

SPORTING REGULATION OF SWIFT CUP EUROPE
INTERNATIONAL/2025

1. INTRODUCTION

1.1. The Swift Cup Europe noticed by the National Automobilsport Federation of Hungary for 2025 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 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 HUNGARY AND INTERNATIONAL

GFS Racing Team

Burkus Egon – promoter

2135 Csörög, Alkotmány u. 17.

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telefon: +36 30 9322 031

GFS Racing Team

Tánczos Éva - organiser/ English

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3. //LICENCES

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

4. // REGISTRATION

4.1. The non-refundable registration fee for the 2025 Swift Cup Europe is **250 €** (VAT excluded) 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 till the deadline of the registration to eva.tanczos@gfs.hu email address or throught the swiftcupeurope.com website. The organisers reserve the right to accept registrations after the deadline.

4.3. Deadline of the registration: 1 May 2025

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
VUB 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 want 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 eva.tanczos@gfs.hu from the 2025 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 eva.tanczos@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 excluded):

500 €/race

1000 € / 2 races + 1 free practice, at least 15 days before the beginning of the event (by the event bulletin)

1350 € / 3 races + 1 free practice, at least 15 days before the beginning of the event (by the event bulletin)

Special price for Red Bull Ring: 1350 €/2 races + 1 free practice, at least 15 days before the beginning of the event (by 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

5.6. Entry fee is per races and VAT is excluded.

5.7. Lump sum entry fee

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

7000 €, - (seven thousand Euro) (VAT excluded) which includes the 6 international competition weekends (number of races/event in the 11. Calendar below) entry fee and the free practice fee before the qualification in every race weekend

5.8. The lump sum entry fee can be paid in Hungarian Forint (HUF) or Euro (EUR). If paid in HUF average exchange rates of the Hungarian National Bank's may apply.

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

1 May 2025

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 of the Stewards or Race director, but in the scruteneering form the data of the new ar 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 the same 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 (VAT excluded)

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 (VAT excluded) 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 to these Regulations.

6.4. Other conditions for issueing 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 1.6 (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 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
- Junior Championship
- National Championship where there is minimum 3 drivers has entered.

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

- International Championship
- Junior Championship
- Senior Championship

10. TECHNICAL BACKGROUND

10.1. Swift Cup Europe consists of circuit races.

10.2. Swift Cup Europe is organized with 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 cupe at the end of the year.

10.3. In the case of equal points, 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 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 are in the pitlane or paddock, 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 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 pitlane and paddock area from the racetrack only by way of the pitlane entry, unless the marshalls expressly give instructions to their markings. The drivers must give a clear indication of intention for entering the pitlane and make sure that he can do so without disturbing others or causing an emergency.

10.9. Training sessions

10.9.1. Free practices

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

10.9.2. Qualifying

- Minimum 25 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 for 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. Qualification in standard 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.
- All laps of each driver will be timing in the qualification to determine the starting order and lap times.
- The end of the qualification is waving with the chequered flag. The pitlane exit light switches to red at the moment of the waving with chequered flag.

- Drivers who have completed the qualification, they have to drive to the parc fermé, or if the supplementary regulations include other rules, drive their car to their box or to their paddock area
- In the case of equal lap time the driver who has reached the lap time earlier must be placed ahead.

10.9.4. Qualification Superpole

- If qualifying session will be run under superpole system it must be specified in the supplementary regulations.
- If the event includes more than one race, the superpole qualifying can only determine the starting order of the first race only.
- The superpole qualification is divided into two parts.
- 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.
- 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.
- The drivers who have finished in the top 10 positions in the first part takes part in the second part.
- 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.
- 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.
- 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.
- Start times should be set so that, no more than five drivers should be in a timed lap.
- The Supplementary Regulations determinates 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 that the time limit will be cancelled and the driver will be placed in the last position of the second part (ie the 10th place).
- 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.
- 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.
- 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.
- If the slow driver does not move away he can start from the last position in the first race.

- If there are several drivers who did not completed 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.
- 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.
- 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 marshall 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 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.
- 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 minimum 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 minimum 1 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 for both category, 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 of the decision of the Stewards.

h) 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.

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 must leave the pitlane through the exit of the pitlane until the light is green.
- 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 must 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. After the sign is shown, everyone must leave the grid, except 1 mechanic per race car and the officers who are assigned to it.
- 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 must 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 sanctioned 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 sanctioned 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. Every lap of behind the safety car is counted as a run lap in the race.

10.18.2. 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.

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

10.18.4. 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.

10.18.5. 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.

10.18.6. 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.

10.18.7. 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.

10.18.8. 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.

10.18.9. Overtaking the safety car

- If not the leader driver 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.

10.18.10. 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.

10.18.11. 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 instruction.
- 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.

c) 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 2025 season

May 16 - 18 Red Bull Ring

June 27 - 29 Poznan

July 25 - 27 Most

August 22 - 24 Slovakiaring

September 5 - 7 Brno

September 26 – 28 Balaton Park Circuit

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 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 2025 season the minusing of the races will be as follows:

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

The race on which the competitor was disqualified cannot be deducted.

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

NATIONAL CHAMPIONSHIPS – 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.

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

13.1.3. 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

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

14. AWARDING BY RACES

SWIFT SPORT 1.4 T

INTERNATIONAL ABSOLUTE RATING

- 1st PLACE trophy
- 2nd PLACE troph
- 3rd PLACE trophy
- 4th PLACE trophy
- 5th PLACE trophy
- 6th PLACE trophy

NATIONAL CHAMPIONSHIPS

- 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

- | | |
|--------------------------------|--------|
| 1 st PLACE/CHAMPION | trophy |
| 2 nd PLACE. | trophy |
| 3 rd PLACE | trophy |
| 4 th PLACE | trophy |
| 5 th PLACE | trophy |
| 6 th PLACE. | trophy |

16. ANNUAL CEREMONY

- 16.1. 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.

- 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 major).

