

SPORTING REGULATION OF SWIFT CUP EUROPE
INTERNATIONAL/2021

1. INTRODUCTION

- 1.1. The Swift Cup Europe noticed by the National Automobilsport Federation of Hungary for 2021 will be run in conformity with the Series' sporting and technical regulations in compliance with FIA and The National Automotorsport Federation of Hungary standards.
- 1.2. //The Swift Cup Europe series is organised in conformity with the provisions of
- a) the International Sporting Code and its appendices,
 - b) the FIA General Prescriptions on circuits and
 - c) the FIA Sport Regulations
 - d) the General National Sporting Regulations of the ASN and othe regulations of the ASN.
- 1.3. //The regulation of the Series is written in Hungarian and English. In case of any dispute, the English version of regulations shall be definitive.
- 1.4. //The parent ASN of the Series is the National Automobilesport Federation of Hungary.
- 1.5. //The organiser and the promoter of the Swift Cup Europe is the GFS Racing Kft (2135 Csörög, Alkotmány u. 17. Hungary)

2. OFFICIALS

2.1. //Organising commitee

GFS Racing Team

Burkus Egon – promoter
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GFS Racing Team

Tánczos Éva – szervezési asszisztens / English
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Zellhofer Motorsport

Christina Ettl – organizer
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telefon: +43 676 9222 487

3. //LICENCES

- 3.1. //Those can be rated in the international series who has minimum International D licence or has license issued by any ASN which equivalent with this and valid for the current year for the circuit discipline (including restricted competitor licenses)

4. // REGISTRATION

- 4.1. The non-refundable registration fee for the 2021 Swift Cup Europe is 200 € including VAT per driver.
- 4.2. All competitors must register for the Swift Cup Europe by sending the Registration Form with the Registration Fee to the organisers prior to the Final Closing date to the email address info@gfs.hu or through the swiftcupeurope.com website. The organisers reserve the right to accept registrations after the deadline.
- 4.3. Deadline of the registration: 2 April 2021**
- 4.4. The registration fee must be transferred to the account as follows:
- **In case of a transfer in HUF:**

GFS Racing Kft
Raiffeisen Bank
IBAN: HU44 12026001-01516906-00100001
Information for beneficiary: Swift Cup Europe registration fee
 - **In case of a transfer in EURO:**

GFS Racing Kft
VÚB Bank
IBAN: SK24 0200 0000 0032 1831 9253
Information for beneficiary: Swift Cup Europe registration fee
- 4.5. Registration is deemed to be accepted if the organizer has confirmed it in writing.
- 4.6. Registration to the series does not substitute the entries to the events.

5. ENTRIES

- 5.1. All competitors who wish to participate in any events must submit an entry form and pay the entry fee before every events.
- 5.2. Entries must be sent using the entry form on swiftcupeurope.com or by email to info@gfs.hu from the 2021 season of Swift Cup Europe.
- 5.3. All fully filled entry forms and completed scrutineering forms must be submitted on swiftcupeurope.com or sent to info@gfs.hu.
- 5.3.1. Entries must be submitted at least 15 days before the beginning of the event.
- 5.4. The entry fees for the race weekends (VAT incl.):
- 300 € /race, at least 15 days before the beginning of the event (by the weekend regulation)
350 € /race, at the event
- 5.5. The entry fee must be transferred to the account as follows:
- **In case of a transfer in HUF:**

GFS Racing Kft
Raiffeisen Bank
IBAN: HU44 12026001-01516906-00100001

Information for beneficiary: Swift Cup Europe entry fee

- **In case of a transfer in EURO:**

GFS Racing Kft
VÚB Bank
IBAN: SK24 0200 0000 0032 1831 9253
Information for beneficiary: Swift Cup Europe entry fee

5.6. Entry fee is per races and includes VAT.

5.7. The entry fee can be paid in Hungarian Forint (HUF). In this case average exchange rates of the Hungarian National Bank's may apply.

- **In case of a transfer in HUF:**

GFS Racing Kft
Raiffeisen Bank
IBAN: HU44 12026001-01516906-00100001
Information for beneficiary: Swift Cup Europe lump sum entry fee

- **In case of a transfer in EURO:**

GFS Racing Kft
VÚB Bank
IBAN: SK24 0200 0000 0032 1831 9253
Information for beneficiary: Swift Cup Europe lump sum entry fee

5.8. The organizer provides the opportunity to pay the lump sum entry fee and the amount is: **3300 €**, - (three thousand three hundred Euro) (incl. VAT) which includes the 6 international competition weekends entry fee and the free practice fee before the qualification in every race weekend.

