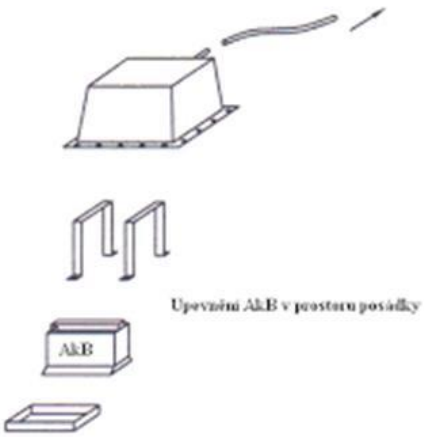
If a deviation from the above-mentioned tire and/or wheel rim sizes is permitted in a given competition, this fact and exact details must be recorded in the official documentation of the event, in the competition notice.

21.11 Electrical system:

The nominal voltage of the system may not be changed (e.g.: 12V). Installation of relays, fuses and new equipment, as well as the re-connection and modification of cables are permitted. The following lights must work correctly on the car: low-beam headlights, tail-lights, min. 2 pcs of stop lights. High beams, fog lights, width indicators and reversing lamps may be removed. Additional lamps may be freely installed, but special attention should be paid to their accurate and professional adjustment. The light beam emitted should not disturb the driver of the car in front or behind. The battery may be replaced at will, and its capacity and size may be varied. If it is not positioned at its stock location, it must be secured sufficiently firmly and covered with a protective cover to prevent battery acid from leaking in the event of a

rollover (except for gel batteries). It is recommended to use a fully closed-system "maintenance-free" battery.

The installation of an external and an internal general circuit-breaker switch is mandatory in the PRO and PRO2 categories and recommended in the Street category. The internal circuit-breaker switch should be placed in such a position that the driver can reach it while sitting in the driver's seat with the seat belt fastened. (It is recommended to place it on the dashboard or centre console.) The outside circuit-breaker switch shall be placed at the lower right or left corner of the front windscreen in such a way that the steel wire is discharged through the body and securely fixed. It has to be clearly marked in a colour that contrasts with the base colour of the car (red lightning on blue). The external circuit-breaker switch may operate the internal switch or a separate independent circuit-breaking system. **A circuit breaker is functional if it disconnects the battery from the car's electrical network and stops both the car's engine and the fuel pump.**



21.12 Fire extinguisher:

At least 1 handheld, fully operational fire extinguisher with a minimum filling weight of 2kg and with a valid inspection label is mandatory in every car. This must be positioned in such a way that the driver can reach it while sitting in the driver's seat with his seat belt fastened. It must be securely fixed, but in such a way that the driver should be able to access it using just one hand. (e.g.: quick-release metal fastenings) The regulations for hand-held fire extinguishers and integrated automatic fire-extinguishing system are set out in **FIA J 269 DC1. Without a fire extinguisher, the car will not pass scrutineering and will not be able to drive onto the track. Removal of the fire extinguisher after technical acceptance will result in disqualification.**

21.13 Helmet:

The use of safety helmets marked "E" (European conformity mark) on the designated track is mandatory for both the drivers and the passengers in all cases (and its label must be verifiable). It is recommended to use homologated or expired

homologated helmets. In the PRO category, it is mandatory to wear a closed helmet that completely covers the face. The helmet must be properly secured during use (buckle). A passenger may only be seated in the car under the conditions specified in Point 15 of these regulations. **The correct use of a helmet and seat belt by the passenger is the responsibility of the driver.** The driver should not start the car or should stop the car immediately if the passenger does not wear the helmet or does not use the seat belt properly. **Compliance with the above rules is monitored as a priority and failure to comply with them will result in immediate disqualification.**

21.14 Clothing:

In all categories (PRO, PRO2, Street) the use of homologated or expired homologated refractory overalls is mandatory. **It is inappropriate to use the so-called "go kart clothes".** In the Street category, instead of fireproof overalls, it is allowed to use fully closed long clothing and ankle-high leather boots. In the PRO category, homologated or expired homologated fireproof gloves and shoes are mandatory, in the PRO2 and Street categories it is recommended; otherwise, the use of ankle-high leather boots is a minimum requirement. Loose and baggy clothing should be avoided that could get caught or otherwise restrict the wearer's movements. Clothing worn should not be oily or otherwise contaminated. Nylon and synthetic materials should be avoided and fireproof clothing should be used instead (undergarments included).

