

SPORTING REGULATION OF SWIFT CUP EUROPE
INTERNATIONAL/2023

1. INTRODUCTION

- 1.1. The Swift Cup Europe noticed by the National Automobilsport Federation of Hungary for 2023 will be run in conformity with the Series' sporting and technical regulations in compliance with FIA and The National Automobilsport 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 (the Code),
 - b) the FIA General Prescriptions on for circuit racing and
 - c) the FIA Sporting Regulations
 - d) the General National Sporting Regulations of the ASN and other regulations of the ASN.
- 1.3. //The regulation of the Series is written in 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 Automobilsport 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 HUNGARY AND INTERNATIONAL

GFS Racing Team

Burkus Egon – promoter
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GFS Racing Team

Tánczos Éva - organiser/ English
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2.2 AUSTRIA

Zellhofer Motorsport

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3. //LICENCES

- 3.1. //Those can start in the international series who have a minimum International D licence.

4. // REGISTRATION

- 4.1. The non-refundable registration fee for the 2023 Swift Cup Europe is **250 €** 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 organiser prior to the final closing date of the registration to info@gfs.hu email address or through the swiftcup europe.com website. The organisers reserve the right to accept registrations after the deadline.
- 4.3. **Deadline for registration: 15 April 2023**
- 4.4. **Drivers who join the Cup later must pay the registration fee together with the entry fee before the first race weekend he/she joins.**
- 4.5. 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
- 4.6. Registration is deemed to be accepted if the organizer has confirmed it in writing.
- 4.7. Registration to the series does not substitute the entry 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 event.
- 5.2. Entries must be sent using the entry form on swiftcup europe.com or by email to info@gfs.hu from the 2023 season of Swift Cup Europe.
- 5.3. All fully filled entry forms and completed scrutineering forms must be submitted on swiftcup europe.com or sent to info@gfs.hu.
- ZM Racing drivers: the entry form is available on www.suzuki-cup.at and must be sent to office@festum.at**
- 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.):
- 450 €/race**
- 900 € / 2 races + 1 free practice, at least 15 days before the beginning of the event (according to the event bulletin)**
- 1200 € / 3 races + 1 free practice, at least 15 days before the beginning of the event (according to the event bulletin)**

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

ZM Racing drivers: entry fee must be transferred to the account of ZM Racing.

5.6. Entry fee is per races and includes VAT.

5.7. Lump sum entry fee

5.7.1. The organizer provides the opportunity to pay a lump sum entry fee and its amount is:

6000 €, - (six thousand Euro) (incl. VAT) which includes the entry fee of 6 international race weekends (number of races/event can be found in the Chapter11 - Calendar below) and the free practice fee prior to the qualification in every race weekend.

5.8. The lump sum entry fee can be paid in Hungarian Forint (HUF) or in Euro (EUR).. Entry fees can also be paid in HUF, in which case the conversion shall be based on the MNB's central rate of exchange valid on the given day.

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

15 April 2023

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

ZM Racing drivers: lump sum entry fee must be transferred to the account of ZM Racing.

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

5.12. The entered cars can be changed within the same category and class until the end of the pre-event scrutineering or additional scrutineering check with another car with the permission of the Stewards or Race director, but in the scrutineering 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 those 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

The Swift Cup Europe is open to entrants who hold an international racing licence issued by the MNASZ or any FIA member country's ASN and valid for the current year and for circuit racing.

5.16. „Four-hand rule”

The promoter will accept two entries per car for the annual assessment.

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 “four-hand” drivers, their individual points will be retained, but they will continue to be assessed as "four-handed", with the points of the driver with the highest score among the “two-handed drivers” being carried forward.

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 the case of a "four-handed" start, the pair has the discretion to decide how to divide the races or race weekends between them. 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 participate.

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

5.17. As far as the procedure is concerned, the driver who has completed the qualifying session must take part in the first race. The competitor who starts the next race will start his/her race from the position achieved by his/her "four-handed" pair. Team entry

In the case of team entries, the entry for each race must be made in writing, stating the names and numbers of the competitors entered, and accompanied by the entry fee, to the race secretary no later than 30 minutes before the first race of the competitors concerned.