I. ANNEX: DRIVER'S SAFETY EQUIPMENT

	2025
HELMET	Homolog
HANS®	Homolog
OVERALL	Homolog
UNDERWEAR	Homolog
SHOES	Homolog
GLOVES	Homolog
MASK	Homolog

TECHNIKAI SZABÁLYZAT//TECHNICAL REGULATION

SWIFT CUP EUROPE

2025

Suzuki Swift Sport 1.6, Suzuki Swift Sport 1.4T

1. ÁLTALÁNOS // GENERAL

A jelen Technikai Szabályzat alkalmazása során az alábbi elveket kell különösen figyelembe venni:

- a) Az autó homologizációs lapjának megfelelő technikai paraméterekkel kell részt venni a versenyeken. A Swift Cup Europe versenykiírásában azon VO kiegészítések vannak feltüntetve, amelyekkel az adott versenyen, az induláshoz szükséges feltételek vannak rögzítve.
- b) Minden, ami nincs engedélyezve (azaz eltérések, változtatások, kiegészítő megmunkálások), annak alkalmazása kifejezetten tilos.
- c) A Swift Cup Europe versenysorozat az FIA J függeléke alapján van szabályozva.
- d) A Swift Cup Europe versenyeken csak a versenysorozatra gyártott, a homologizációs lapjának és VO kiterjesztéseinek megfelelő, a tárgyévre érvényes MNASZ gépkönyvvel rendelkező versenyautók, valamint külföldi versenyautók esetén az illetékes Szövetség gépkönyvével rendelkező versenyautók vehetnek részt.
- e) A versenyautók motorját, valamint komputerét plombával vagy szakadós matricával kell ellátni. Ennek szabályszerű felhelyezésének kialakításáról a nevezőnek kell gondoskodnia, és a gépátvétel alkalmával a technikai ellenőröknek kell ellenőriznie.
- f) Amennyiben a plombák vagy matricák megsérülnek a gépátvétel után, úgy annak pótlását csak a technikai ellenőrök jelenlétében lehetséges végrehajtani.
- g) Amennyiben a plombált alkatrészekon javítást kell végezni a gépátvétel után az utolsó parc fermé feloldásáig (a teljes versenynapokat figyelembe véve), azt csak a technikai ellenőrök jelenlétében lehetséges elvégezni.
- h) A javítás elvégzése után a plombálást újra el kell végeztetni.

In applying these Technical Regulations, the following principles shall be taken into consideration:

- i) Must participate in the races by the technical parameters of the car homologation sheet.
- j) Anything is not permitted (eg. deviations, modifications, additions) is strictly prohibited.
- k) The Swift Cup Europe Series is governed by the FIA Appendix J.
- l) Only Swift Cup Europe racing cars with the ASN valid scruteneering pass for the current year and complying with the homologation sheet and VO extensions will be eligible to participate.
- m) The engine and computer of a race car shall be applied plomb or sticker. This must be properly set up by the competitor and checked by the technical commissioner at the time of the scruteneering.
- n) If plomb or stickers are damaged after the scruteneering, it may only be replaced in the presence of a technical commissioner.
- o) If repair of plombed parts is required between the scruteneering and the last parc fermé (taking into account full race days), this may only be done in the presence of a technical commissioner.
- p) After repairs have been completed, plombing must be placed again.

2. VERSENYAUTÓK // RACE CARS

2.1. A versenyautók gyártmánya és típusa:

Suzuki Swift Sport 1.6

Suzuki Swift 1,6 Sport (alvázsza szám kezdete: TSMNZA32S00 (HUN) TSMNZC32S00) (AUT)), a GFS Racing Kft és a ZM Racing által átalakított modellek.

Suzuki Swift Sport 1.4T

Suzuki Swift Sport 1.4T (alvázsza szám kezdete: JSAAZC33S00), a GFS Racing Kft által épített 201-399 sorozatszámú versenyautók

Modell and type of the race cars:

Suzuki Swift Sport 1.6

Suzuki Swift 1,6 Sport (chassis number starts: TSMNZA32S00 (HUN), TSMNZC32S00) (AUT)), models built by GFS Racing Kft and ZM Racing.

Suzuki Swift Sport 1.4T

Suzuki Swift Sport 1.4T (chassis number starts: JSAAZC33S00) race cars built by GFS Racing Kft with a serial number from 201 to 399

3. HOMOLOGIZÁCIÓ // HOMOLOGATION

3.1. A sportcélra így átalakított versenyautó nemzeti (MNASZ) homologizációval rendelkezik az alábbiak szerint:

Suzuki Swift Sport 1.6

Suzuki Swift Sport 1.6 Sport H0114 vagy

Suzuki Swift Sport 1.4T

Suzuki Swift Sport 1.4T H0119

The race cars have the homologation form registered by the Hungarian Automobile Federation as follows:

Suzuki Swift Sport 1.6

Suzuki Swift Sport 1.6 Sport H0114

Suzuki Swift Sport 1.4T

Suzuki Swift Sport 1.4T H0119

4. HIVATALOS JELZÉSEK AZ AUTÓKON – KÖTELEZŐ REKLÁMOK /OFFICIAL MARKINGS ON THE CARS-OBLIGATORY ADVERTISING

4.1. A kötelező reklámok a kupasorozat promóterének körleveleiben kerülnek meghatározásra. A kötelező reklámokat minden indulónak kötelezően viselnie kell az egész szezon ideje alatt az alábbiak szerint:

- a géptető első harmadán,
- az autó jobb és bal oldalának alsó harmadán (oldalajtók alsó harmadán, a hátsó sárvédők alsó harmadán, küszöbökön),
- az első szélvédő felső csikján,
- a hátsó szélvédőn,
- a két hátsó oldalüvegen,
- az első és hátsó rendszámtáblák keretében,
- a két első lámpabúrában,
- az autó négy sarkán, a lökhárítókön,
- az előírt versenyzői overallon.

Mandatory advertisements are defined in the provisional information of the Cup promoter. The mandatory advertisements must be stuck the whole season as follows:

- on the first third of the bonnet,
- on the bottom third of the right and left side of the car (bottom third of the doors, bottom third of the rear fender, on the sills)
- on the upper strip of the front windscreen,
- on the rear windscreen,
- on the rear side windows (both side),
- on the front and rear number plate's frame,
- on the front lamp covers,
- on the four corner and the bumpers,
- and on the race overall.

4.2. A kupasorozat versenyein csak a sorozat szervezője által előírt Suzuki márkakupás versenyoverallban lehet versenyezni, ezalól csak a versenysorozat promótere adhat felmentést. De ebben az esetben kötelező felhelyezni Swift Cup Europe felvarrót az overál hátára és mellkasára, az eredeti Swift Cup Europe overálon található méretben.

Drivers can race in the Cup only in Suzuki Cup overall determined by the organizer, and only the promoter of the series may relieve. In this case you should put the original Swift Cup Europe logo at the front and back of the overal like the original Swift Cup Europe overal.

4.3. A versenysorozat promótere jogosult meghatározni a mellrész jobb oldalán felvarrandó feliratok helyét. A reklámfeliratok elhelyezésénél figyelembe kell venni az FIA L függelék idevonatkozó előírásait.

