

SUZUKI CUP EUROPE 2020
REGULATIONS

1. INTRODUCTION

- 1.0. The Suzuki Cup Europe noticed by the National Austrian Motorsport Federation (AMF) for 2020 will be run in conformity with the Series' sporting and technical regulations in compliance with FIA and The National Austrian Motorsport Federation (AMF) standards.
- 1.1. The Suzuki Cup Europe series is organised in conformity with the provisions of
- a) the International Sporting Code and its appendices (the Code),
 - b) the FIA General Prescriptions on circuits and
 - c) the FIA Sport Regulations
 - d) the National Sporting Regulations of the (ASN).
- 1.2. The Series regulation is available in German and English and in any dispute the English version of regulations shall be definitive.
- 1.3. The parent ASN of the Series is the National Austrian Motorsport Federation.
- 1.4. The promoter of the Suzuki Cup Europe is Zellhofer Motorsport.

2. OFFICIALS

2.0. Organising committee

Zellhofer Motorsport
Martin Zellhofer – promoter
Gewerbestrasse 14, 3304 St. Georgen
email: office@zellhofer.at
phone: +43 7472 66 84 1

Series technical directors
Móni István (MNASZ)
Vinoczai Attila (MNASZ)

Christina Ettl Performance
Christina Ettl - organizer
Bürgergasse 15/14, 1100 Wien
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Technical supervisor
Perjési Zsolt (MNASZ)
Wolfgang Wohlschlager (AMF)

Race officer
Gerhard Leeb
Venez Ágnes

3. LICENCES

- 3.0. Only a competitor may receive a license for a track racing who has the permission for applying license of the Division of the ASN. Licences needs to be applied directly at the relevant ASN.

4. ENTRIES

- 4.0. Before the end of each race weekend in which the competitor wishes to participate a separate Entry Form must be submitted and the entry fee must be paid before the weekend.
- 4.1. For Suzuki Cup Europe single races the filled entry forms must be sent using the entry form on suzuki-cup.at or by email to christina@christina-ettel.at
 - 4.1.1. Entries must be submitted at least one week before the beginning of the race weekend.
- 4.2. Entry fee **for per race weekend:**
 - € 700,- VAT incl. /weekend (two races)
 - € 900,- VAT incl. /weekend (three races)
- 4.3. The entry fee includes lunch and dinner for every driver and 2 companion at the weekend.
- 4.4. The entry fee must be transferred to the account as follows:

Zellhofer Motorsport
Volksbank Niederösterreich AG
IBAN: AT56 4715 0440 8936 0000
BIC: VBOEATWWNOM

Usage:
Entry race weekend „*RACETRACK*“ SUZUKI CUP EUROPE 2020
- 4.5. If another driver would like to race in the next race with a car which has the technical check for the previous race the driver must go for administrative check and the car must have a scruteneering check again.
- 4.6. The cars signed in the entry form which entered within the same category and class can be changed till the end of the scruteneering check or additional scruteneering check with another car with the permission of the Technical Supervisor or the Technical Committee, but in the scruteneering form the data of the new car must be signed.
- 4.7. With signing the entry form the driver confirms the full recognition of this regulation and the provisions contained in there.
- 4.8. Only competitors who have been entered in time and have paid the entry fee will be eligible to participate. Oral form of registration / entry cannot be accepted!
- 4.9. Drivers have the entry right to participate in Suzuki Cup Europe races who have the license issued by the Austrian Motorsport Federation or any ASN of any FIA member country for the current year and the fast track.
- 4.10. The promoter also accepts the entry of two drivers for the start in one racing car.

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

In terms of execution, that driver must take part in the first race who has completed the qualifying session. On the next race the second driver starts from the position which the first driver achieved in his own race.

5. DRIVERS

- 5.1. The following drivers can be entered for the Suzuki Cup Europe:
 - 5.1.1. who hold a driver license issued by Austrian Motorsport Federation
 - 5.1.2. who hold a driver license issued by an ASN of any FIA Member State.
- 5.2. Mandatory safety equipment for drivers is enclosed in Annex I to these Regulations.