22. APPENDICES:

22.1 Appendix 1: Entry and participation fees

The licence fees are listed in the current fee table of MNASZ.
The entry fees for training and competitions are specified in the respective competition announcement. The information above is also available on the www.drifting.hu and www.mnasz.hu pages.

22.2 Appendix No. 2: How to obtain a licence

The precondition for participating in PRO and PRO2 competitions is to have a licence. The choice of category is made freely based on the competitor's decision, but if the competitor's performance is uncertain based on the feedback of the scoring judges or does not meet the minimum requirements of the given category, the competitor may be invited to take the license exam.

How to get a licence:

- The procedure for obtaining the licence exam certificate is the same as that of the qualification run, when **two scored laps must be completed** on the designated track before a panel of three judges. Depending on the decision of the organiser, the two exam laps may also be completed during practice if the competitor concerned is informed accordingly.
- As a scoring criterion for the exam, is the scoring system used in the competitions will be applied unchanged.
- In order to obtain a PRO license, **both laps must be completed at a minimum rate of 70% each**, for PRO2 licence, **one lap must be completed at a minimum rate of 60%.**
- Having obtained a license, competitors may **ONLY** enter a designated category competition if the race car successfully completed the scrutineering.

22.3 Appendix No. 3: Mandatory stickers/decals

Displaying the competition numbers and stickers/decals identified in this appendix is mandatory. If they are not displayed, granting or issuing a start permit may be refused, but it can be redeemed by paying an amount of HUF 150,000.

Mandatory stickers/decals:

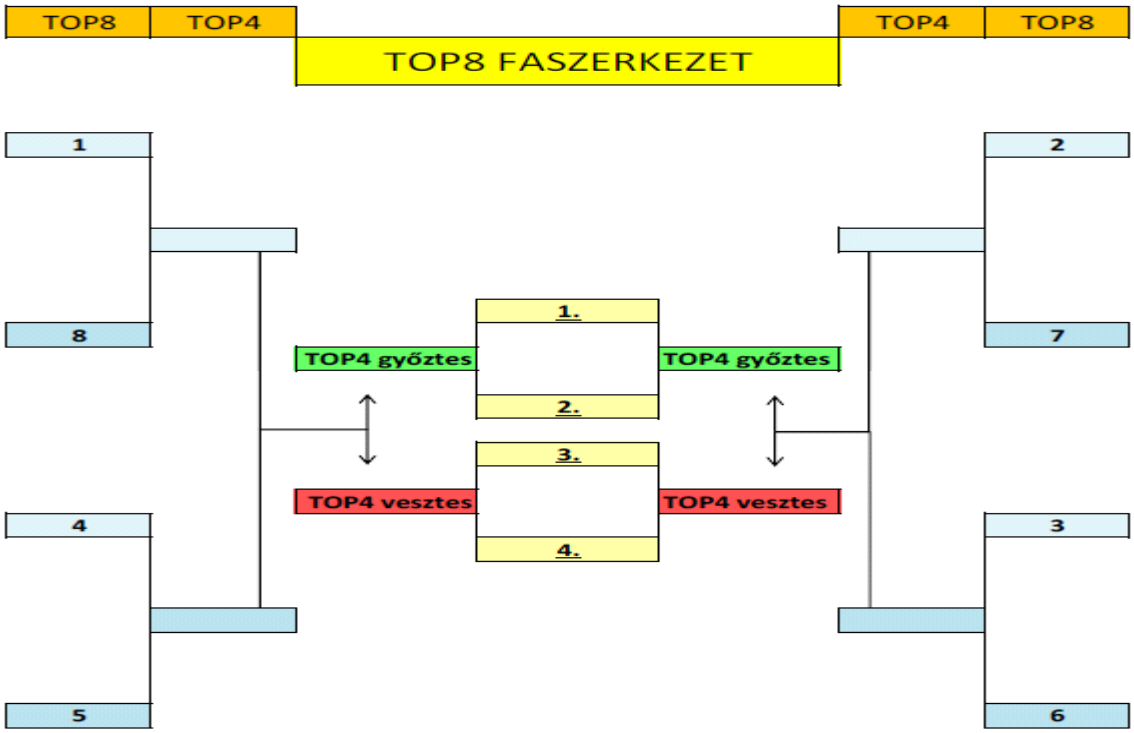
- **START/COMPETITION NUMBER:** distributed based on the competitor's result or exam from the previous year. Positioning: placed in the first third of the front doors on both sides of the vehicle, approximately on the centre line of the door or slightly upwards. (with special permission: on rear side windows or front mudguards)
- **WINDSCREEN STRIP:** positioned on the upper part of the front windscreen. The windscreen strip may be replaced by 2 20x60cm stickers/decals affixed to the front fenders or the upper third of the front doors.
- Further information about the other mandatory stickers/decals will be provided at the competitor briefing.

