# 2026 MUGELLO EVENT

30th October - 1st November 2026

**From:** The IF4C Race Director **Date:** October 30th 2026

**To:** All IF4C Competitors; All IF4C Drivers; Stewards' Panel; All Officials **Time:** 10.00

| | |
|---|---|
| **Title** | IF4C Mugello.2 2026 Competition Notes |
| **Description** | IF4C Mugello.2 2026 Competition Notes |
| **Enclosed** | IF4C Mugello.2 2026 Competition Notes.pdf |

**Dino Aldo Lodola**

**The Italian F4 Championship Race Director**

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## Race Director's Competition Notes - General Instructions and Information

### 1. Observing yellow flags

**1.1** It's a signal of danger and can be presented to the drivers in two different ways with the following meaning:

**1.2** Single waved: Drivers must reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.

**1.3** Double waved: Any driver passing through a double waved yellow marshalling sector must reduce speed significantly and be prepared to change direction or stop. In order for the Stewards to be satisfied that any such driver has complied with these requirements it must be clear that he has not attempted to set a meaningful lap time. Furthermore, during qualifying, any driver in a double yellow sector will have that lap time cancelled.

**1.4** During FCY or SC: A double yellow flags will be displayed at the post prior to the incident during FCY or SC period.

### 2. Track light panels

**2.1** The track light panels have been installed around the circuit.

**2.2** In accordance with Appendix H to the ISC the light signals have the same meaning as flag signals.

**2.3** The light signals complement the flag signals.

### 3. Red Flag

**3.1** In case a session will be suspended, all marshals posts will shown a waved red flag and all digital light panels will blink in red

**3.2** As soon as red flags are shown, drivers must reduce immediately and in safe manner to the speed of 60 km/h and come back into the pit lane.

**3.3** Specific instructions regarding the speed could be sent by Race Director by timing monitors, or by radio and/or Whatsapp Group and must be respected.

**3.4** In case a Free Practice Session or Qualifying Session is suspended with red flag, cars must be parked in working lane.

**3.5** In case a Free Practice Session or Qualifying Session is suspended with red flag, all cars that are stopped in the fast lane because the pit exit light is red must be pushed back by the team to it's designated area.

**3.6** Drivers are allowed to move in the fast lane only after the "Fast Lane Open" signal is given by timing monitors except when a session is suspended.

**3.7** In case a Race is suspended cars must return to the pit lane and stop in fast lane close to the pit exit lights following instructions by the Officials. Cars in fast lane must leave space from the car in front to facilitate re-order procedure.

**3.8** During race suspension, cars in fast lane are not under Parc Fermé conditions but works can only start as soon as official instructions are given by Race Director through the timing monitors and whatsapp group.

**3.9** A penalty could be imposed on drivers whose cars is moved from the fast lane to any other part of the pit lane without permission.

## 4. Full Course Yellow (FCY)

**4.1** The FCY could be used during free practices, qualifying and races. A countdown will be done on timing monitors and by radio. If FCY is used during the races, it could be followed by SC period except in the case an incident occurs in the final part of the races.

**4.2** When FCY procedure is declared drivers must reduce speed immediately and in safe manner to 60 Km/h and keep the distance. Overtake is forbidden. No warming tires.

**4.3** A double yellow flag will be displayed at the post prior to the incident during FCY period.

**4.4** During the first minutes of Free Practices a FCY exercise could be done. Instructions will be given to the teams by the timing monitors/whatsapp group and radio.

**4.5** During FCY procedures drivers must comply with the following sectors' time. Any infringement could be reported to the Stewards.

| Sector | Length (m) | Sector's time |
|---|---|---|
| Speed | 335,00 | 0'.20".100 |
| Int. 1 | 937,30 | 0'.56".230 |
| Int. 2 | 1.049,70 | 1'.02".960 |
| Int. 3 | 1.543,60 | 1'.32".620 |
| Complete Lap | 5.245,00 | 5'.14".700 |

## 5. Safety Car (SC)

**5.1** When SC procedure is declared drivers must reduce speed immediately and close the gap to the car in front at reduced speed. Overtake is forbidden except in the cases reported in art. 2.10 Appendix H FIA Code

**5.2** A double yellow flag will be displayed at the post prior to the incident during SC period.

**5.3** The cars must form up in line behind the SC no more than five car lengths apart and overtaking is forbidden.

**5.4** During the SC procedure pit exit remain GREEN. When the SC cross SC Line 1 the pit exit will be closed (RED lights). When the last car of the group behind the SC crosses SC Line 2 pit exit it will be GREEN again.