5.9. The deadline for payment of lump sum entry fee:

2 April 2021

5.10. The lump sum entry fee must be transferred to the account as follows:

- **In case of a transfer in HUF:**

GFS Racing Kft
Raiffeisen Bank
IBAN: HU44 12026001-01516906-00100001
Information for beneficiary: Swift Cup Europe lump sum entry fee

- **In case of a transfer in EURO:**

GFS Racing Kft
VÚB Bank
IBAN: SK24 0200 0000 0032 1831 9253
Information for beneficiary: Swift Cup Europe lump sum entry fee

5.11. If another driver would like to race in the next race with a car which had scruteneered for the previous race of the event the driver must complete administrativ check and the car must have a re-scruteneered again.

- 5.12. The entered cars can be changed within the same category and class till the end of the pre-event scruteneering or additional scruteneering check with another car with the permission of the Chief Scrutineer or the Stewards, but in the scruteneering form the data of the new car must be signed.
- 5.13. With signing the entry form the driver confirms the full recognition of this regulation and the provisions contained in there.
- 5.14. Only competitors who have been entered in time and have paid the entry fee will be eligible to participate. Verbal registration or entry cannot be accepted!

5.15. Individual entry

Entrants have the entry right to participate in Swift Cup Europe races who has valid license for circuit discipline issued by the National Automobilsport Federation of Hungary or any other ASN of FIA for the current year.

5.16. „Four-hand rule”

The promoter also accepts the entries of two drivers takes part in the series with single car. These entrants may participate in the evaluation of the series too.

The annual registration must be notified to the promoter at least 14 days before the first event.

If “two-hand” drivers who are already participated in the Cup wishes to compete the rest of the season as a “four-hand” drivers, their individual points will be retained, but their scoring as a “four-hand” will be taken further with the more points scored driver of the two-hand drivers.

A “two-hand” registered driver in the championship can not change to “four-hand” in the last four races.

The registration fee and the entry fees are based on the agreement with the promoter.

In case of four-hand registration, the drivers decide at their discretion how the races or the weekends of the championship will be shared between each other. They must fill their entry form accordingly that before the closing date.

In the case of a “four-hand” entry, on the entry form must be indicated which driver on which race will take part.

Single registration fee: 100 Euro/pair (incl. VAT)

That driver must take part in the first race, who has completed the qualifying session. On the next race the other driver starts from the position his four-hand pair achieved in his own race.

5.17. Team entry

5.17.1. Team the entries must be send in writing indicating the names and starting numbers of the drivers to the race officer at the latest 30 minutes before the first race of the competitors concerned.

5.17.2. The team entry fee: 100 Euro/event (incl. VAT) which must be paid before the first race of the event.

6. DRIVERS

6.1. The following drivers can be entered for the Swift Cup Europe series:

6.1.1. who has minimum International D licence or has license issued by any ASN which equivalent with this and valid for the current year for the circuit discipline (including restricted competitor licenses)

6.2. Only drivers can be entered who signed the contract with the promoter of the Swift Cup Europe.

6.3. Mandatory safety equipment for drivers is enclosed in Appendix I to these Regulations.

- 6.4. Other conditions for issuing licenses are included in the regulation of the MNASZ National Circuit Championship.

7. TEAMS

7.1. Basic information

- 7.1.1. Drivers from FIA member countries that are registered to the Championship could be entered in the Team Competition too.

7.2. Members of the team

- 7.2.1. A team may consist of at least 2 and maximum 3 drivers in the races of the series. The number 1 driver cannot be changed.
- 7.2.2. The members of a given team can only be drivers of the same group.
- 7.2.3. Any driver in the series can only be entered in one given team only.
- 7.2.4. After the beginning of a given qualification, the team may not participate in the team evaluation of the event if at least one driver of the team is changed. In the case of a two-member team, the third team member may be added during the year.

8. ACCEPTED CARS

Suzuki Swift Sport 1.4T (Suzuki Swift Sport A2L 414, built by GFS Racing, 2019)

Suzuki Swift Sport 1.6 (Suzuki Swift Sport AZG 416, built by GFS Racing and ZM Racing, 2016)

9. CLASSES

The classes can participate in Swift Cup Europe:

Suzuki Swift Sport 1.4T (Suzuki Swift Sport A2L 414, built by GFS)

- International class
- Hungarian Championship
- Austrian Championship
- Polish Championship
- Hungarian Junior Championship

Suzuki Swift Sport 1.6 (Suzuki Swift Sport AZG 416, built by GFS and ZM Motorsport)

- International class
- Hungarian Junior Championship

10. TECHNICAL BACKGROUND

- 10.1. Swift Cup Europe consists of circuit races.
- 10.2. Swift Cup Europe is organized in a point system. In the results of each race the drivers can get points, which is the basis for the individual scoring of the cup at the end of the year. The teams in the cup also get points, which is the basis of team scoring of the cup at the end of the year.
- 10.3. In the case of a dead heat, the position should be decided on the more of the first, second, third etc. positions. If the results are the same, the drivers or teams are considered to be in the same position.