Replacement of mandatory stickers/decals:

- replacement of race/competition number: HUF 3,500 / piece
- replacement of windscreen strip: HUF 5,500 / piece
- replacement of 2 large drifting stickers/decals substituting the windscreen strip: HUF 3,500 / piece

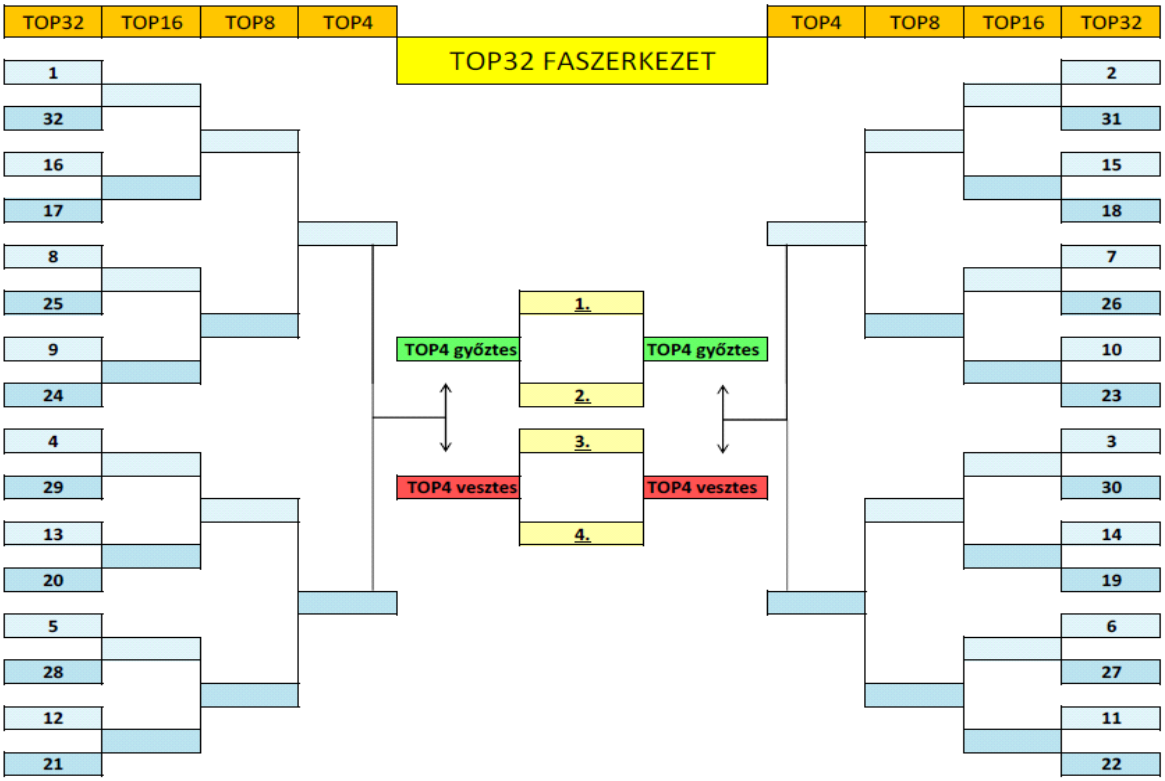
22.4 Appendix No. 4: Brackets

22.4.1 KO system bracket



TOP 8 Bracket

22.4.2 Tsuiso system brackets



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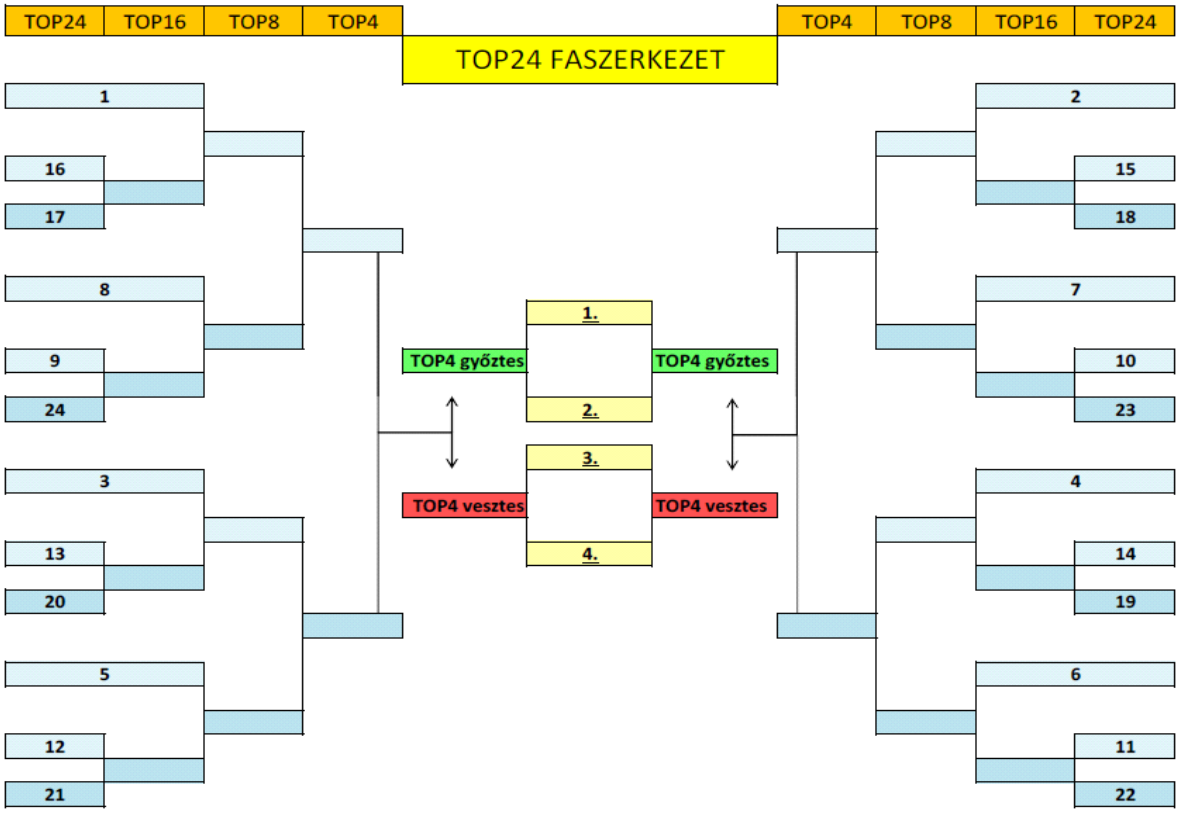