**5.5** In order to avoid the likelihood of accidents before the SC returns to the pits, from the moment in which the lights are turned off drivers must proceed at a pace which involves no erratic acceleration or braking or any other manouvre which likely to endanger other drivers or impede the restart.

**5.6** Safety Car thoriugh the pits: In some circumstances, SC could pass through pit lane. Drivers must follow SC when lights are on.
A dedicated board - close to pit entry - will show when SC will pass through the pit.

**5.7** In case of ending the race behind Safety Car the procedure will be as follow:

- Information will be displayed on timekeeping monitors
- SC will switch off the lights in the area indicated in the briefing and than will pit in
- All Marshals post continue to display SC boards and waved yellow flags
- Drivers must proceed to the finish line for the finish flag. Overtaking is not allowed.
- For safety reason, and at Race Director's discretion, a FCY speed limit may be imposed on a specific section of the track,which will be notified by the timing monitors.

**5.8** In case of Safety Car during the last lap the procedure will be as follow:

- SC in this lap will be displayed on timekeeping monitors
- SC will switch off the lights in the area indicated in the briefing and than will pit in
- All Marshals withdraw all SC boards when lights off and remain with single motionless yellow flag
- Drivers must proceed to the finish line for the finish flag. Overtaking is not allowed.
- No speed limit must be respected.

**5.9** The Safety Car may be instructed to use a different version of the track (e.g. passing by the pit). Drivers are warned to always follow the Safety Car, including a different racing line when the lights are on to avoid debris on the track or to protect the intervention of marshals.

**5.10** To reduce the risk of an incident at the restart, weaving is not permitted starting from the moment wherein Safety Car will switch off the lights.

**5.11** For safety reasons and in order to minimise the risk of incidents during the Safety Car restart procedure, from the moment the Safety Car's lights are extinguished, all drivers, including the race leader, must maintain a minimum speed of 60 km/h.

**5.12** The positioning of the cars at the restart after the SC period must comply with the below drawing (fig.1):

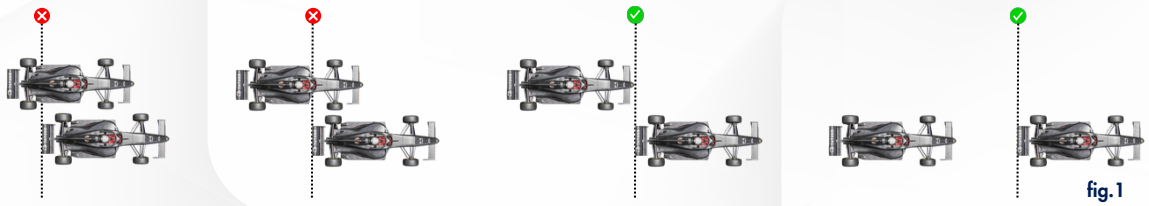


fig.1

**5.13** During the SC procedure penalties can not be served.

## 6. Pit Lane

**6.1** Cars must be angle-parked at the assigned position in the pit lane (rear of the car into the pit entry at an angle of 45° degrees facing toward the pit lane exit) in formation before the signal of fast lane is open for all the sessions (free practices, qualifying and starting procedures of the races).

**6.2** Drivers are allowed to move from the inner lane into the fast lane only after the "Fast Lane Open" signal is shown on timing monitors except when a session and/ or a race is suspended.