- 10.4. In the calculation of Swift Cup Europe annual individual and team evaluation two races are minused. Only races that the driver entered and took his/her car at the scrutineering check can be minused. The race on which the driver was disqualified cannot be minused.
- 10.5. The winner of the Swift Cup Europe annual individual evaluation wins the title of "Champion of Swift Cup Europe".
- 10.6. The winner of the Swift Cup Europe Team evaluation wins the title of „Champion of Swift Cup Europe Team”.

10.7. Boxes and paddock

- a) The organiser should ensure the paddock for free.
- b) The available number and fee of boxes should be contained in the race regulation.

10.8. Pitlane

- a) During the race weekend drivers may drive at a speed of up to 60 km / h in the pitlane.
- b) In case of speeding:
 - During the training, the Stewards penalize the driver for the first time with a fine, a second time with a fine and the canceling the best result of the training, the third time with a fine and canceling all the results of the training.
- c) It is forbidden to go backwards or in reverse in the pitlane under a penalty of disqualifying. The car can only be pushed back in the pitlane in the opposite direction.
- d) The driver may remain in his car under refueling (if allowed by the rules) and changing the wheel, but the engine must always be stopped.
- e) After the drivers are in the pitlane or depot, the team members have to clean the area immediately from any tools and pollution during the training and races.
- f) Persons under the age of 16 are not allowed to stay in the pitlane except for drivers with licenses.
- g) Live animals are strictly prohibited entering the pitlane.
- h) Smoking is strictly prohibited in the pitlane and boxes.
- i) During the race the entering the track is permitted only at the exit of the pitlane.
- j) Racing cars can only leave the pitlane when the light is green.
- k) Drivers may enter the track on their own responsibility and take into consideration that they may not obstruct or interfere the race cars arriving in the track at all.
- l) The drivers must not cross the paralell-painted line between the cars arriving at the racetrack and the cars coming out of the pitlane after the pitlane exit.
- m) Drivers may only enter the box street and depot area from the racetrack only by way of the boxing entrance, unless the judges expressly give instructions to their markings. The drivers must give a clear indication of intention for entering the box street and make sure that he can do so without disturbing others or causing an emergency.

10.9. Training sessions

10.9.1. Free practices

- All drivers must participate minimum one free practise in every competition.
- The scedule of free practices are included in the supplementary regulations.

10.9.2. Qualifying

- At least 30 minutes of qualifying session should be provided for drivers. The qualification can also be implemented in a superpole system. In this case the total length fo the qualifying is 45 minutes. The promoter of the Cup and the organizer of the event has to arrange which qualification process will be applied before the publishing of timetable.

10.9.3. Running of the Qualifying in the traditional way

- The beginning of the qualification is indicated by the red light switching to green at the exit of the pitlane. The driver can drive to the track if the light is green.
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- All laps of each driver will be timed in the qualification to determine the starting order and limit times.
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- The end of the qualification is the drop of the chequered flag. The pit exit light switches to red at the moment of the dropping of chequered flag.
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- Drivers who have completed the qualification, drive their car independently to their box or to their depot area, or if the supplementary regulations include other rules, they have to drive to the parc fermé.
- In the case of dead-heat, the driver who has reached the lap time earlier must be placed ahead.

10.9.4. Running of the Qualifying under the superpole system

- If qualifying session will be run under superpole system it must be specified in the supplementary regulations.
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- If the event includes more than one race, the superpole qualifying can only determine the starting order of the first race only.
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- The Superpole Qualifying is divided into two parts.
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- The duration of the first part is 25 minutes. This part is running in the traditional way, every entered driver can enter to the track. Every completed lap of every driver will be timed.
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- The first part of the qualifying determinates the starting order of the drivers behind the 10th place. After the first part the drivers behind the tenth place drives their cars to the parc fermé.
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- The drivers who have finished in the top 10 positions in the first part takes part in the second part.
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- The drivers have to wait in the pitlane before the start of the second part. They must stay in the car, taking off their helmets, or removing or refilling of fuel is not allowed. The second part starts immediately after the drivers are ranked.
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- The starting order of the second part is determined by the driver's results of the first part. The drivers can enter the track in the reverse order: the driver who reached the tenth time can start first, and the driver who achieved the best lap can start last.
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- Drivers individually enter the track according to their green light in at least 10 seconds intervals. After entering the track, the drivers can complete a formation lap, a timed lap and an in-lap. At the end, they drive to the parc fermé.
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- Start times should be set so that, no more than five drivers should be in a timed lap.
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- The Supplementary Regulations determines the maximum lap time of the formation lap, all drivers have to respect this maximum laptime. The time of the driver who finishes his formation lap slower than the time limit will be cancelled and the driver will be placed in the last position of the second part (ie the 10th place).
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- A driver who is not able to drive the track on his place – on his own or his entrant's fault – may not enter the track in the second part, so he does not have a timed lap in the second part.
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- The driver who is not able to drive the track on his place, not on his own fault, may get a new starting time in defined way and time by the race director.
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- The driver who run-off in the second part or become slower at any reason (apparently not able to run at a competitive pace) and the driver started behind him is approaching, must move away in a safe place so not to disturb the drivers behind him at any way. The time of the slowed driver is canceled, and placed to the last position of the second part.
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- If the slowed driver does not move away he can start from the last position in the first race.
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- If there are several drivers who did not complete a timed lap, then a driver with a better qualifying result in the first part must be ranked. After that, the driver whose laps will be canceled subsequently will be classified according to the better qualifying result achieved in the first part.
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- Any driver who is obstructed due to an external condition (eg. double-yellow flag) during the second part of the qualification a new start may be given at the end of the second part by the race director. In this case, the laptime of the first lap will be deleted.
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- Every driver who has completed at least one qualifying lap in the qualification, will be required to have a 10-minute parc fermé under the rules of the parc fermé.