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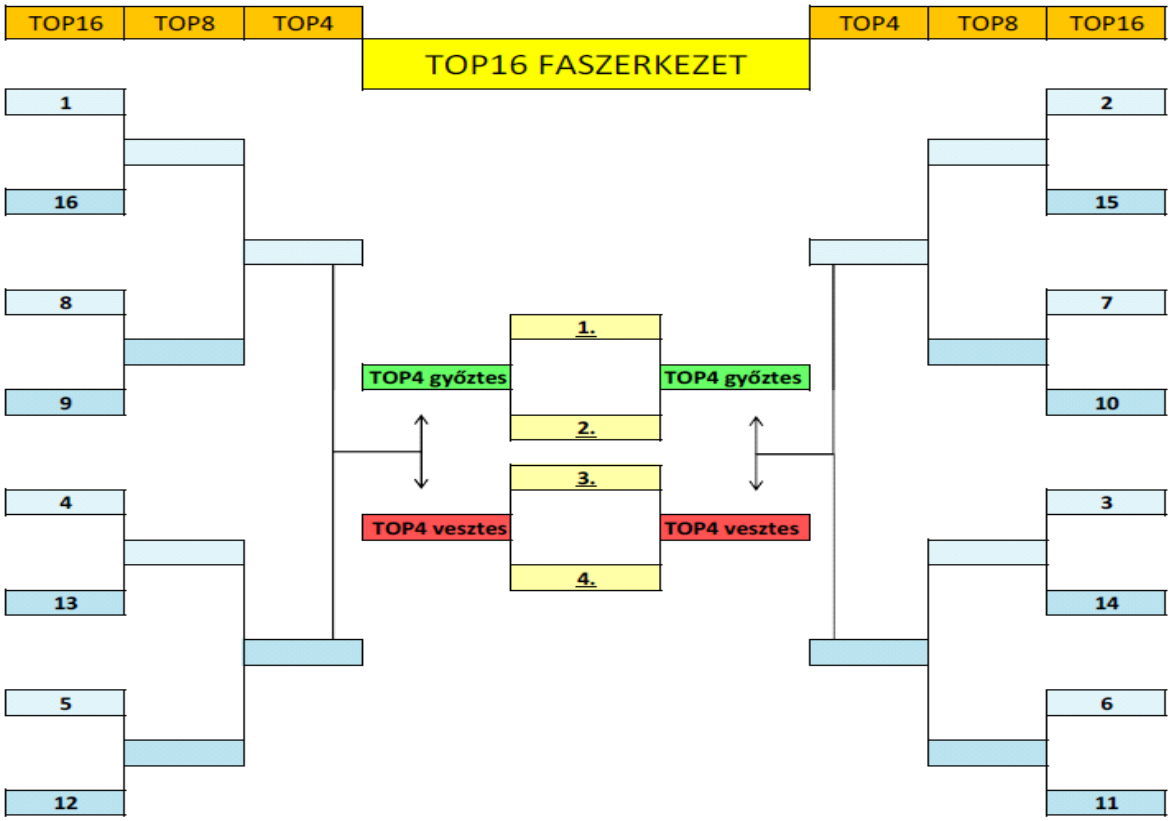

TOP 16 Bracket

22.5 ***Appendix No. 5:***

ANNEXE J ARTICLE 269 Specific Regulations for DC1 Drift vehicles.

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22.6 ***Appendix No. 6:***

MNASZ Roll cage certificate

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