6. ACCEPTED CARS

Suzuki Swift Sport 1.4T
Suzuki Swift Sport 1.6

7. CLASSES

Suzuki Swift Sport 1.4T

- FIA class (together with Swift Cup Europe Hungary)

Suzuki Swift Sport 1.6

- FIA class (together with Swift Cup Europe Hungary)

8. TECHNICAL BACKGROUND

- 8.0. Suzuki Cup Europe consists of circuit track races.
- 8.1. Suzuki Cup Europe is organized in a point system. In the results of each race the drivers can get points, which is the basis for the individual scoring of the cup at the end of the year.
- 8.2. In the case of point equalization, the position should be decided on the more of the first, second, third etc. position. If this is barren of results, the drivers are
- 8.3. considered to be the same.
- 8.4. In the calculation of Swift Cup Europe annual individual 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.
- 8.5. The winner of the FIA Swift Cup Europe and Swift Cup Europe annual individual evaluation wins the title of „Champion of FIA Swift Cup Europe” and the title of "Champion of Swift Cup Europe".
- 8.6. **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.

8.7. Boxes

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

8.8. Trainings

8.8.1. Free trainings

- All drivers must participate minimum one free practise in every race weekend.
- The dates of free practice are included in the weekend regulation.

8.8.2. Duration of the free training

- At least 30 minutes of qualifying training should be provided for drivers. The qualification can also be implemented in a superpole system, in which case a 45-minute duration is required to complete a full-time training. The promoter of the Cup is responsible to check with the race director which mode of the qualification will be organized before making the timetable.

8.8.3. Qualification

- The beginning of the qualification is indicated by the red to green indicator light at the exit of the box. During the qualification the driver can only start from the box to the racetrack if the light is green.
- All qualifying rounds of each driver will be measured in the qualification to determine the starting order and limit times.
- The end of the qualification is signed by the presentation of the check flag, at which moment the box exit is closed.
- Drivers who have completed qualification, either independently in their box or in their depot area, or in the regulations of that category, will drive to the parc fermé.
- In case of the same time result, the driver who has reached the time result earlier must be placed ahead.

8.8.4. Superpole qualification

- If a superpole qualification is applied it must be disclosed in the regulation.
- In case of having more races the superpole can only affect the start order of the first race.
- Applying the Superpole the qualification is divided into two parts.
- The duration of the first part is **25 minutes** according to a traditional undertaking, every entered driver can enter the track and keeping the time of every completed lap of every driver.
- In the first part, the starting order of the drivers behind the 10th place is determined according to the completed laps of the first part of the qualification. After the first part has finished, the drivers after the tenth place are going to the parc fermé.
- In the second part, the ten best-timing drivers can take part.
- Before the start of the second part, the drivers have to wait in the box street. They must not leave the car, take off their helmets, or remove or refill fuel. The second part starts immediately after the drivers are ranked.
- In the second part, the starting order of the drivers is determined by their time in the first part, so that the drivers can enter the track in the reverse order: the driver who reaches the tenth time can start first, and the best time driver can start last.
- Drivers individually enter the track to the green sign of the boxing lights at least 10 seconds intervals for the indication of the sports judges. After entering the track, the drivers can complete a formation lap, a measured and an in-lap. At the end they go to the parc fermé, and they are subjected to parc fermé rules.
- Start times should be set so that no more than five driver should be in measured lap.
- The time limit (maximum lap time) required to complete the formation lap by the driver is determined in the regulation which must done by every driver in the formation lap. The time of the driver who finishes his formation lap slower that the time limit must be cancelled and placed in the last position of the second part, ie the 10th place.

- A driver who, on his own or his enterer's fault - is not able to drive the track on his own place may not enter the track in the second part, so he does not have a measured lap in the second part.
- The driver who – not on his own fault – is not able to drive the track on his own place may get a new starting time in defined way and time by the race director.
- AThe driver who slip out 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 slowed driver does not move away he can start from the last position in the first race.
- If there are several drivers who do not complete a measured 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.
- A driver who is obstructed due to an external condition (eg. double-yellow flag) during the second part of the qualification may be given a new start at the end of the second part by the race director. In this case, the result of the time lapse 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 with the mandatory of the rules of the parc fermé.

