

Series Race Directors Notes for the Event/Series 2026

To All Teams, Entrants, Drivers and Officials

IAME Winter Cup 2026

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. 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. 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. 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 (by a Driver or a third party, and 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, according to the 2026 IAME Sporting Regulations the penalty is DISQUALIFICATION FROM THE SESSION.

With a reminder to 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. 1.2 of the ISC.

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/competitors 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'/Competitors' Briefing.

10.2. It is mandatory to wear the driver's helmet properly when on the 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 made in safe conditions.

12. Chequered Flag – In lap

12.1. After the chequered flag, and without overtaking, 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

1. 13.1. No tools are allowed on the Final / Pre-Grid – if a kart is worked on Karts within these spaces, a report will be sent to the Stewards. We remind that the applicable penalty for the above infringement is Disqualification from the Heat concerned.
2. 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 using 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/Competitors Briefing

14.1. We remind all Drivers and Competitors that official briefing is mandatory: refer to the timetable of the event to check date and time.

15. Summoning – 2026 Update

1. 15.1. To continue with the quality-of-life improvements, all Events of the 2026 RGMCM Karting Championship's Season will move towards summoning by the Stewards in digital format, through SMS texts, replacing the traditional runners, when available.
2. 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.
3. 15.3. All other procedures to attend the Summon are to be done according to all relevant of the 2026 FIA International Sporting Code.

16. Event Specific Instructions

Circuit Information

1. 16.1. *Length*: 1,428 metres
2. 16.2. *Direction of the Track*: Clockwise
3. 16.3. *Side of the Pole Position*: Right

4. *16.4. Number of laps in Qualifying Heat:* 11 Laps in Senior; 8 Laps in Junior; 7 in Mini
5. *16.5. Number of laps in Super Heats:* 15 Laps in Senior; 12 Laps in Junior; 10 in Mini
6. *16.6. Number of laps in the Final:* 20 Laps in Senior; 17 Laps in Junior; 15 in Mini

17. Race Starts.

17.1. 1 Warm Up Lap (normal track layout) and 1 Formation Lap: drivers should reduce their speed from Marshall Post n. 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 2026 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 2026 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 may 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.

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 2026 RGMMC IAME WINTER CUP 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 a fine of minimum 250€.

22. AS PER 2026 RGMMC IAME WINTER SPORTING REGULATION Art 26.2

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

IAME Karting Series Race Director

Martin Bean

09 February 2026