The promoter of the series is entitled to determine the position of the label to be sewn on the right side of the overall breast. The placement of the label must comply with the FIA Appendix L regulations.

4.4. A kupasorozat promótere a szezon első versenyhétvégéjéig köteles a kötelező reklámokra vonatkozó előírásokat nyilvánosságra hozni.

The promoter of the Cup is required to disclose the mandatory advertising requirements until the first weekend of the season.

4.5. A szezonközi változtatás jogát a promoter fenntartja.

The promoter reserves the right to make mid-season changes.

5. SPECIÁLIS ELŐÍRÁSOK // SPECIAL REGULATIONS

5.1. MINIMÁLIS SÚLY (VERSENYZŐ NÉLKÜL) // MINIMAL WEIGHT (WITHOUT DRIVER)

Suzuki Swift Sport 1.6

Minimális tömeg pilóta nélkül // Minimal weight (without driver): **930 kg**

Suzuki Swift Sport 1.4T

Minimális tömeg pilóta nélkül // Minimal weight (without driver): **920 kg**

- 5.1.1. Az autók tömegének legalább a homologizációs lapon feltüntetett értékűnek kell lennie. Ez az autó minimális tömege (versenyző és felszerelése nélkül).

The weight of the cars must be at least the value shown on the homologation sheet. This is the minimum weight of the car (without driver and equipment).

- 5.1.2. Minden folyadéktartálynak (kenőolaj, fékolaj, hűtőfolyadék,) a gyártó utasításában megadott normál szintig feltöltve kell lennie. Az ablakmosó tartálynak és az üzemanyagtartálynak üresnek kell lenniük.

All fluid tanks (lubricating oil, brake oil, coolant, etc.) must be filled to the normal level specified in the manufacturer's instructions. The windscreen washer tank and fuel tank must be empty.

- 5.1.3. Tilos a balansz súly és az alkatrészek nehezebbre történő cseréje.

Balance weight and changing the spare parts to heavier is prohibited.

5.2. A VERSENYZŐVEL EGYÜTT MÉRT MINIMÁL SÚLY// MINIMAL WEIGHT

Suzuki Swift Sport 1.6

- 5.2.1. A minimális tömeg pilótával együtt (beleértve a pilótát és a versenyszerelést) // Minimal weight (with the driver and the equipment): **1050 kg**.

Suzuki Swift Sport 1.4T

- 5.2.2. A minimális tömeg pilótával együtt (beleértve a pilótát és a versenyszerelést) // Minimal weight (with the driver and the equipment): **1020 kg**.

- 5.2.3. Az időmérő edzés valamint a futamok leintése után a technikai ellenőrök a versenyautót a versenyzővel együtt tömegmérésre utasíthatják.

The scrutineers may instruct the racer to the weighing after the qualification and the race,

- 5.2.4. A mérés folyamata: az időmérő és a verseny leintését követően a versenyzőnek részt kell vennie a mérlegelési eljárásán. A technikai ellenőrök a mérést a teljes menetfelszerelésben lévő versenyzővel együtt végzik.

The weighting process: After the end of the race or qualifying, the drivers must participate in the weighing procedure. The technical supervisors take the measurement together with the driver with full equipment.

5.3. PÓTSÚLY // ADDITIONAL WEIGHT

Suzuki Swift Sport 1.6, Suzuki Swift Sport 1.4T

- 5.3.1. A Swift Cup Europe azon versenyzőinek, akiknek a tömege teljes versenyszerelésben (teljes alsóruházat, overall, sisak, maszk, kesztyű, cipő) az autójával együtt, nem éri el az előírt minimál súlyt, pótsúlyt (ballaszt) kell az autójukba elhelyezni.

Swift Cup Europe drivers whose weight in full racing equipment (full underwear, overalls, helmet, mask, gloves, shoes) and with their car will not reach the required minimum weight (ballast) should put additional weight into their car.

- 5.3.2. A súlyszabályozásnak megfelelően csak a szervezőtől vásárolt súlyok elhelyezése megengedett a versenyautóban. A kiegészítő súly elhelyezése csak a vezetőülés mögötti kijelölt területen (bal hátsó utas lábtér) engedélyezett! Lehetővé kell tenni a súlyok rögzítését. Ha a jármű fel van szerelve súlyokkal, ezt jelteni kell a gépátvételen. A súlyokat a technikai ellenőrnek kell lezárnia. A nem megfelelően rögzített súlyok használata a versenyző felelőssége.

According to the weight control, only the weights purchased from the organizer are allowed in the racing car. The additional weight is only permitted in the designated area behind the driver's seat (left rear passenger foot space). It must have the possibility to fix the weights. If the vehicle is equipped with weights, this must be reported at the scrutineering. The weights must be closed by the technical inspector. The use of incorrectly fixed weights is the responsibility of the competitor.

- 5.3.3. A pótsúlyt minimum 2,0 kg-os lépcsőkben kell elhelyezni.

The additional weight should be placed by 2 kgs units.

Maximum 50 kg helyezhető el a pilóta mögött kialakított rögzítési helyre. Amennyiben ennél több súlyt kellene elhelyezni a minimum súly eléréséhez, akkor a fennmaradó súlyokat a jobb oldali ülés helyére kell elhelyezni, az üléstartó rögzítési pontokat felhasználva.

Maximum 50 kg can be placed behind the driver's seat by using the mounting points. If more weight should be placed in order to reach the minimum weight, the remaining weights should be placed at the right-hand seat, using the seat holder mounting points.

- 5.3.4. A pótsúlyok megléte a versenyautóban a rendezvények teljes időtartama alatt kötelező, ezeket a Technikai Bizottság ellenőrzi és leplombálja. A plomba hiányáról a versenyző köteles a Technikai Bizottságok értesíteni és pótoltatni azt.

The additional weights placed into the racing cars are mandatory throughout the whole race weekend and may be checked and sealed by the Technical Committee. The driver is obliged to notify the Technical Committees of the lack of a seal and have it replaced.

- 5.3.5. A versenyzőket autóikkal a bajnokság első rendezvényének, vagy azon a rendezvénynek a gépátvételén mérlegelik, ahol először vesznek részt. A bajnokság bármely versenyén a Felügyelő Testület és a technikai ellenőrök elrendelhetik egy versenyző és autójának ismételt mérlegelését.

Drivers will be weighed with their cars at the first race weekend of the championship or at the event where they will participate for the first time. In any race of the Championship, the Supervisor Board and the scrutineers may order the driver and his car to be reweighed.