5.17.1. 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. //Those can start in the international series who has minimum International D licence.

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 of 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 championship. 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 may enter only one team in a given championship.

In the event of a change in the identity of a competitor entered in a team after the start of qualifying for that weekend, the team shall not be allowed to participate in the team competition of that race. In the case of a team with two members, a third team member may be added during the year.

8. ACCEPTED CARS

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

Suzuki Swift Sport 1.4T (Suzuki Swift Sport A2L 414, chassis number starts: JSAAZC33S00) as follows:

- race cars built by GFS Racing Kft with a serial number from 201 to 299
- race cars built by ZM Racing with a serial number from 301 to 399

9. CLASSES

The classes can participate in Swift Cup Europe:

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

- International Championship
- 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 Championship
- Hungarian Junior Championship
- Senior Championship

10. TECHNICAL BACKGROUND

10.1. Swift Cup Europe consists of circuit races.

The Swift Cup Europe will be run on a points accumulation system. Competitors will accumulate points based on their results in each event, which will be used as the basis for the individual ranking at the end of the year. The teams in the cup will also accumulate points, which will be used as the basis for the year-end team ranking of the championship.

10.2. In the case of equal points, the position should be decided on 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.

Two races will be minus in the calculation of the Swift Cup Europe annual individual and team standings. Only races in which the competitor has entered and in which the car has been taken over at the time of scrutineering will be minus. A race in which the competitor has been disqualified shall not be minus.

10.3. The winner of the Swift Cup Europe annual individual evaluation wins the title of "Champion of Swift Cup Europe".

10.4. The winner of the Swift Cup Europe Team evaluation wins the title of „Champion of Swift Cup Europe Team”.

10.5. 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 supplementary regulations.
- c)

10.6. Pitlane

- a) During the race weekend drivers may drive at a speed of maximum 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 warning, a second time with a warning and the canceling the best result of the training, the third time with a warning and canceling all the results of the training.
- c) It is forbidden to drive 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 arrival to the the pitlane or paddock, the team members have to clean the area immediately from any tools and pollution during the training and races.
- f) People 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 to the track is permitted only at the exit of the pitlane.
- j) Race 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) Drivers are not allowed to cross the line painted parallel to the direction of traffic on the track after the pit lane exit, separating cars exiting the pit lane from cars entering the track..
- m) Drivers may only enter the pitlane and paddock area from the racetrack only by way of the pitlane entrance, unless the marshals expressly give instructions to their markings. The drivers must give a clear indication of intention for entering the pitlane and make sure that he/she can do so without disturbing others or causing an emergency.

10.7. Training sessions

10.7.1 Free practices

- ~~deleted~~
- The schedule of free practices are included in the supplementary regulations.

10.7.2 Qualifying

10.7.2.1 At least 25 minutes of qualifying session should be provided for drivers.. The qualifying session can also be held in a so-called superpole system, in which case a time of 45 minutes is required for the entire qualifying session. The promoter of the series must agree the method of conducting the qualifying session with the race organiser before the time schedule is drawn up.

10.7.3 Running of Qualifying session in a standard way

The start of the qualifying session is signalled by the signal light at the exit of the pit lane changing from red to green. During the qualifying session, a competitor may only drive from the pit lane onto the race track when the pit lane exit light is green

In qualifying, all the laps completed by each driver are measured to determine the grid order and limit times.

The end of the qualifying session is signalled by the chequered flag, at which moment the pitlane exit closes.

10.7.3.1 Drivers who have completed the qualifying session have to drive to the parc fermé on their own, or if the supplementary regulations include other rules, they have to drive their car to their box or to their paddock area

10.7.3.2 In the case of equal lap time the driver who has reached the lap time earlier must be placed ahead.

Running of the Qualifying under the superpole system

10.7.3.3 If the qualifying session will be run under superpole system it must be specified in the supplementary regulations.