**6.3** It is noted that a car will be considered to be "in the fast lane" when a tyre has crossed the solid white line separating the fast lane from the inner lane (fig.2), in this context crossing means that all of a tyre should be beyond the far side, with respect to the garages, of the line separating the fast lane from the inner lane (fig.3).



fig.2

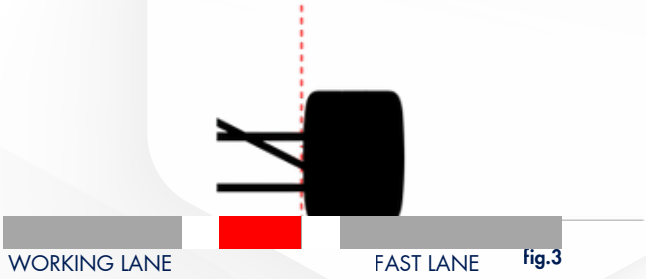



fig.3

**6.4** Cars must not be released from a garage or pit stop position in a way that could endanger pit lane personnel or another driver. Cars in the fast lane have priority over the ones leaving the inner lane.

**6.5** For reasons of safety, any driver released from their pit stop position must move to the fast lane as soon as it is safe to do so, and without impeding cars which are already in the fast lane. Drivers must not drive side by side with another car.

**6.6** Drivers must not do burnouts from their pit stop position; for the avoidance of doubt this also applies when the Pit Exit is open for reconnaissance lap(s).

**6.7** Burnouts or clutch bite point checks are not permitted in the paddock, garage areas and in the Pit Lane at any time during the Competition.

**6.8** For reasons of safety and sporting equity, drivers must not drive through other team's pit bay after being released from their pit stop position.

**6.9** The Pit Lane speed limit is set at 60 Kph for the entire event.

**6.10** For the avoidance of doubt, compliance with the pit lane speed limit does not permit a driver to drive unnecessarily slowly in the pit lane without a valid reason. Any car driven at an excessively low speed, or in a manner which blocks, delays or impedes another car, may be reported to the Stewards.

**6.11** Drivers must keep a constant and predictable speed in the pit lane. Unnecessary acceleration and braking, or any erratic speed variation, is not permitted and may be reported to the Stewards.

**6.12** Any car entering or exiting the pit lane must not interfere with another car on the track.

**6.13** Approaching the pit entry after T15, drivers must stay on the right hand-side. Drivers who cross the dotted line approaching the pit entry can not rejoin the track and they are obliged to pit in.

**6.14** No overtaking is permitted in Pit Entry except in exceptional circumstances, and then only when safe to do so, e.g. a car driven very slowly with extensive damage, and/or a stopped Car.

**6.15** In case of suspension of the session (free practice or qualifying) cars are not allow to queue in fast lane. Any car stopped at the pit exit lights due to the red light must be pushed back.

**6.16** In case of restart of the free practice session or qualifying sessions, cars are allowed to move into the fast lane only when pit exit will be open and lights are green.

**6.17** During FP and Qualifying sessions cars in pit lane when are not on track must be parked at 45 degrees facing towards pit exit before the start of the session and in case of interventions.

**6.18** All interventions, during FP, QFY and Races must be performed in pit lane. Refuelling is not permitted in pit lane.

## 7. Start of the Sessions

**7.1** Trolleys will be allowed to enter in pit lane before the cars.

**7.2** Teams and Drivers must follow Officials and Promoters instructions. Prescriptions reported in the paddock circulation communication (RD Comm n. 1) must be respected and followed at any time.

**7.3** Before the start of the sessions cars must be angle-parked at the assigned position in the working lane rear of the car into the pit entry at an angle of approximately 45 degrees facing towards the pit lane exit

**7.4** For the entire weekend "fast lane open" signal could be declared 2 minutes before the pit lane open time. Drivers are allowed to move from the working lane into the fast lane when the fast lane open signal is shown on timing monitors or when pit exit light is green except when a race is suspended

**7.5** At the end of the sessions (free practices, qualifying and races) drivers must follow instructions by the Officials.