8.8.5. Interruption of the qualification

- The race director can interrupt the qualification at any time and for any time.
- No protest can be accepted as to how the interruption affected the results achieved by the drivers.
- If it is necessary to interrupt the qualification the Race Director will order the red flag on all sports judges and turn on the yellow flashing lights on the start light, and the pit exit light will turn red immediately.
- When interrupting a qualification, the time lost due to the interruption 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 interruption of the qualification, in the restarted part only those can start who have been able to reach the pit lane with their own strength with using the race track. Delivery of injured racing cars to the pit lane or to the depot area is subject to the instructions of the race director, taking into consideration of safety, expediency and possible additional tasks. There is no right to complain about the order of this.
- After an interruption signal, every driver must stop the race and drive at a reduced speed to the pit lane.

8.8.6. 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 measured lap.

8.9. Races – general regulations

8.9.1. /Racing distance

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

8.9.2. Condition of starting

- a) For safety reasons, drivers must fulfill both of the following conditions for starting:
 - have at least three measured laps in the qualification, and
 - his best lap time in the qualification can not be worse than the given category or 130% of the average time of the first three running driver of that class.
- b) In exceptional cases, the sport commission may grant exemption from the above restrictions.
- c) No exemption from the above rule may be granted to a driver who has not yet competed on that race track. In case of dispute, the competitor is responsible for proving this.

8.9.3. Starting grid and starting positions

- a) After the qualifying session, the result of the qualifying exercise is officially published, indicating the drivers who do not meet the starting conditions.
- b) The starting grid of the categories in the races is determined by the qualifying session separated by 1.4T and 1.6. The racing cars are positioned on the grid with the 1.4 Turbo in front and the 1.6 racing cars in the back leaving a row between the two categories.
- c) The starting grid of the first race - separated by 1.4T and 1.6 categories - according to the result of the qualifying session, the starting grid of the second race in the 1-8 position – separated by 1.4T and 1.6 categories - according to the reverse order of the first race, starting grid from the 9th position according to the order of the first result of the first race.
- d) If an event consists of 3 races (rounds), 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 one or more drivers achieve 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 Supervisor Committee. If it affects more than one driver, those who are in the higher class will be able to start the order first, including the current position in the championship, in the first race based on the championship ranking of the previous race year. Subsequently, those in the lower class will follow. In case of further agreement, the order of the starting grid is determined after consultation with the division observer on the basis of the decision of the sport commission.

- h) The starting grid of the race must be posted 30 minutes before the start of the race start procedure. If a driver officially announces that he / she is unable to start the race before the date of posting, the Race Director will fill in the starting position of the lost driver on the grid.
- i) After the official post 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.

8.10. Standing start

- 8.10.1. Unless otherwise specified in the Regulation, the starting begins with the working engine and when the light is on.
- 8.10.2. For security reasons, at the start of the formation lap, and at the start, only the assigned officers can stay at the concrete wall of the pitlane. The fast lane of the pitlane should be left free.
- 8.10.3. The driver who breaks the rules of the starting procedure or delays the starting procedure by his conduct may be punished by the Supervisor Committee, which may extend to the exclusion from the race.
- 8.10.4. 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 the 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 them into the pitlane.
- 8.10.5. Drivers can leave the pitlane through the box exit until the light is green. They can not cross the start line under the burden of exclusion.
- 8.10.6. 5 minutes before the start of the formation lap, the box exit closes. Drivers who are still in the pitlane can only start under the supervision of the sports judges from the pitlane. Such racing cars have to be lined up behind each other in the box exit, in the fast lane of the pitlane.
- 8.10.7. 5 minutes before the start of the formation lap, the 5 MIN sign is shown on the starting line.
- 8.10.8. 3 minutes before the start of the formation lap, the 3 MIN sign is shown on the starting line. The racing cars that have not been able to reach the grid and occupy their designated place so far must be directed to the pitlane. The grid should be left out except the officials and two mechanics by cars.
- 8.10.9. The race cars can be repaired until the 3 MIN label is displayed (including wheel replacement).
- 8.10.10. Refilling of any liquids except coolant is prohibited.
- 8.10.11. If more than 50% of race cars on the grid are fitted with wet tire, the race is declared a wet race and the race is not stopped in case of rain unless other safety considerations make it necessary.
- 8.10.12. The wet race is shown with a WET RACE label.
- 8.10.13. 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.
- 8.10.14. 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 table is shown, everyone should leave the grid, except for the officers who are assigned to it.