10.9.5. Suspension or interruption of the qualification

- The race director can suspend or interrupt the qualification at any time and for any time.
- No protest can be accepted as to how the suspension or interruption affected the results achieved by the drivers.
- If it is necessary to suspend or interrupt the qualification the Race Director will order the red flag on all marshal posts and turn on the yellow flashing lights on the start light, and the pit exit light will turn red immediately.
- When a qualifying session is suspended, the time lost due to the suspension must be compensated by restarting the timing so that the combined time of the two or more parts in the race schedule is the time required for qualifying. When Superpole is used, the race director will give a new start to the drivers concerned.
- In case of suspension of the qualification, in the restarted part only those can start who have been able to reach the pitlane with their own power with using the race track. Towing or transportation of broken racing cars to the pitlane or to the depot area is subject to the instructions of the race director, taking into

consideration of safety, expediency and possible additional tasks. There is no right to protest about the order of this.

- In case of red flag, all driver must slow down and drive at a reduced speed to the pitlane.

10.9.6. Rules of parc fermé after qualification

- Every driver who has completed at least one qualifying lap in qualification will be given a 10-minute parc fermé. In case of Superpole, for those who do not start in the second part of the qualification the parc fermé rules will come into effect at the moment of the end the first part, while for those who will take part at the second part of the qualification the rules of the parc fermé will come into effect after the timed lap.

10.10. Races – general regulations

10.10.1. Racing distance

Swift Cup Europe racing distance is at least 20 minutes + 1 lap, up to 30 minutes + 1 lap per race, according to the supplementary regulations.

10.10.2. Condition of starting

- a) For safety reasons, all drivers must fulfill both of the following conditions for starting:
 - have at least one timed lap in the qualification, and
 - his best lap time in the qualification can not exceed 130% of the average time of the first three running driver of the given category or of that class.
- b) In exceptional cases, the Stewards may grant exemption from the above restrictions.
- c) If the driver doesn't take part at the qualification with the permission of the Stewards can start from the last position of his category of the grid.

10.10.3. Starting order and starting positions

- a) After the qualifying session, the result of the qualifying is officially published, indicating the drivers who do not meet the starting conditions.
- b) The starting grid of the categories in the races is determined by the qualifying session separated by 1.4T and 1.6. The racing cars are positioned on the grid with the 1.4 Turbo in front and the 1.6 racing cars in the back leaving a row between the two categories.
- c) The starting grid of the first race - separated by 1.4T and 1.6 categories - according to the result of the qualifying session, the starting grid of the second race in the 1-8 position – separated by 1.4T and 1.6 categories - in reverse order of the results of the first race, starting grid from the 9th position according to the order of the result of the first race.
- d) If an event consists of 3 races, then the starting grid of the 3rd race is determined by the result of 2nd race, as described above.
- e) If the driver is unable to reach a result in the first race, he / she can start in the second race, according to the order of the qualification, from the starting position behind the competing drivers who have results in the first race.
- f) If two or more drivers achieves the same time in qualifying session, the priority is the one who achieved the time first.

- g) If a driver starts only on the second or third race and has not taken part in qualifying training, he / she will be allowed to start at the end of the starting grid with the permission of the Stewards. If it affects more than one driver, those who are in the higher class will be able to start the order first, including the current position in the championship, in the first race based on the championship ranking of the previous race year. Subsequently, those in the lower class will follow. In case of further agreement, the order of the starting grid is determined after consultation with the division observer on the basis of the decision of the Stewards.
- h) The starting grid of the race must be published 30 minutes before the start of the race start procedure. If a driver officially announces that he / she is unable to start the race before the time of publication, the Race Director will fill in the starting position of the lost driver on the grid.
- i) After the official publishing of the starting grid, any empty starting position may not be filled up and left empty.
- j) Distance of start positions and the place of pole position is included in the track licence.

