

**IWF'25
RACE DIRECTOR NOTES**

Masters, S125, Senior, Junior and Mini

Valencia – Spain

27th October – 1st November 2025

From: The Race Director

To: All Drivers, Teams, Entrants, Mechanics, Officials & Marshals

General Notes:

1. Light Panels on Marshals Posts

1.1. Light panels have been installed at every Marshals post; the light signals have the same meaning as flag signals.

2. Observing yellow flags/lights

2.1. When a yellow flag/light is displayed at a marshals post no overtaking is permitted.

3. Entering the Track for Laps during qualifying

3.1. Please ensure you leave the pits safely and do not impede drivers at any time on track.

4. Drivers leaving the Dummy Grid / Pit Lane

4.1. For safety reasons, all karts entering the circuit must do so in a safe manner **and inside the 'pit exit' white lines**. Officials will be monitoring Pit Exit driving behaviour and reserve the right to report any infringement of this Article to the Stewards of the meeting.

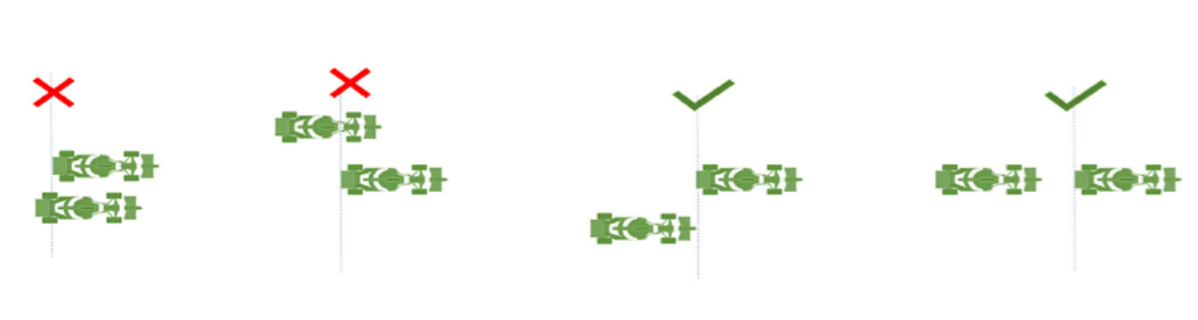
5. Restarting after a 'SLOW' procedure

5.1. Please see below diagram:

5.2. **Restart** – no overtaking is allowed before the start/finish line. Drivers should follow the leading kart at a slow and constant speed, in either a single file or staggered

formation, but never with any part of their bodywork in front of the leading kart's rear bumper.

Acceleration by the poleman should start upon approach of the track's "Yellow Line"



6. Circuit & Parc Fermé Cameras

6.1. The RGMMC Camera System is operational on circuit and in Parc Ferme, including in Pit Entry/Scale line.

7. Specific Regulation Regarding 'Front Fairings'

7.1. I remind Competitors that, as per Article 2.3.3 of the 2025 FIA Karting General Prescriptions, an attempt (whether successful or not) to reposition a front fairing which is not correctly positioned (by a Driver or a third party, and as defined by Technical Drawing 2.2.1 of the 2025 FIA Karting Technical Regulations), a report to the Stewards of the Event will be made.

If found guilty the mandatory penalty is DISQUALIFICATION FROM THE EVENT. We remind Competitors that upwards of 35 Race Control cameras are available throughout the track, and the provisions of this Article will be closely monitored throughout the Event.

8. Helmet and Visor cam

8.1. I would remind competitors that helmet and visor on board cameras are strictly always forbidden as they are modifications to the helmet, as per Appendix L, Chapter III, Art. 1.4 of the ISC.

8.2 Cameras are allowed on the karts during practice sessions until Timed Qualifying.

9. Race Suspension – (RED FLAG)

9.1. Should a race be Red Flagged, please ensure to slow down and be prepared to stop as instructed by the marshals. Where possible, drivers will be directed to the start/finish line where they must stop and not carry out any work or interfere on the kart until approved by an RGMMC Official/Scrutineer.

