

**RACE DIRECTOR EVENT NOTES****Iame Warrior Finals****Leopard Circuit – Viterbo****19th – 24th October 2026**

From: The RGMMC Race Director.

To: All Drivers, mechanics, officials & marshals.

General Notes**1. Light Panels on Marshal Posts:**

1.1. Light panels are installed at every marshal post; the light signals have the same meaning as the flag signals. Please ensure you are obeying all the signals.

1.2. In the event of a discrepancy between the flag and light signal. The more restrictive signal shall prevail. For example, in the case of a green light panel and a waved yellow flag, the yellow flag will prevail.

2. Observing Yellow Flags/Lights:

2.1. When a yellow flag/light is displayed **NO** overtaking is permitted. Drivers are to be aware that there may be marshals, track staff or medical personnel working in that area.

2.2. Under Double Waved yellow flags slow down considerably, no overtaking is permitted and be prepared to change direction respecting the signal. The track may be partially blocked with personnel trackside.

3. Entering the track during all sessions:

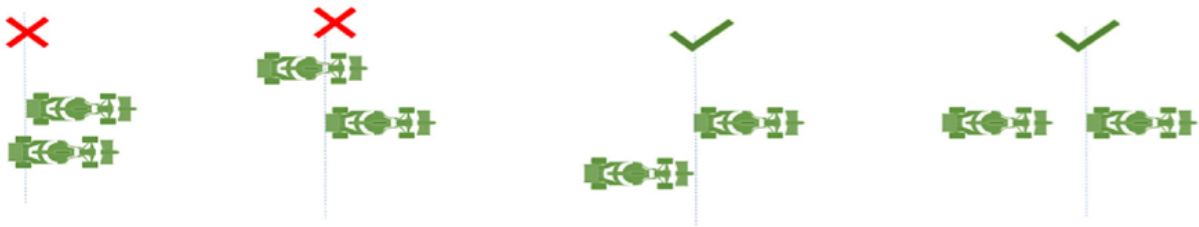
3.1. Please ensure you leave the pits safely and must not impede drivers at any time on track. We will be monitoring pit exit behaviour and will report any infringement of this article to the stewards of the event.

3.2. For safety reasons, all karts entering the circuit must do so in a safe manner and stay inside any 'pit exit white lines'.

4. Restarting after a 'SLOW' procedure:

4.1. **RESTART** – no overtaking is permitted before the start/control line. Drivers should follow the leading kart at a **slow** and **constant** speed, in either single file or staggered formation, but never any part of their bodywork in front of the leading kart's rear bumper. Acceleration by the lead driver should start upon approach of the track's 'yellow line' on the start/finish straight.

4.2. See diagram below:



5. Circuit and Parc Ferme Cameras:

5.1. RGMMC Camera system will be in operation on circuit and in parc ferme; including pit entry/exit and scales.

6. Specific Regulation Regarding 'Front Fairings':

6.1. We remind competitors that, as per Article 2.3.3 of the 2026 FIA Karting General Prescriptions, an attempt (whether successful or not) to reposition a front fairing which is not correctly positioned as defined by technical drawing 2.2.1 of the 2026 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 **session**. This could be by the driver or a third party.

6.2. We would like to remind competitors that up to 40 Race Control Cameras are available throughout the track and parc ferme areas, and the provisions of this Article will be closely monitored throughout this competition.

7. Helmet and Visor Cameras:

7.1. We remind competitors that helmet and visor on board cameras are strictly forbidden as they are modifications to the helmet.

8. Race Suspension (RED FLAG):

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

8.2. Additional information regarding the restart procedure will be given at the drivers' briefing.

9. Broken down karts on the track:

9.1. Wherever possible (and if safe to do so) drivers must remove their karts to a place of safety, then move as soon as possible to the nearest marshal post (or as directed by the marshals) and wait there until the end of the session.

9.2. A recovery vehicle will be in operation during the weekend.

9.3. It is mandatory for the driver to wear their helmet properly when on the recovery vehicle.

10. Attempt to restart:

10.1. Should a driver come to a stop on the circuit, only **one attempt** to restart is allowed. A reminder to competitors that this must be made in a safe manner and they should rejoin the circuit when it is clear/safe to do so.

11. Pre-Grid:

11.1. As per Article 19.5.4. of the 2026 IWF Sporting Regulations, The karts placed on the Pre-grid must be ready to race; it is strictly forbidden to carry out any work and/or set-up on the kart on the Pre-Grid, with the exception of tyre pressures, which can be adjusted by the Driver or his/her Mechanic using his/her own tyre pressure gauge by letting air out only.

11.2. As per Article 19.5.5. of the 2026 IWF Sporting Regulations, If, for whatever reason, a kart is present on the Pre-Grid and is found not to be "ready to race" within a specified time window before access to the Pre-Grid is closed (time stated in the timetable), the kart is permitted to be returned to the Start Servicing Park so that repairs can be carried out by the Driver's Mechanic. In all cases, any kart that has not taken its position on the Pre-Grid before the time stated in the timetable for the closing of the access of the Pre-Grid will have its access to it denied.

