

## Series Race Directors Notes for the Event/Series 2025

To All Teams, Entrants, Drivers and Officials

### IAME EURO SERIES

Wackersdorf

25-29 June 2025 – **VERSION 2 CHANGES IN LIGHT BLUE**

#### 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. **PLEASE RESPECT ALL SIGNALS/FLAGS AT ALL TIMES**

#### 2. Observing yellow flags/lights.

2.1. When a yellow flag/light is displayed at a marshals post **SLOW DOWN** and **NO OVERTAKING** is permitted.

#### 3. Entering the Track for Laps during TIMED Qualifying.

3.1. Please ensure you leave the pits safely and do not impede drivers at any time on track. 3.2

**Rolling over, blocking etc. will not be tolerated session will be stopped and discussed**

#### 4. Drivers leaving the Dummy Grid / Pit Lane/Timed Qualifying.

4.1. For safety reasons, all karts entering the circuit must do so in a safe manner **white lines**. We 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"

5.3



## 6. Circuit & Parc Ferme Cameras

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

7.1. We 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.

7.2 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. We remind competitors that helmet and visor on board cameras are strictly always forbidden as they are modifications to the helmet, forbidden 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 /recovery vehicle

## 11. Attempt to restart

11.1. Should a driver stop on track, only **ONE ATTEMPT** to restart is allowed, which is to be always made in a safe manner.

## 12. Chequered Flag In lap

12.1. After the chequered flag, and without overtaking, every driver must go back to parc ferme 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 Heats/Final / Pre-Grid if a kart is worked on within these spaces with or without tools, a report will be sent to the Stewards. We remind drivers that the applicable penalty for the above infringement is Disqualification from the Heat/Final 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.

13.3 On the One-minute signal all mechanics are to be removed from the grid and can only return to help a driver after all karts have left the grid area.

13.4 Karts should not move until the green signal/Flag is shown by the Grid personnel.

### **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.

### **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.

### **16. Event Specific Instructions/Circuit Information**

16.1. *Length:* 1190 metre

16.2. *Direction of the Track:* Clockwise

16.3. *Side of the Pole Position:* Right

16.4. *Number of laps in Qualifying Heat:* 11 Laps in Senior; 8 Laps in Junior; 7 in Mini

16.5. *Number of laps in Super Heats* 14 Laps in Senior; 11 Laps in Junior; 10 in Mini

16.6. *Number of laps in the Final* 17 Laps in Senior; 14 Laps in Junior; 13 in Mini

## 17. Race Starts.

17.1 All classes will have 2 X Formation Laps, drivers should reduce their speed from **Marshall Post 8**, 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

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.

18.2 Should you exceed the track limits you put yourself and other drivers at risk please respect these provisions.

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

DO NOT DRIVE onto the scales. Failure to comply will be reported to the Stewards.

## 20. Smoking

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

## 21. AS PER 2025 IAME EURO SPORTING REGULATIONS Art 26.4

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



**22. AS PER 2025 IAME EURO SPORTING REGULATIONS 26.4**

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

**23. AS PER 2025 IAME EURO SPORTING REGULATIONS 17.2 AND BULLETIN #1**

Article 17.2 of the IAME EURO SERIES Sporting Regulations,

**"Time Qualifying"**

The drivers will be able to start moving their karts from the "Start Servicing Park" to the "Pre-Grid" from five minutes before the time scheduled for the start of the Qualifying Practice concerned until the end of the same Qualifying Practice period. Each driver must take his chassis to the "Pre-Grid" and this choice will be final. The karts placed on the "Pre-Grid" must be ready to race. As soon as the signal indicating the end of the Qualifying Practice is given, access to the "Pre- Grid" is forbidden. "Pre-Grid" positions will be

located for the first round of the championship by drawing lots at the entrance of the "Pre-Grid" with the "Pre-Grid" officials acting as judges of fact.

**For the second round and so on positions will be allocated based on the championship standings on the day when the session takes place. This process is not subject to protest and any decision concerning this will not be appealable.**

Article 8.9 of the IAME EURO SERIES Sporting Regulations JR/SR, Article 8.7 of the IAME EURO SERIES MINI Sporting Regulations

**"Collection of dry tires" Each competitor will take two set of race tires from the tire park as per the timetable, one of them will be mounted on the rims and will be kept in the tire serving park, it is mandatory to use this set in the Time Qualifying session.**

## 24 RACE CONTROL

### - RACE CONTROL CONTACT-

A new feature included to the IAME Euro 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.

#### Rules of the messages:

- Only registered numbers will be viewed.
- Race control will not reply to any message, it's simply for viewing.
- Please keep the messages brief as in: Lap x, turn x, between Driver X and Driver X.
- **Messages should be sent within 10 minutes of the finish flag of the race concerned.**
- Do not use aggressive language or long explanations.
- Please register your team number at the RGMMC sign in desk.
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- Race control number: +41 (0) 78 250 27 16

RGMMC IAME EURO,

Karting Series Race Director,

Martin Bean,

26 JUNE 2025, 12:00.