Additional details about the restart procedure will be given at the drivers/entrants briefing.

10. Broken down karts on the track

10.1. Wherever possible (and if safe to do so) Drivers must remove their karts to a place of safety, move as soon as possible to the closest Marshall post (or dedicated press safe area) and wait there until the end of the Session. The Press Safe Areas will be reviewed by the Race Director, during the Event's Official Drivers' / Entrants' Briefing.

10.2. It is mandatory to wear the driver's helmet properly when on the pick-up vehicle

11. Attempt to restart /

11.1. Pushers **are not allowed to** help Drivers once they have crossed the white line established at the exit of the "Pre-Grid ". This line is to be drawn at 15m minimum, from the first position pre-grid start box. The Official in charge of the "Pre-Grid" may, at any time, intervene to stop a pusher from pushing a kart for safety reasons, such as incoming traffic."

All karts of the "Group 2" and "Group 1" categories, as defined by the CIK-FIA Technical Regulations shall be subject to the following regulation: - If the kart is to stop on track for any reason, the Driver shall only have a singular attempt to restart **and only during the first lap**, after which the kart is to be moved in a safe location.

Failure to comply with this rule will result in a penalty imposed by the Stewards, which may lead to the disqualification from the race where this rule was violated or any other penalties under Article 12.4 of the Code, be aware that a BLACK FLAG will be issued.

This penalty is not subject to appeal. –

12. Chequered Flag – In lap

12.1. After the chequered flag, every driver must go back to parc fermé without any delay, at a slow speed and avoiding dangerous driving liable to hinder other competitors.

13. Pre-Grid & Kart Repairs

13.1. No tools are allowed on the Final / Pre-Grid – if a kart is worked on with or without tools, within these spaces, a report will be sent to the Stewards.

The applicable penalty for the above infringement is Disqualification from the Heat concerned.

13.2. The only exception allowed to Art 13.1 of these Race Director's Event's notes will be any work carried out on a kart following a failure to start from the pre-grid (E.G: Faulty spark plug requiring a change, or use of an electric starter). The tool - assisted work will only be allowed following a clearly demonstrated failure to start, noted by a Judge of Fact, the Technical Delegate or the Race Director(s). The Driver concerned will only be able to leave the grid following the Start of a race, at the back of the grid, upon order of the Race Director.

14. Drivers/Entrants Briefing

14.1. We remind all Drivers and Entrants that official briefing is mandatory: refer to the timetable of the event to check date and time, please have event always passes with you.

15. Summoning - 2025 Update

15.1 To introduce quality of life improvements, all Events of the 2025 RGMMC Karting Championship's Season will move towards summoning by the Stewards in digital format, through SMS texts, replacing the traditional runners.

15.2 Should a Driver be summoned, he/she will receive an SMS text message informing him/her of the summon. The Driver's Entrant will also receive the same message.

15.3 All other procedures to attend the Summon are to be done according to all relevant of the 2025 FIA International Sporting Code.

Event Specific Notes:

16. Circuit Information

16.1. Length: 1,428 metres

16.2. Direction of the Track: Clockwise

16.3. Side of the Pole Position: Right

16.4. Number of laps in Qualifying Heats: 11 laps in Senior/S125/Masters, 8 laps in Junior, 7 laps in Mini.

16.5 Number of laps in Super Heats: 16 laps in Senior/S125/Masters, 13 laps in Junior, 11 laps in Mini.

16.6 Number of laps in the Final: 20 laps in Senior/S125/Masters, 17 laps in Junior, 15 laps in Mini.

17. Race Starts

17.1. All classes will have **2 X Formation Laps**, drivers should reduce their speed from Marshall Post 9 to be in formation at the Red Line (latest) and maintain a slow and constant speed from this point, following around the perimeter of the circuit, missing out the chicane.

Pole Position and Grid 2 drivers DO NOT accelerate until approaching the Yellow line.