5.4. GUMIABRONCS // TIRES

Suzuki Swift Sport 1.6, Suzuki Swift Sport 1.4T

5.4.1. A gumiabroncsok beszerzése // The purchase of the tires

A sorozatban csak Nankang CRS versenygumik használhatók, melyeket jelöléssel ellátva, versenyre felkészítve a versenyzők kizárólag a GFS Racing Kft-től vásárolhatnak. Eső esetén pedig a Yokohama A006G esőgumi használható.

Only Nankang CRS racing tires can be used in the series, which must be bought exclusively from GFS Racing Kft labeled and ready for the race. In case of rain, the Yokohama A006G rain tire can be used.

5.4.2. A 2025-ös szezonban használható gumiabroncsok //Tires available for the 2025 season:

195/50R15 Nankang CRS
190/50R15 Yokohama A006G

5.4.3. Árak // Prices

195/50R15 Nankang CRS	195 € (nettó/VAT excl)
190/50R15 Yokohama A006G	230 € (nettó/VAT excl.)

Az év közbeni árváltozások jogát a promóter fenntartja.

The promoter reserves the right to change the price during the year.

5.4.4. Gumik melegítése // Preheating of the tires

Elektromos gumi takaró és gumi előmelegítő rendszer használata szigorúan tilos.

The electric rubber blanket and rubber preheating system is strictly prohibited.

5.4.5. Gumisabályok // Tire Rules

Minden versenyzőnek kötelező az autóját 4 új gumival ellátni az időmérő megkezdéséig és ezzel a 4 új gumival végigversenyezni a hétvégét.

Every driver is obliged to put 4 new tires to his car until the start of the qualification and with this 4 new tires to race the weekend.

Mindkét kategóriában minden versenyzőnek rendelkezésére áll hétvégenként 2 db új extra gumi, melyet az adott hétvége versenyfutamain szabadon felhasználhat. Az extra gumikat az időmérő alatt felhasználni szigorúan tilos.

In both categories, each driver has 2 new extra tires per weekend, which can be used freely in the races of the given event. It is strictly forbidden to use the new extra tires during the qualification.

A gumiabroncs belseje (a kerékpánt és a gumiabroncs belső része közötti tér) csak levegővel tölthető meg.

Inside of the tires can be filled with air only.

Ha a versenyen a gumiabroncsok közül bármelyik úgy megsérül, hogy alkalmatlan a további biztonságos versenyzésre, a megsérült gumiabroncs a technikai ellenőrök engedélyével csak új gumiabroncsra cserélhető.

If a tire is damaged that it is not suitable for safe racing can be changed for new tires with the permission of the Technical Commissioner.

Amennyiben a gumiabroncsok olyan sérülést szenvednek, amelynek cseréjét a technikai bizottság engedélyezi, nem számít bele az szabadon felhasználható extra gumik közé.

If a tire is damaged and can be changed for new tires with a permission of the Technical Commissioner, they are not included in the extra tires that can be used freely.

Az extra gumi igényeket a következő futam előtt legalább 1 órával előzetesen be kell jelenteni.

Extra tires needs must be announced at least 1 hour before the next race. The extra tires used at the weekend are registered.

5.4.6. Az eső gumiabroncsok használata // The usage of the wet tires

Az esőgumik száma nem korlátozott.

The number of wet tires is not limited.

5.5. KIEGÉSZÍTŐ SÚLY SZABÁLY/ADDITIONAL WEIGHT RULES

5.5.1. Kiegészítő súlyozás kerül alkalmazásra az abszolút első öt helyezettjénél az alábbiak szerint:

1. hely: +20 kg
2. hely: +10 kg
3. hely: +0 kg
4. hely: -10 kg (csak a már hozzáadott súlyból)
5. helytől és a versenyt be nem fejezők: -20 kg (csak a már hozzáadott súlyból)

A futamon nem induló versenyző súlybüntetés szempontjából a versenyt be nem fejezővel azonos elbírálás alá esik.

Additional weight rule will be used in the first 5 position of overall ranking as follows:

- 1st place: +20 kg
- 2nd place: +10 kg
- 3rd place: +0 kg
- 4th place -10 kg (just from the additional weight already added)
- from 5th place and no finisher -20 kg (just from the additional weight already added)

In terms of weight penalty, a driver who does not start the race is subject to the same assessment as a competitor who does not finish the race.

5.5.2. A maximum hozzáadott súly: 30 kg

Maximum additional weight: 30 kg

5.5.3. A kiegészítő súlyok alkalmazása, vagy változtatása csak a következő versenyhétvégére alkalmazandók. (Pl.: egy versenyző az első versenyhétvégén egy első, és egy negyedik helyet szerzett meg, akkor a következő hétvégére +20, -10, tehát +10kg súlyt kell az autójába beszerezni a jobb oldali ülés helyére, az üléstartó rögzítési pontjait felhasználva.)

Akinek kiegészítő súly kerül az autójába a hétvégére, annak mindkét oldalra a rajtszám mellé egy plusz matricát helyez el a Technikai Bizottság.

The use or change of additional weights must be applied at the following race weekend. (E.g.: a competitor achieved a first and a fourth place on the first race weekend, then for the following weekend +20, -10, i.e. +10 kg of weight must be installed in his car in place of the right seat, using the attachment points of the seat mounting.)

The car has an additional weight for the weekend a sticker will be placed on both sides of the car besides the starting number by the Technical Commission.

5.6. FELNI // RIMS

1. Swift Sport 1.6:

Speedline 7x15 ET36, Braid 7x15 ET36,

(a Suzuki Motorsport Austria autói a 2019. év előtti saját szabályaiknak megfelelően használhatják az alábbi felniket is: 7 x 15 ET35, ET40 és 7,25 x 15 ET35)

(Suzuki Motorsport Austria cars can use the following rims according to their own rules before 2019: 7 x 15 ET35, ET40 and 7.25 x 15 ET35)

2. Swift Sport 1.4T:

Braid 7x15 ET36

Homológlap szerinti GFS Racing Kft által forgalmazott (max. 20 mm) nyomtávcsélesztő felszerelése kötelező az első tengelyre.

According to the homologation form spacers (max. 20 mm) of the GFS Racing must be placed to the front axle.

5.7. ÜZEMANYAG // FUEL

Suzuki Swift Sport 1.6, Suzuki Swift Sport 1.4T

5.7.1. Engedélyezett üzemanyagok: csak a kereskedelmi forgalomba kapható maximum 100 RON oktánszámú benzin.

Only commercial gasoline (available at petrol stations) max. RON 100 can be used.

5.7.2. További adalékanyag hozzáadása tilos.

Adding additional additives is prohibited!