10.11. Standing start

- 10.11.1. Unless otherwise specified in the Supplementary Regulations, the race starts with running engine, standing cars at the moment of light signal.
- 10.11.2. For safety reasons, at the start of the formation lap, and at the start of the race, only the assigned officers can stay at the wall of the pitlane. The fast lane of the pitlane should be left free.
- 10.11.3. The driver who breaks the rules of the starting procedure or delays the starting procedure by his conduct may be sanctioned by the Stewards, which may extend to the disqualification from the race.
- 10.11.4. 10 minutes before the start of the formation lap the box exit opens which is indicated by the light turn on from red to green. The drivers can make a lap on the race track, and at the end of the lap, they must stand on the grid according to their starting position and stop the engines. In case the driver wants to do more than one lap, or if the driver experiences any problem on his vehicle, he has to drive into the pitlane.
- 10.11.5. Drivers can leave the pitlane through the exit of the pitlane until the light is green. They can not cross the start line under the burden of disqualification.
- 10.11.6. 5 minutes before the start of the formation lap, the pit exit closes. Drivers who are still in the pitlane can start under the supervision of the marshalls from the pitlane only. Such racing cars must be lined up behind each other in the pit exit, in the fast lane of the pitlane.
- 10.11.7. 5 minutes before the start of the formation lap, the 5 MIN sign is shown on the starting line.
- 10.11.8. 3 minutes before the start of the formation lap, the 3 MIN sign is shown on the starting line. The racing cars that have not been able to reach the grid and occupy their designated place so far must be directed to the pitlane. The grid should be left out except the officials and two mechanics by cars.
- 10.11.9. The race cars can be repaired until the 3 MIN label is displayed (including wheel replacement).
- 10.11.10. Refilling of any liquids except coolant is prohibited.
- 10.11.11. Only the race director have the right to declare the race for WET RACE/QUALIFICATION.
- 10.11.12. The wet race is declared by showing of the WET RACE sign.
- 10.11.13. 3 minutes before the start of the formation lap, the Safety Car leaves the grid and occupies start-up position determined by the Race Director.

- 10.11.14. 1 minute before the start of the formation lap the 1 MIN label is shown. All competitors must sit in their racing car and start their engine. After the sign is shown, everyone should leave the grid, except for the officers who are assigned to it.
- 10.11.15. 30 seconds and / or 15 seconds before the start of the formation lap, the 30 SEC or 15 SEC sign is shown at the start line and / or the start podium. If the car's engine does not start by this moment, or if the competitor is experiencing any other problem, he must sign with his hand to the marshalls. No interference is allowed on the car, the mechanics cannot move the car.

10.12. Formation lap

- 10.12.1. The start of the formation lap is signed by the green flag shown on the starter podium and the green light on the lamp.
- 10.12.2. During the formation lap the competitors will go one lap leading by the pole position driver keeping the starting position the whole lap.
- 10.12.3. The practise of the start during the formation lap is prohibited.
- 10.12.4. If the competitor can start his formation lap late, he can rejoin his original start position as long as there is a racing car behind him at the moment of crossing the start line.
- 10.12.5. If a race car was unable to keep its own starting position beyond his control he can overtake the cars passed by him with sufficient care to occupy his own original starting position.
- 10.12.6. If the competitor is unable to start the formation lap, he must indicate his hand raised. After all race cars have passed him with its own power or with the help of the marshalls the race car can start and join the grid, but it is forbidden to overtake the cars on the track, he must not occupy his original starting position, his starting position must leave empty and must start from the last position of the grid. If the race car does not start again, it must be pushed into the pitlane.
- 10.12.7. An unreasonably slow race car can be overtaken during the formation lap.
- 10.12.8. If the competitor is unable to hold the position in the formation lap but is able to keep up with the grid, he can start from the last starting position. In case of a significant gap, the competitor must be directed to the pitlane.
- 10.12.9. Race cars coming back from the formation lap must have their own starting position on the grid with the engine running. When all race cars are still unmoving, the sign 5 SEC will be shown on the start podium.

10.13. Start

- 10.13.1. After the sign of 5 SEC sign the red light will turn on and 1-3 seconds later will turn off determined by the stater.
- 10.13.2. The turn off the red light is the time of the start.
- 10.13.3. If one of the driver experiences an abnormality in his car, which may hinder their safe hijacking (eg shut down of their engine), they must indicate by hand raising and waving vigorously to the marshalls. The marshall in charge of the given row, who notices the competitor's problem, immediately warns the race director with a yellow flag. In such a case the race director may also decide to order an extra formation lap, or in more serious cases, delay the start signal.

- 10.13.4. If the problem occurs after the start the marshalls use the yellow flag all the rows behind it, alerting the drivers to the danger. Each driver who receives a yellow flag on the grid is obliged to exercise caution, considering that one or more race cars may be in front of him at the start grid. Race cars stuck on the grid can be overtaken with care.
- 10.13.5. The marshalls can push the racing cars stayed in the grid after the entire field passes by. If the race car starts he can take part in the racing, if not, the marshalls have to move the car to the pitlane where the driver can get further help. If the problem is resolved, the driver can start from the pitlane. No one can enter the grid after giving a sharp start except the marshalls.
- 10.13.6. Every race car were not able to start must be pushed in the shortest way to the pitlane.
- 10.13.7. The moment of the start for every cars starting from the pitlane is the green light of the pit exit.