Excessive and repeated false starts will be reported to the Stewards. The poleman must be on the correct line of the formation at the latest by the Red line. (According to the side of the pole position of the track: Right)

17.2. As per Art 2.19.9 of the 2025 FIA Karting General Prescriptions, any driver unable to exit the pits will only be able to do so following the Start of a race, at the back of the grid, upon order of the Race Director.

18. Track Limits

18.1. In accordance with the provisions of Article 3.6.2.C of the 2025 International Driver's License for Karting Drivers & Code of Driving Conduct, the white lines define the track edges. A kart must always remain on the track – failure to do so may result in a report going to the Stewards.

19. Circuit - Specific Information

19.1 Pit **Entry**: Please be safe when entering the pit lane: you will find slow down chicanes made of tyre lines. Ensure to signal your intention to exit the track/enter the pitlane by raising your arm.

19.2 **Scale Entry**: Ensure to slow down and be safe when entering the scale area,

DO NOT DRIVE ONTO SCALES

19.3. **Pit Exit**: To all Mechanics: Please stop pushing your driver **IMMEDIATELY** before the white line painted at the exit of the pre grid area. Should you have any problem to start please coming back in a safe position to conduct a secondary attempt.

Failure to comply will be reported to the Stewards.

20. Smoking/Vaping

Technical, Service, Pre-Grid and Circuit areas, are **ALL NON-Vaping/Smoking areas**, please respect the sinage, as any infringements may lead to fines.

21. STARTING OF ENGINES (AS PER 2025 RGMMC CHAMPIONS OF THE FUTURE SPORTING REGULATIONS Art 27.4)

The starting up, running in, warming up or testing of kart engines in the Paddock as well as in the Reserved Areas (see Article 20 of the international Sporting Code) is strictly prohibited. Offenders will be penalised by a fine of minimum 250€.

22. MOTORISED SCOOTERS/BIKES (AS PER 2025 RGMMC CHAMPIONS OF THE FUTURE SPORTING REGULATIONS Art 27.2)

It is forbidden to use motorbikes, scooters or any other motorised devices in the Paddock, or on the circuit except where Race Director has given special permission.

23. Race Control Requests

23.1 A new feature included to the COTFA Series 2025 will give the chance to each team to register one telephone number into the race control WhatsApp.

This WhatsApp number is exclusively to be used by those registered numbers. The objective is only to inform the race control of an incident you may wish to be reviewed in the case you believe it has been missed.

23.2. Rules of the messages:

23.2.1. Only registered numbers will be viewed.

23.2.2. Race control will not reply to any message, it's simply for viewing.

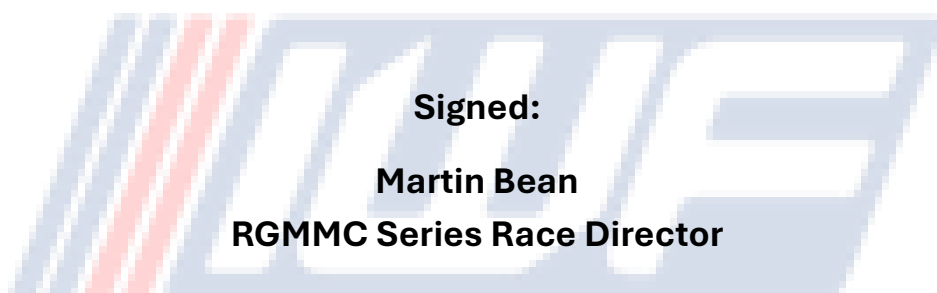
23.2.3. Please keep the messages brief as in: Lap x, turn x, between Driver X and Driver X.

23.2.4. Messages should be sent within 10 minutes of the finish flag of the race concerned.

23.2.5. Do not use aggressive language or long explanations.

23.2.6. Please register your team number at the RGMMC sign in desk.

23.2.7. Race control number: +41 (0) 78 250 27 16



Signed:

Martin Bean

RGMMC Series Race Director