5.7.3. A rendezvény ideje alatt a technikai bizottság üzemanyag mintát vehet, és a résztvevőknek gondoskodnia kell arról, hogy a rendezvény ideje alatt az óvási időszak végéig legalább 4 liter üzemanyag rendelkezésre álljon.

During the event, the Technical Committee may take a fuel sample and the racers shall ensure that at least 4 liters of fuel are available during the event until the end of the protest period.

5.8. ÜZEMANYAGRENDSZER // FUEL SYSTEM

Suzuki Swift Sport 1.6, Suzuki Swift Sport 1.4T

5.8.1. Csak az eredeti üzemanyagrendszert lehet használni. Az üzemanyag nyomását nem szabad megváltoztatni.

Only the original fuel system can be used. The fuel pressure must not be changed.

5.9. FUTÓMŰ // SUSPENSION

Suzuki Swift Sport 1.6, Suzuki Swift Sport 1.4T

A hátsó futómű állításához megengedett a hézagoló lapok használata.

Adjusting sims are permitted for adjusting the rear suspension.

5.10. LENGÉSCSILLAPÍTÓ // DAMPER

Suzuki Swift Sport 1.6

Csak a GFS Racing által beszerelt INTRAX lengéscsillapítók használata engedélyezett és mindennemű módosítása TILOS!

Only INTRAX damper installed by GFS Racing is allowed and all modification is prohibited.

Suzuki Swift Sport 1.4T

Csak a GFS Racing által átalakított és GFS Racing Kft-től megvásárolt ÖHLINS lengéscsillapítók használata engedélyezett és mindennemű módosítása TILOS!

Only ÖHLINS damper modified by GFS Racing Kft and bought from GFS Racing Kft is permitted and all other modification is prohibited.

5.10.1. A lengéscsillapító megbontása tilos.

Taking apart of the damper is prohibited.

5.10.2. A lengéscsillapítók felújítását, javítását csak a GFS Racing Kft végezheti.

The preparing and renewing of the dampers must be made by GFS Racing Kft only.

5.11. TORONYCSAPÁGY // TOP MOUNT

Suzuki Swift Sport 1.6, Suzuki Swift Sport 1.4T

- 5.11.1. A versenyautóban eredetileg elhelyezett toronycsapágy és toronycsapágház más gyártó által gyártottra cserélhető, azzal a feltétellel, hogy a toronycsapágy külső átmérője és belső furat átmérője nem változhat. A toronycsapágház méretei változhatnak, de az első lengéscsillapító felső bekötési pontja a toronyhoz képest nem módosulhat.

Originally installed top mount and top mount housing may be replaced by another manufacturer's with a condition of that the outside diameter of the top mount and the diameter of the inner hole are not modified. The dimensions of the top mount housing may be varied, but the upper attachment point of the front damper may not be changed relative to the tower.

5.12. FÉKPEDÁL MEGERŐSÍTÉS // BRAKE PEDAL REINFORCEMENT

Suzuki Swift Sport 1.4T

- 5.12.1. A fékpedál szárának megerősítése rálapolással engedélyezett.

The brake pedal reinforcement allowed by overlapping.

5.13. RUGÓK // SPRINGS

Suzuki Swift Sport 1.6

Az első és hátsó rugóstagok az Intrax Swift Cup 2012 1K2 Black Titan gyártmányú lengéscsillapítók részeként használhatók.

The front and rear spring parts can be used as a part of the Intrax Swift Cup 2012 1K2 Black Titan damper.

Suzuki Swift Sport 1.4T

Csak a GFS Racing által forgalmazott homologlap szerinti ÖHLINS vagy EIBACH rugók használhatók az alábbi paraméterekkel:

Only ÖHLINS or EIBACH springs according to the homologation form and distributed by GFS Racing can be used with the following parameters:

Első/Front: 180mm/80N/65mm

Hátsó/Rear: 120mm/60N/60mm

Segédrugók/Helper: 40mm/20N/60mm

5.14. JÁRMŰ MAGASSÁGA // THE HEIGHT OF THE CAR

Suzuki Swift Sport 1.6

A jármű hasmagasságára vonatkozóan nincs minimum érték meghatározva.

There is no minimum value for vehicle height.

Suzuki Swift Sport 1.4T

A jármű magasságát úgy kell beállítani, hogy egy minimum 8 cm magas és legfeljebb 40 cm széles hasáb az autó alatt akadály nélkül elférjen. Az ellenőrzést a technikai bizottság sík felületen végzi mindig a pilótával, felszerelésével és a megmaradt üzemanyaggal együtt.

The height of the vehicle must be adjusted to accommodate a minimum of 8 cm in height and a maximum of 40 cm in width under the car. The check is always done by the Technical Committee on a flat surface with the driver, the equipment and the remaining fuel.

5.15. UTASTÉR, KAROSSZÉRIA ÉS EGYÉB BERENDEZÉSEK // INSIDE, BODYWORK AND OTHER EQUIPMENT

5.15.1. Belső panorámatükör beszerelése ajánlott.

Inner panorama mirror is suggested.

5.15.2. A vezetékkötegekben található gyári csatlakozó használatával szivargyújtó aljzat beszerelése megengedett.

Installing a cigar lighter with the use of standard connector in the wiring harness is permitted.

5.15.3. A két első oldalüveg biztonsági fóliázása kötelező.

Foiling of the two front side window is mandatory.

5.15.4. A homológlap szerinti lámpatakaró kötelező, melynek gyártója és forgalmazója a GFS Racing Kft.

Lamp cover according to the homologation form is mandatory and produced and distributed by GFS Racing Kft.

5.15.5. Az első lökhárító alsó részéhez rögzített gumi szoknya nem kötelező. (Suzuki Swift Sport 1.6)

A rubber skirt fixed to the bottom side of the front bumper is optional.

5.15.6. Az első lökhárítóba hűtővédő rács rögzíthető.

Cooler grill can be fixed into the front bumper.

5.15.7. A hátsó lökhárító alatt, a kipufogó nyílások fölötti kis műanyag elemek eltávolíthatók.

Small plastic parts under the rear bumper above the exhaust holes can be removed.

5.15.8. A versenyautók zárhídja csavarozhatóra átalakítható. (Suzuki Swift Sport 1.6)

The front axle can be modified into screwable.

5.15.9. Az első lengőkarból a Suzuki Swift Sport 1.6 versenyautóhoz a (45201-62J00, 45202-62J00) és a (45201-72K00, 45202-72K00) cikkszámú változatok használhatók.