10.14. Extra formation lap

- 10.14.1. If a competitor is notice a problem that could endanger the safety of the start, he should sign a clear hand signal. At the same time, the marshall must wave yellow flag immediately. If the Race Director decides to order an extra formation lap, the start light will turn yellow and the EXTRA FORMATION LAP will be shown on the start podium. After a few seconds, an extra formation lap begins with a green light signal and a wave green flag on the starter podium.
- 10.14.2. ~~The driver's car because of who has been ordered to make the extra formation lap must always go through the pitlane. If the driver is still able to join the grid, he must drive to the pitlane at the end of the extra formation lap and only start from the pitlane exit. If the driver does not enter the pitlane he will be sancioned for 20 seconds time penalty or drivethrough penalty~~
- 10.14.3. In this case the distance of the race must be reduced by 1 lap or 2 minutes.

10.15. Start delayed

- 10.15.1. Any other safety threat or if the rain begins to fall between the display of the 5 MIN sign and the start signal, the Race Director may decide to delay the start. In such a case, a yellow light flashing on the starter light must be switched on and the START DELAYED sign must be shown on the starter podium.
- 10.15.2. If the start signal is delayed, the engines must be stopped. The mechanics can return to the grid. The start procedure will start again from the 5-minute sign.
- 10.15.3. If the formation lap has been completed, the race distance must be reduced by 1 lap or 2 minutes.
- 10.15.4. The procedure can be repeated several times, and the timekeeping is stopped.

10.16. False start

- 10.16.1. The false start is determined by the judges of facts.
- 10.16.2. The competitor will make a false start if he is in motion before the turning off the red light or if he does not start from the right start position.
- 10.16.3. The competitor who commits a false start is sanciuoned by a driving through penalty. The penalty at the starting line must be presented to the competitor as soon as possible.

10.17. Start behind the safety car

- 10.17.1. If the start is behind the safety car, the safety car stays on the grid when the 3 MIN label is shown and turns on the flashing yellow lights at the latest by displaying the 1 MIN label.

10.17.2. No formation lap. The race begins when the green light of the starter light turns on, and with the safety car running the field begins to complete the first lap. From that moment on, the rules of the safety car procedure will come into force.

10.17.3. When security conditions allow the race continues under normal conditions as described in end of safety car procedure.

10.18. Safety Car

10.18.1. AGYB provides a safety car for each race weekend (including a subsidiary if possible). Reimbursement of costs (fuel, transportation, personnel, etc.) is the responsibility of the organiser.

10.18.2. The safety car must be a vehicle that meets its requirements in terms of its driving characteristics.

10.18.3. The car must be provided a readable fonted and colored SAFETY CAR sign on both sides and on the back of the car that visible from far away.

10.18.4. At the top of the car, high-powered, flashy as far as possible 2 but at least 1 flashing yellow light signaling devices must be placed (in the case of 2 light-signaling devices the light sources are connected to an independent circuit but can be switched simultaneously).

10.18.5. A same powered green light signal shall be fitted between the flashing yellow warning devices.

10.18.6. The driver of the safety car must be an experienced, should be up in circuit racing and approved by AGYB person. Another person should be in the safety car besides the driver who could be in a permanent radio link with the Race Director and can identify the racing cars and who is also approved by AGYB also.

10.18.7. The safety car may be instructed by the race director in the event if a competitor or official is in immediate danger, but the emergency does not require suspension of the race.

10.18.8. Every lap of behind the safety car is counted as a run lap in the race.

10.18.9. Overtaking is prohibited during the whole safety car period except if:

- if the driver is instructed from the safety car

- if a race car slows down for technical or other reason that it is unable to hold its position behind the safety car

- The car which entering the pitlane can overtake the grid including the safety car if crosses the first safety line.

- The cars coming from the track can overtake the race car coming from the pitlane before they crosses the second safety line.

- At the end of the safety car procedure the safety car can be overtaken when the safety car crosses the first safety line.

10.18.10. The place of the first and second safety line must be declared in the briefing.

10.18.11. During the safety car procedure, the pitlane can be used by the competitors in compliance with the rules, and can only be driven out of the green light of the pit exit light.

10.18.12. During the safety car procedure the box exit light will be green except the safety car and the grid behind it have reached the SC1 line. Then the light turns red and remains as long as the last race car behind the safety car crosses the SC2 line.

10.18.13. In exceptional cases the Race Director may instruct the safety car to use the pitlane. The safety car then enters the pitlane with a flashing yellow light. Every driver must follow the safety car. The marshalls at the entrance of the pitlane help the drivers with the orange arrow pointing to the pitlane.