## 8. Practice and Qualifying

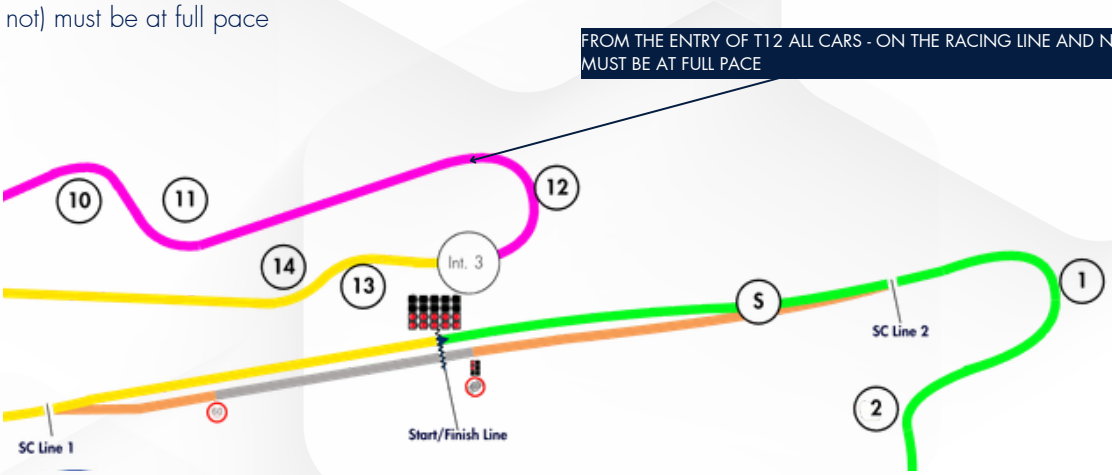
**8.1** In accordance with art. 2 c Chapter IV Appendix L to the ISC, drivers not on a fast lap must use their best endeavors to keep off the racing line.

**8.2** At no point in Practice and Qualifying sessions should drivers remain side by side. Additionally, during qualifying sessions, no car may be driven continuously wholly or partly alongside another car at any part of the track. For the avoidance of doubt, if at least a part of the front wing of a car is found at the level of the rear wheel of the car in front, this will then be considered as driving (partly) alongside another car.

**8.3** When drivers are on the racing line they must ensure that they are travelling at a speed sufficient not to unnecessarily impede any driver on, or starting, a fast lap. Additionally, any driver going slowly on the racing line may be considered to be potentially dangerous to any car that is either approaching quickly or in line behind them and could be reported to the Stewards.

**8.4** During any track session drivers not on a "push lap" must make every necessary effort to leave the racing line clear and unobstructed. Further, any preparation for a "push lap" should be performed well outside of the racing line, without posing any potential hazard or impeding other drivers, especially those on a "push lap" approaching from behind.

**8.5** On the grounds of safety, it is especially forbidden to drive a car unnecessarily slowly from entry T12. Any driver who has approaching traffic behind and is found to have created a gap on the racing line in an unsafe manner or otherwise has driven the car in a way which poses a potential hazard to traffic at racing speeds will be reported for driving unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous. For clarity, from the entry of Turn 12, ALL cars (on the racing line and not) must be at full pace



## 9. Lapping During the Sessions

**9.1** During all the sessions in case a car is caught by another car which is about to lap them, the driver must allow the faster driver to pass at the first available opportunity.

**9.2** If a driver who has been caught does not allow the faster car to pass, waved blue flags will be shown as a signal that they must let the following driver overtake.

**9.3** Not respecting blue flag during all sessions, may be reported to the Stewards.

## 10. Laps during Qualifying and Reconnaissance Laps

**10.1** To prevent cars from being driven unnecessarily slowly during out-laps, in-laps, reconnaissance laps, and after qualifying, a maximum reference time will apply.

**10.2** Teams and drivers will be notified of the maximum time after Free Practice sessions by dedicated Race Director's Communication.

**10.3** For the safe and orderly conduct of the Event, unless justified by exceptional circumstances accepted by the Stewards, any driver who exceeds this maximum time on any lap may be considered to be driving unnecessarily slowly. Furthermore this includes the pit lane as well.
Such incidents will normally be investigated after the session.