Front wishbone (45201-62J00, 45202-62J00) és a (45201-72K00, 45202-72K00) item number parts can be used for Suzuki Swift Sport 1.6

Az első lengőkarból a Suzuki Swift Sport 1.4 T versenyautóhoz a (45201-68E00, 45202-68E00) cikkszámú változatok használhatók.

Front wishbone (45201-68E00, 45202-68E00) item number parts can be used for Suzuki Swift Sport 1.4 T.

5.15.10. A hátsóhídnál a Suzuki Swift Sport 1.6 és a Suzuki Swift Sport 1.4 T versenyautóhoz a (46500-68E00) cikkszámú alkatrész használható.

Rear axle (46500-68E00) item number parts can be used for Suzuki Swift Sport 1.6 and 1.4 T.

5.15.11. Az első kerékjárat műanyag dobbatét nem kötelező.

The front plastic wheel arch can be removed.

5.15.12. A sebességváltó kulissza megmagasítható a padlólemez és a műanyag kulisszaház közé csavarozott távtartó beszerelésével, illetve a kulissza alá helyezett alátétek segítségével. A függőleges emelés mértéke maximum 100 mm, az autó hossz tengelyével párhuzamos eltolás mértéke maximum 100 mm. Az autó hossz tengelyére merőleges irányban a kulissza nem tolható el, csak billenthető a kulisszaház. A gyári alkatrészek, illetve a karosszérián semmilyen módosítás vagy átalakítás nem megengedett.

The gear shift gate can be raised by installing a spacer bolted between the floor panel and the plastic sector frame, or by using spacer underneath the sector. The vertical lift is up to 100 mm and the sliding parallel to the car's longitudinal axis is up to 100 mm. The horizontal slide to the longitudinal axis of the car is not permitted, but tipping is permitted. Any modifications of the standard parts or the bodywork are prohibited.

5.15.13. A külső megjelenést a homológlap szabályozza.

Rules for the bodywork is regulated in the homologation form.

5.15.14. Suzuki Swift Sport 1.4T

A homologálap szerinti első és hátsó kiegészítő spoiler kötelező, melynek gyártója és forgalmazója a GFS Racing Kft.

Front and rear additional spoiler according to the homologation form is mandatory and produced and distributed by GFS Racing Kft.

5.15.15. A cikkszámok esetleges változását a pilótáknak a promóter és a Technikai Bizottság felé is jelenteniük kell.

Drivers must report any changes in the item numbers to the promoter and the Technical Committee.

5.15.16. A komplett ablakmosó tartály a kiegészítő berendezésekkel együtt eltávolítható.

The complete window washer tank can be removed together with the additional equipment.

5.16. TELEMETRIA//TELEMETRY

Suzuki Swift Sport 1.6, Suzuki Swift Sport 1.4T

5.16.1. Minden versenyautót el kell látni AIM Solo Telemetriával az alábbiak szerint:

- Suzuki Swift Sport 1.6 (Suzuki Swift Sport AZG 416, GFS által épített, 2016)– AIM Solo DL vagy DL2
- Suzuki Swift Sport 1.4T (Suzuki Swift Sport A2L 414, GFS által épített, 2019-2023)– AIM Solo DL2 vagy AIM MXS, AIM MXL, melyet a szervező felprogramozott és az adott autóhoz rendelt.
- A gyári műszercsoport eltávolítható az AIM MXS és AIM MXL telemetria használata esetén.

All race cars must be equipped with AIM Solo Telemetry as follows:

- Suzuki Swift Sport 1.6 (Suzuki Swift Sport AZG 416, built by GFS and Zellhofer Motorsport, 2016)– AIM Solo DL vagy DL2
- Suzuki Swift Sport 1.4T (Suzuki Swift Sport A2L 414, built by GFS, 2019-2023)– AIM Solo DL2 or AIM MXS, AIM MXL, which is programmed and ordered to the race car by the organiser.
- The original instrument cluster can be removed when using AIM MXS és AIM MXL telemetry.

5.16.2. Az AIM gumihőmérséklet szenzorok használata engedélyezett.

The AIM tire temperature sensor can be used.

5.16.3. Az alapbeállítás megváltoztatása és kalibrálása tilos.

The modification and calibrating of the base setup is prohibited.

5.16.4. Az AIM Solo rögzíti az adatokat az OBD-n keresztül. Ezért minden versenyzőnek kötelező ellenőriznie, hogy az eszköz helyesen van felhelyezve és az a versenyhétvége ideje alatt megfelelően működik.

AIM Solo records the data through the OBD. Therefore, each driver is obliged to check that the device is correctly installed and is working properly during the weekend.

5.16.5. Az adatokat a technikai ellenőrök vagy a szervezők begyűjthetik és ellenőrizhetik.

The data can be collected and checked by the technical scruteneers or the organizers.

5.16.6. Ha a technikai ellenőrök az időmérőn és a futamokon bármi rendellenességet észlelnek a mért adatok alapján, a versenyzőt azonnali hatállyal büntetésben részesíthetik, mely az eltérés mértékétől függően rajthelybüntetés, időbüntetés és kizárás lehet.

If the technical scruteneers detect any abnormalities about the measured data on the qualifying and races, they may be penalized with immediate effect, depending on the extent of the discrepancy, grid position penalty, time penalty and exclusion.

5.16.7. A technikai ellenőrök a logger adatait letölthetik a verseny folyamán bármikor, és a kiolvasott adatok alapján további ellenőrzéseket/vizsgálatokat rendelhetnek el.

Technical scruteneers can download the data at any time during the race and order further checks / tests based on read data

- 5.16.8. A loggerek letöltött adatait a kupasorozat nevezői és versenyzői, valamint a szakági bizottság részére a sorozat promótere kérésre rendelkezésre bocsátja.

The organiser of the Cup make available the downloaded data for the racers and the Technical Committee.

- 5.16.9. A parc fermé időszakon kívül, a nevező tudomásával a loggeradatok bármikor letölthetők a többi csapat számára is a versenyhétvége teljes ideje alatt, beleértve a hivatalos program előtti tesztnapot is.

When the parc fermé is open the data can be downloaded to other teams with the racer's knowledge at the whole race event including the testday before the official program.