10.7.3.4 If the event includes more than one race, the superpole qualifying can only determine the starting order of the first race only.

10.7.3.5 The superpole qualifying session is divided into two parts.

10.7.3.6 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.

10.7.3.7 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 have to drive their cars to the parc fermé.

10.7.3.8 The drivers who have finished in the top 10 positions in the first part takes part in the second part.

10.7.3.9 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.

10.7.3.10 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.

10.7.3.11 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 out-lap. At the end, they have to drive to the parc fermé.

Start times shall be set so that no more than five competitors are on a timed lap at any one time.

10.7.3.12 The Supplementary Regulations determines the maximum lap time of the formation lap, all drivers have to respect this maximum lap time. 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).

10.7.3.13 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.

10.7.3.14 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.

10.7.3.15 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.

10.7.3.16 If the slow driver does not move away he can only start from the last position in the first race.

If there is more than one driver who does not complete a timed lap, the driver with the better qualifying result in the first part will be promoted. Drivers whose laps are subsequently cancelled shall be ranked after them, sorted by the better qualifying result in the first part.

10.7.3.17 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 lap time of the first lap will be deleted.

10.7.3.18 Every driver who has completed at least one qualifying lap in the qualifying session, will be required to have a 10-minute parc fermé under the rules of the parc fermé.

10.7.4 Suspension or interruption of the qualifying

10.7.4.1 The race director can suspend or interrupt the qualifying at any time and for any time.

10.7.4.2 No protest can be accepted as to how the suspension or interruption affected the results achieved by the drivers.

10.7.4.3 If it is necessary to suspend or interrupt the qualifying 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.

10.7.4.4 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.

10.7.4.5 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 paddock 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.

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

10.7.5 Rules of parc fermé after qualifying

10.7.5.1 Every driver who has completed at least one qualifying lap in qualifying session 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 of the first part, while for those who will take part at the second part of the qualifying session the rules of the parc fermé will come into effect after the timed lap.

10.8. Races – general regulations

10.8.1 Racing distance

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

10.8.2 Condition of starting

10.8.2.1 For safety reasons, all drivers must fulfill both of the following conditions for starting:

10.8.2.1.1 have at least one timed lap in the qualifying , and

10.8.2.1.2 his best lap time in the qualifying can not exceed 130% of the average time of the first three running driver of the given category or of that class.

10.8.2.2 In exceptional cases, the Stewards may grant exemption from the above restrictions.

10.8.2.3 If the driver doesn't take part at the qualifying with the permission of the Stewards can start from the last position of his category of the grid.

10.8.3 Starting order and starting positions

10.8.3.1 After the qualifying session, the result of the qualifying is officially published, indicating the drivers who do not meet the starting conditions.

10.8.3.2 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 minimum 1 row between the two categories.

10.8.3.3 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 for both category, starting grid from the 9th position according to the order of the result of the first race.

10.8.3.4 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.

10.8.3.5 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 qualifying, from the starting position behind the competing drivers who have results in the first race.

10.8.3.6 If two or more drivers achieves the same time in qualifying session, that driver has the priority who achieved the time first.

10.8.3.7 If a driver starts only on the second or third race and has not taken part in qualifying session, 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 of the decision of the Stewards.

10.8.3.8 The starting grid of the race must be published 45 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 missing driver on the grid.

10.8.3.9 After the official publishing of the starting grid, any empty starting position may not be filled up and left empty.

10.8.3.10 Distance of start positions and the place of pole position is included in the track licence.

10.9. Standing start

10.9.1 Unless otherwise specified in the Supplementary Regulations, the race starts with running engine, standing cars at the moment of light signal.

10.9.2 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.

10.9.3 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.

10.9.4 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.

10.9.5 Drivers must leave the pitlane through the exit of the pitlane until the light is green.

10.9.6 5 minutes before the start of the formation lap, the pit exit closes. Drivers who are still in the pitlane can start only under the supervision of the marshals from the pitlane. Such racing cars must be lined up behind each other in the pit exit, in the fast lane of the pitlane.