10.18.14. Biztonsági autós fázis kezdete//Beginning of the safety car procedure

- If the Race Director decides the beginning of the safety car procedure weaving yellow flag is shown in every check point and an SC label is signed and flashing yellow lights will turn on the starting light.
- Overtaking is prohibited between racers from this moment.
- The safety car turns on the flashing yellow lights and drives the track regardless of where the race cars are located on the track. Race cars need to reduce their speed immediately, as there can be danger in the track in one or maybe at several points.

10.18.15. Safety car on the track

- Race cars must line up behind each other in a row behind the safety car. The safety car and their distance from each other must not be more than 5 car lengths, not overtake each other, with the exception of Article 10.18.9.
- All competitors who are unnecessarily slow on the track or who have dangerous behavior must be reported to the Supervisory Board immediately.

10.18.16. Overtaking the safety car

- If not the leader racer directly behind the safety car, the safety car turns on the green flashing light besides the yellow light and instruct the racers between the safety car and the leader car to overtake the safety car one by one. If the green light is not working the racers may also be instructed by a green flag or a hand signal from the safety car.
- These cars with reduced speed without overtaking each other can circulate on the track until they reach the grid behind the safety car. This procedure is repeated until the leader driver is behind the safety car.
- The safety car must stay on the track at least the leader racer reaches the safety car.

10.18.17. The end of the safety car session

- When the race director decides on the end of the safety car procedure, the safety car turns off the yellow flashing lights at the location described in the driver briefing. This indicates to the drivers that the safety car drives to the pitlane at the end of the lap. From that moment the race car behind the safety car can determine the pace and, if necessary, may be behind the car after more than 5 car lengths.

- In order to reduce the possibility of an accident, after the safety car has turned off the yellow flashing lights, the racers must go thoughtfully avoiding any unpredictable acceleration, braking or any maneuver which likely endanger or set back other racers.
- As soon as the safety car reaches the SC1 line, the yellow flags and signs labeled with SC will be taken back the track control posts, and green flags will be shown and green light will be on the start light. These signs must be used until the last race car crosses the finish line.
- Overtaking between racers is permitted from the finish line.

10.18.18. Finishing the race during the safe car procedure

- If the safety car procedure cannot be completed before the full race distance, the safety car will turn off the flashing yellow lights in front of the entrance to the box and then drive into the pitlane.
- At the marshall posts, the weaving yellow mark remains valid.
- The full field will receive the checkered flag mark on the track checkpoint on the finish line

10.19. Suspending the race

- If the race has to be suspended due to weather or safety conditions, the race director will order the use of red flags at the marshall posts and turn on the red lights and the flashing yellow lights.
- At the moment of ordering red flags, overtaking is prohibited and the box exit is closed.
- After the suspension has been ordered, the racers must move to the red flag line at a slow pace and queue behind each other, sorted by line, according to the arrival, unless the marshalls give other instruction.
- If the race distance is given in time + 1 lap format, only the time factor must be taken into account when calculating the race distance.

10.19.1. To decide which procedure of the following "A", "B" or "C" cases should be applied depends on the leading racer how many laps completed before the suspension ordered.

a) Case „A”

If the leader racer completed less than 2 laps:

- The original start is invalid and not considered to have occurred.
- The distance of the new race equals to the original distance of race.
- The racers in the original starting grid can participate in the new race.
- Every race car directly has to go to the starting grid or the pitlane in a slow pace in according to the marshalls instuction.
- Cars can be repaired.
- The fuel can be refilled.

b) Case „B”

If the leader racer completed more than 2 full lap but less than the 75 % of the race distance:

- The race must be divided into two parts. The first part ends when the leader race car passed the finish line next to last time before the suspension of the race.
- The race is not stopped, but the countdown of the remaining race distance is stopped.
- Behind the red flag line cars should be placed in the order in which the first part is completed.
- Only racers can start after the restarting of the race, who originally started in the race and only when they were able to return to the red flag line on the authorized way except a racer was unable to do so because the race track was blocked. A racer may go to the red flag line after the track is released, or the race car will be taken to the red flag line and occupy the position before the order is suspension.
- The cars can be repaired.
- The fuel refilling and taking out is prohibited.
- If the race is stopped because of raining „WET RACE” sign is showed in the red flag line.

e) Case „C”

If the leader racer completed more than 75 % of the race distance:

- The race cannot be restarted.
- The race must be declared finished at the end of the lap in which the car leading the race passed the finish line before the race was suspended, except the race is suspended after the leader race is flagged down.
- If the race is suspended after the flagged down of the leader racer the result must be counted as follows:
- For racers who have been flagged down before the red flag was presented or who crossed the finish line after displaying the red flags, a partial result list must be counted based on the last completed lap of the race. To avoid misunderstandings, this is the lap in which they last passed the finish line weaving the checkered flag or if they were unable to go into the pitlane, after the red flag.
- For every other racers must be counted a partial result list based on the next to the last lap without weaving a red flag.
- The full result list is made upon the a) and b) partial result list regarding the laps and race times.

d) If the race cannot be restarted because of safety of other reason:

- if the leader racer completed less than 2 laps before the suspension of the race, the race must be deleted and the points for the race won't be given.
- In other cases, the rating of the race will be based on the next to last lap completed by the leader racer before the showing of red flag. If the leader racer completing less than 75% of the total race distance (rounded up to the total) half of the championship points, if 75% or more total points will be awarded.