5.17. KAMERÁK/ CAMERAS

Suzuki Swift Sport 1.6, Suzuki Swift Sport 1.4T

- 5.17.1. A versenyautót legkésőbb a versenyhétvége megkezdéséig minden versenyzőnek szükséges felszerelnie kamerával vagy goproval. A kamerákat illetve goprokat feltöltve és memóriakártyával ellátva, legkésőbb az időmérő edzés megkezdéséig működésbe kell hozni úgy, hogy a kamera vagy gopro előre és hátra is rögzítsen. A felvételeket a technikai ellenőr vagy a Felügyelő Testület kérésére be kell mutatni. Amennyiben a versenyző ennek nem tud eleget tenni, első alkalommal az érintett futamra vonatkozóan, 10 másodperc büntetést kap, a második alkalommal, az érintett futamot követő futamon a legutolsó rajthelyről rajtolhat. Az előrenéző kamerát úgy kell elhelyezni, hogy a felvételen a kormánykerék látszódjon.

The race car must be equipped with a camera or GoPro at the latest by the start of the race weekend. Cameras and GoPro must be loaded and equipped with a memory card at the latest until the qualification and race start, and the camera or gopro must be record to forward (the steering wheel must be seen on the camera) and backwards. Records must be presented for the request of the Technical or Competition Committee. If the driver is not able, he will be penalized for 10 second for the first time, and the second time he can start from the last position on the next race. The forward-looking camera must be positioned so that the steering wheel is also visible in the shot.

5.18. MOTOR

- 5.18.1. A versenyautókban lévő motorok plombával vannak ellátva, és a Swift Sport 1.6 valamint Swift Sport 1.4 Turbo motorjainak megbontása szigorúan tilos. A plomba hiányáról a versenyző köteles a Technikai Bizottságok értesíteni és pótoltatni azt.

Engines in the race cars are plumbed and the opening of the Swift Sport 1.4 Turbo engine is strictly prohibited. The driver is obliged to notify the Technical Committees of the lack of a seal and have it replaced.

- 5.18.2. A motorok javítását kizárólag a GFS Racing Kft illetve a GFS Racing Kft által meghatalmazott személy vagy műhely végezheti.

The engines may only be repaired by the GFS Racing Kft or a person or workshop authorized by GFS Racing Kft.

Suzuki Swift Sport 1.6

- 5.18.3. A SUZUKI SWIFT SPORT 1.6 versenyautók M16A motorral vannak ellátva, melyek megfelelnek a H0114 szabálynak.

SUZUKI SWIFT SPORT 1.6 racing cars are equipped with an M16A engine that conforms to H0114.

Suzuki Swift Sport 1.4T

- 5.18.4. A SUZUKI SWIFT SPORT 1.4T versenyautók K14C motorral vannak ellátva, melyek megfelelnek a H0119 szabálynak.

SUZUKI SWIFT SPORT 1.4 T racing cars are equipped with an K14C engine that conforms to H0119.

5.19. TURBO

Suzuki Swift Sport 1.4T

- 5.19.1. Csak az eredeti gyári turbó használható. Ezt semmilyen módon nem szabad megváltoztatni, módosítani vagy manipulálni.

Only the original series turbo can be used. It should not be altered, modified or manipulated in any way.

- 5.19.2. A töltőnyomás maximális értéke 1.5 bar, melynek ellenőrzését a technikai ellenőr bármikor ellenőrizheti, melynek a Solo DL2-n kijelzett értéke (a környezeti nyomást is figyelembe véve) maximum 2,5 bar.

The allowed maximum pressure is 1.5bar. The allowed measured and shown value of SOLO DL2 is maximum 2,5 bar which can be checked by the Technical Committee at any time.

- 5.19.3. Figyelembe véve az aktuális környezeti adottságokat, (mint a külső hőmérséklet, környezeti nyomás,) a méréseket minimum 5 autón el kell végezni az összehasonlításhoz. A technikai ellenőrök különböző csapatok autóinak adatait mérhetik meg. A valódi maximum turbó nyomás a mérésben résztvevő autók átlaga alapján számolandó. A toleranciaküszöb 0,05 bar.

Consider the effective actual conditions like external temperature, environment pressure correctly, the data will be measured from minimum 5 cars to get the comparison. The technical commissioner is allowed to use cars of different teams for the measuring. The real maximum turbo pressure will be the average pressure of the cars. The tolerance of max 0.05 bar is allowed.

5.20. MOTORVEZÉRLŐ EGYSÉG/ECU

Suzuki Swift Sport 1.6, Suzuki Swift Sport 1.4T

- 5.20.1. A versenyautókban kizárólag a GFS Racing Kft vagy a GFS Racing Kft által megbízott alvállalkozó által felprogramozott és biztonsági matricával ellátott vezérlőegységek használhatók.

The programmed and safety sticker provided ECU by GFS Racing Kft or person authorised by GFS Racing Kft is strictly usable in the race cars.

- 5.20.2. A Technikai Bizottságnak joga van a versenyhétvége folyamán bármikor úgy dönteni, hogy néhány autóban az ECU-kat kicserélik. De a hétvége utolsó versenyfutama után mindenki visszakapja az eredeti ECU-ját.

The Technical Committee has the right to decide at any time during the weekend to replace ECU in some cars. But after the last race of the weekend, everyone gets back to their original ECU.

- 5.20.3. A Technikai Bizottság valamennyi paramétert (maximális sebességet, nyomásmegnövekedést, hőmérsékletet stb.) figyelemmel kísérheti és kiolvashatja.

The Technical Committee can keep on eye and read every parameter. (maximal speed, pressure exceeding, temperature)

- 5.20.4. A szervező fenntartja a jogot, hogy a vezérlőegység egyes illesztőprogramjait megváltoztassa. Az ECU-val kapcsolatos ellenőrzéseket a GFS Racing Kft végzi.

The organizer reserves the right to change some of the programs for the ECU. ECU audits are performed by GFS Racing Kft.

5.21. KIPUFOGÓ RENDSZER // EXHAUSTING SYSTEM

5.21.1. A kipufogórendszer és a zaj korlátozása

The exhausting system and the noise restriction

Suzuki Swift Sport 1.6

Csak a GFS Racing által beszerelt PROEX kipufogórendszer használható.

Only PROEX exhausting system installed by the GFS Racing is permitted

Suzuki Swift Sport 1.4T

Csak a GFS Racingtől megvásárolt homologálap szerinti REMUS kipufogórendszer használható.

Only REMUS exhausting system according to homologation form bought from the GFS Racing is permitted.

5.21.2. Katalizátor

Catalysator

Suzuki Swift Sport 1.6

A katalizátornak nem kell jelen lennie.

The catalysator should not be presented.

Suzuki Swift Sport 1.4T

A katalizátor eltávolítható, de eltávolítása esetén kizárólag a GFS Racing Kft által forgalmazott PROEX gyártmányú katalizátor kiváltó kipufogó rész kiváltható. Amennyiben a katalizátor eltávolításra kerül, az adott versenyautóban a katalizátor nélküli PROEX kipufogó módosításhoz igazított GFS Racing Kft vagy általa megbízott alvállalkozó által programozott ECU használható.