10.9.7 5 minutes before the start of the formation lap, the 5 MIN board is shown on the starting line.

10.9.8 3 minutes before the start of the formation lap, the 3 MIN board 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 must be left out except the officials and two mechanics by cars.

10.9.9 The race cars can be repaired until the 3 MIN board is displayed (including tyre replacement).

10.9.10 Refilling of any liquids except coolant is prohibited.

10.9.11 Only the race director have the right to declare the race for WET RACE/QUALIFYING.

10.9.12 The wet race is declared by showing of the WET RACE sign.

10.9.13 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. After the sign is shown, everyone must leave the grid, except 1 mechanic per race car and the officials who are assigned to it.

10.9.14 1 minute before the start of the formation lap the 1 MIN board is shown. All competitors must sit in their racing car and start their engine. After the sign is shown, everyone must leave the grid, except for the officials who are assigned to it.

- 10.9.15 30 seconds and / or 15 seconds before the start of the formation lap, the 30 SEC or 15 SEC board 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 marshals. No interference is allowed on the car, the mechanics cannot move the car.

10.10. Formation lap

The start of the formation lap is signaled by the green flag being waved from the starting podium and the green light on the start light.

- 10.10.1 During the formation lap the competitors will go one lap leading by the pole position driver keeping the starting position the whole lap.
- 10.10.2 The practice of the start during the formation lap is prohibited.
- 10.10.3 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.
- 10.10.4 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.
- 10.10.5 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 marshals 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.
- 10.10.6 An unreasonably slow race car can be overtaken during the formation lap.
- 10.10.7 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.
- 10.10.8 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 starting podium.

10.11. Start

- 10.11.1 After the 5 SEC sign the red light will turn on and 1-3 seconds later will turn off determined by the starter.
- 10.11.2 The moment the red light of the start light goes out is the moment of the start.
- 10.11.3 If one of the drivers experiences a malfunction in his car, which may prevent a safe start (eg shut down of their engine), they must indicate it by hand raising and waving vigorously to the marshals. The marshal 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.
- 10.11.4 If the problem occurs after the start the marshals 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.

10.11.5 The marshals 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 marshals 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 the start sign except the marshals.

10.11.6 Every race car were not able to start must be pushed in the shortest way to the pitlane.

10.11.7 The moment of the start for every cars starting from the pitlane is the green light of the pit exit.

10.12. Extra formation lap

10.12.1 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 marshal 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 starting podium. After a few seconds, an extra formation lap begins with a green light signal and a waven green flag on the starting podium.

In all cases, the car of the driver for whom the extra formation lap was ordered shall be pushed into the pit lane. If the competitor is still able to join the field, he shall drive into the pit lane at the end of the lap and start only from the pit lane exit. If the driver does not enter the pit lane, he will be penalised 20 seconds.

10.14.1. In this case the distance of the race must be reduced by 1 lap or 2 minutes.

10.13. Start delayed

10.13.1 In case of 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 flashing yellow light on the starter light must be switched on and the START DELAYED sign must be shown on the starting podium.

10.13.2 In case of 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.

10.13.3 If the formation lap has been completed, the race distance must be reduced by 1 lap or 2 minutes.

10.13.4 The procedure can be repeated several times, and the timekeeping is stopped.

10.14. False start

10.14.1 The false start is determined by the judges of facts.

10.14.2 The competitor will make a false start if he is in motion before the the red light goes out or if he doesnot start from the right starting position.

10.14.3 The competitor who commits a false start is sanctioned by a driving through penalty. The penalty at the starting line must be presented to the competitor as soon as possible.

10.15. Start behind the safety car

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

10.15.2 No formation lap. The race starts when the green light of the starter light turns on, and the field, led by the safety car, starts the first lap. From that moment on, the rules of the safety car procedure will come into force.

When safety conditions permit, the safety car procedure will be terminated as stated in the rules and the race will continue under normal conditions.