- 8.10.15. 30 seconds and / or 15 seconds before the start of the formation lap, the 30 SEC or 15 SEC label is shown at the starting line and / or the launch 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 sports judges. No interference is allowed on the car, the mechanics cannot move the car.

8.11. Formation lap

- 8.11.1. The start of the formation circle is signed by the green flag shown on the starter podium and the green light on the lamp.
- 8.11.2. During the formation lap the competitors will go one lap leading by the pole position driver keeping the starting position the whole lap.
- 8.11.3. The practise of the start during the formation lap is prohibited.
- 8.11.4. If the competitor can start his formation lap late, he can return to his original start position as long as there is a racing car behind him at the moment of crossing the start line.
- 8.11.5. 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.
- 8.11.6. 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 force or with the help of the sports judges the race car can start and join the grid, but it is forbidden to overtake the racers 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.
- 8.11.7. An unreasonably slow race car can be overtaken during the formation lap.
- 8.11.8. 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.
- 8.11.9. 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 launch podium.

8.12. Start

- 8.12.1. After the sign of 5 SEC label the red light will turn on and 1-3 seconds later will turn off determined by the starter.
- 8.12.2. The turn off the red light is the time of the start.
- 8.12.3. 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 sports judges. The sports judge 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.
- 8.12.4. If the problem occurs after the start the sports judges 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.

- 8.12.5. The sports judges 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 sports judges have to move the car to the pitlane where the driver can get further help. If the problem is resolved, the rider can start from the pitlane. No one can enter the grid after giving a sharp start except the sport judges.
- 8.12.6. The race car were not able to start must be pushed in the shortest way to the pitlane.
- 8.12.7. The moment of the start for every racers starting from the pitlane is the green light of the box exit.

8.13. Extra formation lap

- 8.13.1. 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 sports judge 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.
- 8.13.2. The competitor's car because of who has been ordered to make the extra formation lap must always be pushed into pitlane. If the competitor is still able to join the grid, he must drive to the pitlan at the end of the extra formation lap and only start off the box exit. If the competitor does not enter the pitlane he will be penalized for 20 seconds.
- 8.13.3. In this case the distance of the race must be reduced by 1 lap or 2 minutes.

8.14. Start delayed

- 8.14.1. 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.
- 8.14.2. 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.
- 8.14.3. If the formation lap has been completed, the race distance must be reduced by 1 lap or 2 minutes.
- 8.14.4. The procedure can be repeated several times, and the timekeeping is stopped.

8.15. False start

- 8.15.1. The false start is determined by the judges.
- 8.15.2. 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.
- 8.15.3. The competitor who commits a false start is punished by a driving through penalty. The penalty at the starting line must be presented to the competitor as soon as possible.

8.16. Start behind the safety car

- 8.16.1. 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.

- 8.16.2. 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.
- 8.16.3. When security conditions allow the race continues under normal conditions as described in end of safety car procedure.

8.17. Safety Car

- 8.17.1. AGYB provides a safety car for each race weekend (including a subsidiary if possible). Reimbursement of costs (fuel, transportation, personnel, etc.) is the responsibility of the organiser.
- 8.17.2. The safety car must be a vehicle that meets its requirements in terms of its driving characteristics.
- 8.17.3. The car must be provided a readable fonted and colored SAFETY CAR sign on both sides and on the back of the car that visible from far away.
- 8.17.4. At the top of the car, high-powered, flashy as far as possible 2 but at least 1 flashing yellow light signaling devices must be placed (in the case of 2 light-signaling devices the light sources are connected to an independent circuit but can be switched simultaneously).
- 8.17.5. A same powered green light signal shall be fitted between the flashing yellow warning devices.
- 8.17.6. The driver of the safety car must be an experienced, should be up in circuit racing and approved by AGYB person. Another person should be in the safety car besides the driver who could be in a permanent radio link with the Race Director and can identify the racing cars and who is also approved by AGYB also.
- 8.17.7. The safety car may be instructed by the race director in the event if a competitor or official is in immediate danger, but the emergency does not require suspension of the race.
- 8.17.8. Every lap of behind the safety car is counted as a run lap in the race.
- 8.17.9. Overtaking is prohibited during the whole safety car period except if:
- if the driver is instructed from the safety car
 - if a race car slows down for technical or other reason that it is unable to hold its position behind the safety car
 - The car which entering the pitlane can overtake the grid including the safety car if crosses the first safety line.
 - The cars coming from the track can overtake the race car coming from the pitlane before they crosses the secont 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.
- 8.17.10. The place of the first and second safety line must be declared in the briefing.
- 8.17.11. During the safety car procedure, the pitlane can be used by the competitors in compliance with the rules, and can only be driven out of the green light of the pit exit light.