A katalizátor eltávolítása esetén a versenyző köteles a kiszedett katalizátort megőrizni és a hétvégére magával hozni, az esetleges egyedi pályaszemplicitások és/vagy hangkorlátozások miatti szükséges visszaépítés lehetőségét biztosítva. A versenyzők erről az adott verseny hétvége kiírásában vagy a verseny előtt végrehajtási utasításból értesülnek.

The catalysator can be removed, but if it is removed, it can be replaced by only the PROEX downpipe exhaust part sold by GFS Racing Kft. If the catalysator is removed, only the ECU adapted to the PROEX exhaust modification without a catalysator programmed by GFS Racing Kft or a person authorised by GFS Racing Kft can be used in the racing car.

If the catalysator is removed, the competitor is obliged to keep the removed catalysator and bring it with him for the event, ensuring the possibility of necessary reconstruction due to possible unique track specifications and/or sound restrictions. Competitors will be informed of this in the bulletin of the event or in an executive order before the race.

5.22. ERŐÁTVITEL/ POWER TRANSMISSION SYSTEM

Csak a GFS Racing által gyártott és beszerelt Thorsen Cup differenciálzár használható. Ennek az eredeti állapotban kell maradnia, és nem szabad megváltoztatni. Csak az eredeti változat engedélyezett.

Only Thorsen Cup differential lock produced and installed by GFS Racing can be used. It should remain in its original version and should not be changed. Only the original version is permitted.

Suzuki Swift Sport 1.6

Rövid végáttétel // Short final drive (according to homologation form)
Gyártott // Produced

Léptetővilla átalakítás // Gear shift fork modification
Kapcsolóvilla felhegeszthető // Fork can be welded

Suzuki Swift Sport 1.4T

Léptetővilla átalakítás // Gear shift fork modification
Kapcsolóvilla felhegeszthető // Fork can be welded

5.23. FÉKRENDSZER // BRAKING SYSTEM

5.23.1. Féktárcsa // Brake disc

Suzuki Swift Sport 1.6

Az első és hátsó féktárcsák cseréje engedélyezett, a gyáritól eltérő típusúra, de a maximális vastagság és átmérő nem térhet el a gyáritól. Ezek felülete megvágható.

Disks are free in the front and in the rear, different type is permitted but the maximum thickness and diameter can not be changed. The surface can be cut.

Suzuki Swift Sport 1.4T

Az első féktárcsa csak a homologálap szerinti TAROX Cup gyártmányú lehet. A hátsó féktárcsa pedig az eredeti. A TAROX Cup féktárcsák a GFS Racing Kft-től vásárolhatók meg,

For the front brake TAROX Cup discs according to homologation form have to be used. The rear brake discs have to be the original ones.

TAROX Cup brake discs can be purchased from GFS Racing Kft.

5.23.2. Féknyereg // Brake caliper

Suzuki Swift Sport 1.6

Elöl homologálap szerinti WILWOOD féknyergek vagy az eredeti féknyergek használhatók, hátul csak az eredeti. Acél flexibilis csövek használhatók a gumicsövek helyett.

WILWOOD caliper by the homologation form or the original caliper is permitted in the front, the original caliper is permitted in the rear. Steel flexible pipes are permitted instead of rubber pipes.

Suzuki Swift Sport 1.4T

Elöl csak a homologálap szerinti TAROX féknyergek használhatók, hátul csak az eredeti. Acél flexibilis csövek használhatók a gumicsövek helyett.

A TAROX Cup féknyergek a GFS Racing Kft-től vásárolhatók meg,

Only TAROX caliper by the homologation form is permitted in the front, the original caliper is permitted in the rear. Steel flexible pipes are permitted instead of rubber pipes.

TAROX Cup brake caliper can be purchased from GFS Racing Kft.

5.23.3. Fékbetét // Brake pads

Suzuki Swift Sport 1.6, Suzuki Swift Sport 1.4T

Bármilyen fajtájú fékbetét használható, azzal a feltétellel, hogy a fékbetét a féknyereg bármilyen változtatása nélkül, az eredeti helyére illeszkedjen.

A TAROX Cup fékbetétek a GFS Racing Kft-től vásárolhatók meg,

Pads are free with a condition that the pads must fit into the caliper without any modification. It must be installed into the original place.

TAROX Cup brake pads can be purchased from GFS Racing Kft.

5.23.4. Fékhűtés // Brake cooling

Suzuki Swift Sport 1.4T

Az első féktárcsa szellőztetése megengedett oldalanként 2 db, egyenként max. 100 mm-es átmérővel. Továbbá az eredeti ködlámpa nyílások is használhatók. Megengedett a belső műanyag dobbetét szükséges változtatása is. A fékhűtéshez felhasznált csövek és légterelések segítségével a hűtőlevegő csak a kerék belseje felé (féknyereg, féktárcsa irányába) terelhető.

The ventilation of the front brake disc is permitted with 2 pieces by sides with maximum 100 mm diameter. Furthermore the original hole of foglamps can be used. The modification of inner plastic wheel arch is permitted. With the help of the pipes and air deflectors used for brake cooling, the cooling air can only be directed towards the inside of the wheel (only in the direction of the brake caliper, brake disc)

5.24. KERÉKDŐLÉS/ELSŐ TENGYEL // CAMBER/FRONT AXLE

Az első kerekek maximális dőlése -6 °. A dőlés bármikor ellenőrizhető.

The maximum camber angle on the front is -6 °. The camber can be checked any time.

5.25. KERÉKDŐLÉS/HÁTSÓ TENGYEL // CAMBER/REAR AXLE

A hátsó kerekek maximális dőlése -2 °.

The maximum camber angle on the rear is -2 °.

5.26. LEVEGŐSZŰRŐ // AIR FILTER

Suzuki Swift Sport 1.6, Suzuki Swift Sport 1.4T

A levegőszűrő betét utángyártottra vagy sportlégszűrőre cserélhető.

The air filter can be changed to reproduced or sport version.

5.27. AKKUMULÁTOR // BATTERY

Suzuki Swift Sport 1.6, Suzuki Swift Sport 1.4T

Az akkumulátor cserélhető, de a helye nem módosítható.

Battery size and type is free but must remain in the standard location.

5.28. RÁDIÓHASZNÁLAT // USAGE OF THE RADIO

A csapat és a pilóta közötti rádiókapcsolat engedélyezett.

The radio connection between the team and the pilot is permitted.