

**SPORTING REGULATION OF SWIFT CUP EUROPE**  
**INTERNATIONAL/2026**

**1. INTRODUCTION**

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1.1. The Swift Cup Europe noticed by the National Automobilsport Federation of Hungary for 2026 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 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**

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**2.1 HUNGARY AND INTERNATIONAL**

**GFS Racing Team**

Burkus Egon – promoter

2135 Csörög, Alkotmány u. 17.

email: [gfs@gfs.hu](mailto:gfs@gfs.hu)

telefon: +36 30 9322 031

**GFS Racing Team**

Tánczos Éva - organiser/ English

email: [eva.tanczos@gfs.hu](mailto:eva.tanczos@gfs.hu)

telefon: +36 30 7375 836

**3. //LICENCES**

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

**4. // REGISTRATION**

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4.1. The non-refundable registration fee for the 2026 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](mailto: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 2026**

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**

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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](http://swiftcupeurope.com) or by email to [eva.tanczos@gfs.hu](mailto:eva.tanczos@gfs.hu) from the 2026 season of Swift Cup Europe.

5.3. All fully filled entry forms and completed scrutineering forms must be submitted on [swiftcupeurope.com](http://swiftcupeurope.com) or sent to [eva.tanczos@gfs.hu](mailto: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)

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: **7600 €**, - (seven thousand Euro) (VAT excluded) which includes the 7 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:

**15 April 2026**

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

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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

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### 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

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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

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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

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10.1. Swift Cup Europe consists of 7 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 event supplementary 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 qualifying 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 qualifying process will be applied before the publishing of timetable.

### **10.9.3. Qualifying 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 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).
- 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.

## **10.10. Races – general regulations**

### **10.10.1. Racing distance**

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

### **10.10.2. Condition of starting**

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

- After the qualifying session, the result of the qualifying is officially published, indicating the drivers who do not meet the starting conditions.
- 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.
- 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.
- 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.
- 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.
- If two or more drivers achieves the same time in qualifying session, the priority is the one who achieved the time first.
- 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.

## **11. CALENDAR / 2026**

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May 15 - 17 Grobnik

May 29 -31 Salzburgring

July 10 – 12 Poznan

July 31 – August 2 Most

August 21 - 23 Slovakiaring

September 11 - 13 Brno

October 23 – 25 Hungaroring

## **12. POINTS OF THE RACES**

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### **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 2026 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.

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

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### **12.2.2. SWIFT SPORT 1.6**

INTERNATIONAL CHAMPIONSHIP - 1-3. PLACE

JUNIOR CATEGORY - 1-3. PLACE

SENIOR CATEGORY – 1-3. PLACE

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**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**

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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

- 1<sup>st</sup> PLACE trophy
- 2<sup>nd</sup> PLACE troph
- 3<sup>rd</sup> PLACE trophy
- 4<sup>th</sup> PLACE trophy
- 5<sup>th</sup> PLACE trophy
- 6<sup>th</sup> 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<sup>st</sup> PLACE/CHAMPION trophy
- 2<sup>nd</sup> PLACE. trophy
- 3<sup>rd</sup> PLACE trophy
- 4<sup>th</sup> PLACE trophy
- 5<sup>th</sup> PLACE trophy
- 6<sup>th</sup> PLACE. trophy

## 16. ANNUAL CEREMONY

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- 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**

	<b>2026</b>
<b>HELMET</b>	<b>Homolog</b>
<b>HANS®</b>	<b>Homolog</b>
<b>OVERALL</b>	<b>Homolog</b>
<b>UNDERWEAR</b>	<b>Homolog</b>
<b>SHOES</b>	<b>Homolog</b>
<b>GLOVES</b>	<b>Homolog</b>
<b>MASK</b>	<b>Homolog</b>