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

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

8.17.14. 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.

8.17.15. Safety car on the track

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

8.17.16. Overtaking the safety car

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

8.17.17. The end of the safety car session

- When the race director decides on the end of the safety car procedure, the safety car turns off the yellow flashing lights at the location described in the driver briefing. This indicates to the drivers that the safety car drives to the pitlane at the end of the lap. From that moment the race car behind the safety car can determine the pace and, if necessary, may be behind the car after more than 5 car lengths.
- In order to reduce the possibility of an accident, after the safety car has turned off the yellow flashing lights, the racers must go thoughtfully avoiding any unpredictable acceleration, braking or any maneuver which likely endanger or set back other racers.

- As soon as the safety car reaches the SC1 line, the yellow flags and signs labeled with SC will be taken back the track control posts, and green flags will be shown and green light will be on the start light. These signs must be used until the last race car crosses the finish line.
- Overtaking between racers is permitted from the finish line.

8.17.18. Finishing the race during the safety 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 sports judge posts, the weaving yellow mark remains valid.
- The full field will receive the checkered flag mark on the track checkpoint on the finish line

8.18. 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 sport judge 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 sports judges 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.

8.18.1. 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 sport judges 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.

9. CALENDAR

Suzuki Cup Europe season 2020

11. – 12. July 2020 - SALZBURGRING (AUSTRIA)

21. – 23. August 2020 - SLOVAKIARING (SLOVAKIA)

04. – 06. September 2020 - AUTODROM BRÜNN (CZECH REPUBLIC)

09. – 11. October 2020 – SLOVAKIARING (SLOVAKIA)

16. – 18. October 2020 – HUNGARORING (HUNGARY)

In case of corona the race dates can be change by a bulletin.
Every race weekends consist of 2 or 3 race which is included in the race weekend entry confirmation.

10. AWARDING OF THE RACES

10.1. Individual awarding

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

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

10.1.2. Extra points per races:

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

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

10.1.3. One race will be minused in the end of the year from seven races. Two races will be minused at the end of the year from ten races. Only races that have been registered by the driver and received the car passed the scruteenering can be minused The race on which the competitor was excluded cannot be minused.

10.2. Groups awarded in Swift Cup Europe:

10.2.1. SWIFT SPORT 1.4 Turbo

FIA ABSOLUTE RATING - 1-5. place

10.2.2. SWIFT SPORT 1.6

FIA ABSOLUTE RATING - 1-3. place

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

11. AWARDING BY RACES

SWIFT SPORT 1.4 T

FIA ABSOLUTE RATING

- 1. PLACE: 500 €
 - 2. PLACE: 400 €
 - 3. PLACE: 300 €
 - 4. PLACE: 200 €
 - 5. PLACE: 100 €
-

SWIFT SPORT 1.6

FIA ABSOLUTE RATING

1-3. place –trophy

11.1. CUP AWARD

11.2. The winner of the annual individual evaluation of the FIA Swift Cup Europe and the Suzuki Cup Europe wins the Swift Cup Europe Cup and the title "FIA Swift Cup Europe Champion" or "Suzuki Cup Europe Champion".

11.2.1. Unless otherwise stated in the contract concluded with the organizer of the competition series, the annual award ceremony takes place at a time and place announced separately by the ASN and at the Vienna Autoshow 2021.

I. Annex 1: Competitors equipment

	2020
HELMET	Homologation
HANS®	Homologation
OVERALL	Homologation
UNDERWEAR	Homologation
SHOES	Homologation
GLOVES	Homologation
BALACLAVA	Homologation