11.3. As per Article 19.5.6. of the 2026 IWF Sporting Regulations, If, for whatever reason, a kart is present on the Pre-Grid and is found not to be "ready to race" before the green light or flag, the kart is permitted to be placed in the Repair Area, so that repairs can be carried out by the Driver's Mechanic and the Driver itself. The kart is permitted to join the formation lap(s) and will take the start of the race at the back of the grid, irrespective of the number of formation or extra formation laps.

11.4. As per Article 19.5.7. of the 2026 IWF Sporting Regulations, If a Driver is unable to start from the Pre-Grid after the display of the green light or flag and if he requests the intervention of a Mechanic, he will be authorised. In the case where he receives assistance from the Mechanic other than the use of the tool to start up the Engine, he will be authorized to leave the Pre-Grid only at the orders of a Marshal, the driver will take the start of the race at the back of the grid, irrespective of the number of

formation or extra formation laps. If he/she does not receive any assistance other than the mentioned tool to start up the Engine he/she can rejoin his/her original position until the Red Line before the start of the race.

12. Driver Briefing:

12.1. I would like to remind all drivers and competitors that the official briefing is **mandatory**. Refer to the timetable of the event to check the date & time. Location of the briefing will be the Viterbo Driver Briefing Room, on the ground floor of the building near the start/finish straight.

13. Summoning to the Stewards:

13.1. To continue with the quality-of-life improvements, all events of the 2026 RGMMC Karting Championships Season will continue to move towards summoning by the stewards in digital format, through SMS texts, replacing the traditional runners, when available.

13.2. Should a driver be summoned, they will receive a SMS text message informing them of the summon. The driver's competitor will also receive the same message.

13.3. All other procedures to attend the summon are to be done according to all relevant articles of the 2026 FIA International Sporting Code.

13.5. The location of the stewards is the first floor of the main building, accessible by the 'trackside door' next to the circuit's reception window.

Event Specific Instructions

14. Circuit Information:

14.1. Length: *1300 meters*

14.2. Direction of the Track: *Clockwise*

14.3. Side of Pole Position: *Right*

14.4. Number of laps in Heat races;

7 in Mini, 10 in All Junior, 12 in All Senior

14.5. Number of Laps in Super Heat races;

10 in Mini, 12 in All Junior, 16 in All Senior

14.6. Number of laps in the Final;

16 in Mini, 20 in All Junior, 24 in All Senior

15. Race Starts:

15.1. **2x Formation Laps**: on the second formation lap, drivers must reduce their speed at Marshal Post No. 7 and be in position by the red line at the latest. Drivers must then stay in their 2 by 2 formation, in their lines at a SLOW and CONSTANT speed from this point. Pole position and Grid 2 drivers are **not** to accelerate until the approach of the yellow line. Excessive and repetitive false starts will be reported to the stewards. The poleman must be on the correct line of the formation by the first yellow flag.



16. Track Limits:

16.1. In accordance with the provisions of Article 3.6.2.C of the 2026 International Driver's License for Karting Driver's & 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 being sent to the stewards.

17. Chequered Flag – In Lap:

17.1. After the Chequered flag, **drivers are to continue around the circuit for another lap at a slow speed**, avoiding dangerous driving liable to hinder other competitors and return to parc ferme without delay. All drivers are to slow down at the Yellow Flag and enter the pit lane. Pit Entry is located directly after the start/control line.

18. Specific Information:

18.1. Pit Lane: Please be safe when exiting the circuit and coming down the pit lane. Drivers are to ensure they signal their intentions to exit the circuit/enter the pit lane by raising their arm.

18.2. Scale Entry: Ensure you enter the scales area and SLOW down. You must not drive over the scales.

18.3. Technical, Service Parc, Pre-Grid and Circuit areas are all **NO** smoking/vaping areas. Please respect all the signage located around the venue and any infringements may lead to fines imposed.

18.4. As per Article 27.4 of 2026 IWF Sporting Regulations. The starting up, running in, warming up or testing of kart engines in the paddock as well as the reserved areas (see Article 20 of the International Sporting Code) is strictly prohibited. Offenders will be penalised by a fine of a minimum €250.00.

18.5. As per Article 27.2 of 2026 IWF Sporting Regulations. It is forbidden to use motorbike, scooters or any other motorized device in the paddock or on the circuit (which includes bicycles) except where the Race Director has given permission.

18.6. I would like to remind all competitors in Mini X30 that the use of the CIK-FIA Anti-Launch device is mandatory for use, at all times, during the IWF'26 Competition. Any infringement of the CIK-FIA homologation regulations or non-compliance with the technical regulations will result in a report sent to the stewards of the event.

Martin Bean
RGMMC Race Director