11. CALENDAR

Places and dates of Swift Cup Europe in 2021 season

2021. April 16-18 // Hungaroring // Hankook Országos Bajnokság / Hankook National Championship

2021. May 21-23 //Red Bull Ring

2021. June 4-6 // Salzburgring //

2021. July 2-4 // Poznan Polen // Lengyel bajnokság/Polish championship

2021. August 13-15// Slovakiaring // Histocup

2021. September 3-5 // Brno Autodrome // Masaryk Weekend

Every event consist of 2 or 3 race which is included in the supplementary regulations.

12. AWARDING OF THE RACES

12.1. Individual awarding

12.1.1. According to their rankings, the drivers will be awarded the following points in the races of Swift Cup Europe:

1st place:	20 points
2nd place:	17 points
3rd place:	15 points
4th place:	13 points
5th place:	11 points
6th place:	10 points
7th place:	9 points
8th place:	8 points
9th place:	7 points
10th place:	6 points
11th place:	5 points
12th place:	4 points
13th place:	3 points
14th place:	2 points
15th place:	1 point

12.1.2. Extra points per races:

- Winner of the qualification: 1 point
- Fastest lap on the race: 1 point

The extra points can be taken into consideration only the order of the absolute rating in the case of INTERNATIONAL awarding and the points obtained are also taken in the categories.

12.1.3. In the 2021 season the minusing of the races will be as follows:

if there will be 7 or less races than 1 race can be minused
if there will be 8 or more races than 2 races can be minused.

Only races that have been registered by the driver and received the car passed the scruteneering can be minused. The race on which the competitor was disqualified cannot be minused.

12.2. Groups awarded in Swift Cup Europe:

12.2.1. SWIFT SPORT 1.4 Turbo

INTERNATIONAL ABSOLUTE RATING - 1-6. PLACE

HUNGARIAN CHAMPIONSHIP – 1-3. PLACE

AUSTRIAN CHAMPIONSHIP – 1-3. PLACE

POLISH CHAMPIONSHIP – 1-3. PLACE

JUNIOR CATEGORY – 1-3. PLACE

12.2.2. SWIFT SPORT 1.6

INTERNATIONAL ABSOLUTE RATING - 1-3. PLACE

JUNIOR CATEGORY - 1-3. PLACE

12.2.3. If there are 3 or more drivers in a nation's colors, they may receive a separate national rating.

12.3. AWARDING OF TEAMS

12.3.1. Awarding of teams is possible if at least 2 teams are entered.

12.3.2. The team awarding is rated by the summary of races.

12.3.3. In scoring, the results of the two best team members in the same team must be considered and added together. As a result of the teams, the sum of points earned by the competitors is considered

12.3.4. In a team competition, the team can be rated whose at least one competitor has completed the race.

13. AWARDING BY RACES

SWIFT SPORT 1.4 T

INTERNATIONAL ABSOLUTE RATING

1ST PLACE: 500 €

2ND PLACE: 400 €

3RD PLACE: 300 €

4TH PLACE: 200 €

5TH PLACE: 100 €

HUNGARIAN, AUSTRIAN, POLISH CHAMPIONSHIP

1-3. place –trophy

JUNIOR CATEGORY

1-3. place –trophy

SWIFT SPORT 1.6

INTERNATIONAL ABSOLUTE RATING

1-3. place –trophy

JUNIOR CATEGORY

1-3. place –trophy

13.1. ANNUAL CEREMONY

13.2. The winner of the International Swift Cup Europe and Swift Cup Europe Individual Individual Award wins the Swift Cup Europe and is awarded the title "INTERNATIONAL Swift Cup Europe Champion" or "Swift Cup Europe Champion".

The other rated competitors receive a trophy award, in the case of "four-handed" competitors both driver receive a trophy.

13.2.1. Unless otherwise stipulated in the contract with the Promoter of the Event, the annual awards ceremony will be held at a time and place specifically announced by MNASZ.

13.2.2. Competitors who do not show up at the annual ceremony will not be eligible for the prize (except in the case of vis major).

I. Melléklet: Versenyzők felszerelése

	2021
SISAK/HELMET	Homológ
HANS®	Homológ
OVERALL	Homológ
ALSÓRUHÁZAT/UNDERWEAR ZOKNI	Homológ
CIPŐ/SHOES	Homológ
KESZTYŰ/GLOVES	Homológ
MASZK	Homológ