10.16. Safety Car

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

10.16.2 Overtaking is prohibited during the whole safety car period except:

10.16.2.1 if the driver is instructed from the safety car

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

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

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

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

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

During the safety car procedure, the pit lane may be used by competitors in accordance with the rules, and they may only exit the pit lane when the green light is on.

10.16.4 During the safety car procedure the pit exit light will be green except when 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.

10.16.5 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 marshals at the entrance of the pitlane help the drivers with the orange arrow pointing to the pitlane.

10.16.6 Beginning of the safety car procedure

10.16.6.1 When the race director decides to start the safety car phase, a yellow flag is waved at each marshal post, a sign with SC next to it and the starting lights are switched on with flashing yellow lights. Overtaking is prohibited from this moment.

The safety car turns on its flashing yellow lights and drives onto the track, regardless of where the leading driver is on the track. The cars must immediately reduce their speed as there may be a hazard at one or more points on the track, or on the whole track.

10.16.7 Safety car on the track

10.16.7.1 Cars must line up in a single file behind the safety car. Their distance from the safety car and from each other shall not exceed 5 car lengths, and they shall not overtake each other, except as provided for in article 10.18.9. All competitors who are unnecessarily slow on the track or who have dangerous behavior must be reported to the Stewards immediately.

10.16.8 Overtaking the safety car

10.16.8.1 If a competitor other than the leader of the race is directly behind the safety car, the safety car may, by flashing green lights in addition to the switched on yellow lights, instruct the cars between the safety car and the leader of the race, one by one, to overtake the safety car. If the green light signal is inoperative, the safety car may also use a green flag signal or hand signal to instruct the competitor.

10.16.8.2 These cars are allowed to drive at reduced speed and without overtaking until they catch up with the field behind the safety car. This procedure is repeated until the safety car is followed by the leader of the race. The safety car must stay on the track until at least the leader driver reaches the safety car.

10.16.9 The end of the safety car session

10.16.9.1 When the race director decides to the end of the safety car procedure, the safety car turns off the yellow flashing lights at the location described in the drivers' briefing. This indicates 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 stay behind the safety car after more than 5 carlengths.

10.16.9.2 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.

10.16.9.3 As soon as the safety car reaches the SC1 line, the yellow flags and signs with SC will be taken back from the marshal posts, and green flags will be shown and green light will be on the starting light. These signs must be used until the last race car crosses the finish line.

10.16.9.4 Overtaking between is permitted from the finish line.

10.16.10 Finishing the race during the safe car procedure

10.16.10.1 If the safety car procedure cannot be completed before the full race distance has been completed, the safety car will switch off the flashing yellow lights before the pit lane entrance on the last lap and then drive into the pitlane.

10.16.10.2 The yellow flag will remain in force on the marshal posts.

10.17. The entire field will be given the chequered flag signal at the marshal post at the finish line. 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 all marshalling posts and the red lights on the grid lights will be switched on, together with the flashing yellow lights. From the moment red flags are displayed, overtaking is forbidden and the pitlane exit is closed. Once the suspension has been ordered, drivers shall drive slowly to the red flag line and stop behind each other in single file, in order of arrival, unless otherwise directed by the Marshals. If the race distance is given in the format race time + 1 lap, only the time factor is taken into account when calculating the race distance.

10.17.1. 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 marshals instruction.
- Cars can be repaired.
- Refuelling is possible

b) Case „B”

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

- The race is considered to consist of two parts. The first part ends when the car leading the race crosses the finish line for the penultimate time before the race is suspended. The race is not stopped, but the countdown of the remaining race distance is stopped.
- Cars must be placed behind the red flag line in the order in which they finished the first part. Only those competitors who started the race originally and only if they were able to return to the red flag line on their own on the way they were allowed to take, will be allowed to start after the restart, unless a competitor was unable to do so because the track was blocked. Such a competitor may drive to the red flag line after the track has been cleared or the car may be brought to the red flag line and take his place in line before the race suspension order is issued. The cars can be repaired.
- Refuelling and taking out is prohibited.
- If the race is stopped because of raining „WET RACE” sign is showed in the red flag line.

c) Case „C”

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

- The race cannot be restarted.

The race shall be declared finished at the end of the lap on which the leading car in the race crossed the finish line for the penultimate time before the race was suspended, unless the race is suspended after the leading car has finished. If the race is suspended after the leading driver has finished the race, the results will be calculated as follows: For competitors who have been presented with the chequered flag before the red flags are presented, or who have crossed the finish line after the red flags have been presented, a partial result list will be calculated based on the last completed lap of the race. For the avoidance of doubt, this is the last lap in which they crossed the finish line when the chequered flag was waved or, if they were unable to enter the pit lane, after the red flags were displayed. All other drivers will have a partial result list calculated based on the penultimate lap, without the red flag being displayed. The complete results list is drawn up on the basis of the two partial results lists for (a) and (b) above, taking into account 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 race will be judged on the basis of the penultimate full lap completed by the leading driver in the race before the red flags are displayed. If, according to this evaluation, the leading driver has completed less than 75% of the total original race distance (rounded up to the nearest whole number), half championship points will be awarded, if 75% or more, full championship points will be awarded.

11. CALENDAR

Places and dates of Swift Cup Europe in 2023 season

29-30 April 2023 Hungaroring (3 races)

20-21 May 2023 Red Bull Ring

10-11 June 2023 Slovakiaring

24-25 June 2023 Poznan (3 races)

2-3 September 2023 Salzburgring (3 races)

30 September – 1 October Balatonpark

12. POINTS 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 qualifying: 1 point
- Fastest lap of the race: 1 point

The extra points will only be taken into account in the international ranking according to the FIA absolute ranking, and the points will be carried forward in the categories.

12.1.3. In the 2023 season the minusing of the races will be as follows:

- if there will be 9 or less races then 1 race can be minused
- if there will be 10 or more races then 2 races can be minused.

Only a race in which the driver has registered and the car passed the scrutineering can be minus. A race in which the competitor has been disqualified is not minusable.

12.2. Groups awarded in Swift Cup Europe:

12.2.1. SWIFT SPORT 1.4 Turbo

INTERNATIONAL CHAMPIONSHIP - 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 CHAMPIONSHIP - 1-3. PLACE

JUNIOR CATEGORY - 1-3. PLACE

SENIOR 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.

13. AWARDING OF TEAMS

13.1.1. Awarding of teams is possible if at least 3 teams are entered.

The team competition will be judged on the basis of the combined results of the races.

For the evaluation, the two best results of the two competitors in the same team shall be taken into account and added together. The sum of the points obtained by the competitors as a result of the teams shall be considered.

In the team competition, a team may be scored if at least one of its competitors has completed the race..

14. AWARDING BY RACES

SWIFT SPORT 1.4 T

INTERNATIONAL ABSOLUTE RATING

- 1st PLACE 300 € + trophy
 - 2nd PLACE 200 € + trophy
 - 3rd PLACE 100 € + trophy
 - 4th PLACE trophy
 - 5th PLACE trophy
 - 6th PLACE trophy
-

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
-

SENIOR CATEGORY

- 1-3. place - trophy
-

15. ANNUAL AWARDING

SWIFT SPORT 1.4 T

INTERNATIONAL ABSOLUTE RATING

- 1st PLACE/CHAMPION trophy
 - 2nd PLACE. trophy
 - 3rd PLACE trophy
 - 4rd PLACE trophy
 - 5rd PLACE trophy
-

16. ANNUAL CEREMONY

- 16.1. The winner of the International Swift Cup Europe and Swift Cup Europe Individual Award wins the Swift Cup Europe and is awarded with the title of "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.

- 16.1.1. 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.
- 16.1.2. Competitors who do not show up at the annual ceremony will not be eligible for the prize (except in the case of vis maior).

I. ANNEX: DRIVER'S EQUIPMENT

	2023
HELMET	Homolog
HANS®	Homolog
OVERALL	Homolog
UNDERWEAR	Homolog
SHOES	Homolog
GLOVES	Homolog
MASK	Homolog