## 11. Weaving

**11.1** Weaving to warm up tyres is allowed as follow:

- during FCY procedure weaving is not allowed
- during reconnaissance lap(s) weaving is allowed until SC Line 1
- during formation lap(s) weaving is allowed until SC Line 1
- during SC procedure weaving is allowed until SC Lights Off signal
- leaving the grid position at the start of the formation lap(s) burn-out is not allowed
- during formation lap(s) burn-out is allowed until SC Line 1
- during Qualifying sessions weaving is allowed until entry of T12

**11.2** Drivers must pay attention performing these manouvres and must not delay the starting procedure in any way.

**11.3** Any weaving manoeuvre performed in any part of the track, must be carried out without hindering, blocking or impeding any other driver. Any infringement could be reported to the Stewards

## 12. Starts of the Races

**12.1** Countdown will be done by boards and lights.

**12.2** Starts of the races will be done by lights.

**12.3** A F1 system will be used.

## 13. Approaching opening on tracks

**13.1** Drivers affected by a technical problem on their own car during each session, and not able to return in pit lane, must do their best effort to leave the racing line as soon as safe to do and safely approach the orange opening alongside the track.

## 14. Rejoining the track

**14.1** Drivers rejoining the track, must do it in safe way. The manouvre can not block or impeed cars on track. Cars on track have always priority. Failure with this prescription could be reported to the Stewards.

## 15. Stop & Go

**15.1** Stop & Go designated area will be in front of the related competitor's garage.

## 16. Suspending a Race

**16.1** In case of a race suspension, red flags will be shown on track. Cars must reduce speed, come back in pit lane and queue in the fast lane at the vicinity of the pit exit lights repeater.

**16.2** Car stopped in the fast lane must leave at least one car length of space to the vehicle ahead.

**16.3** During a race suspension, cars may not leave the fast lane without authorization from the Stewards and/or Officials. Any car leaving without permission will be reported to the Stewards

**16.4** Teams and Drivers must follow instructions by Officials.

**16.5** Works on the cars are permitted as soon as official instructions are given by Race Director through the timing monitors and whatsapp group.

## 17. End of Races

**17.1** The selected cars for the podium must stop in the designated podium area. These cars will be under parc fermé conditions.

**17.2** After the podium ceremony, these cars must be towed to the Parc Fermé area under the instructions of the Officials with engine on and cooling fans fitted

## 18. Parc Fermé

**18.1** At the end of the Qualifying sessions and Races cars are under parc fermé conditions in the related area. Running engine in parc fermé is allowed.

**18.2** Team personnel is permitted to access the Parc Fermé area - as soon as cars are in - for the sole purpose of collect SD cards, fitting cooling fans and car cover.

## 19. SD Cards' Collection

**19.1** At the end of the QFY and Races all SD cards must be immediately available for the RD and Stewards. Teams are not allowed to download videos from the SD cards before to handle them to the Officials.

**19.2** An Official will be present at the Parc Fermé area to collect the SD cards from Teams' personnel. Any delay and /or any behaviour that can delay this procedure could be reported to the Stewards

**19.3** For the cars selected for the podium, mechanics must bring the SD cards to the RD as soon as the cars approach the winning area under the podium

**19.4** Any delay and /or any behaviour that can delay the SD Cards' collection procedure could be reported to the Stewards

**19.5** At the end of the investigations SD card could be collected in Race Director's Office or WSK Hospitality. Race Director will give informations on the whatsapp group.

## 20. Marshalling System

**20.1** During the Event the marshalling system will be used.

**20.2** During the Event, a test of the marshalling system may be carried out. Teams and Drivers will be informed accordingly via the official WhatsApp group.

## 21. 2026 IF4C Driving Standards

**21.1** The 2026 IF4C Driving Standards v.2 May 08th 2026 will be used to assess the cases occurring during the sessions

## 22. Art. 15.3 of 2026 IF4C Sporting Regulation clarification

**22.1** The Sporting Regulations (Art. 15.3 A or B) provide for certain time penalties to be served during the race.

**22.2** In the event that a driver is given a 5-second or 10-second time penalty during the race, the following procedure shall apply:

- The penalty will be displayed on the timing monitors;
- If the driver enters the pit lane for any reason, including technical issues, they must serve the 5- or 10-second penalty by stopping in front of their pit box. During this stop, no work may be carried out on the car. Any intervention must be performed before the penalty has been served;
- If the driver does not enter the pit lane, the 5- or 10-second penalty will be added to their final race time.

**22.3** Procedure stated in art. 22.2 shall not apply if the penalty is imposed within the final 7 minutes of the race (Art. 15.3 §7).

**22.4** All time penalties greater than 10 seconds will be applied directly to the final race classification (i.e. they cannot be served in the pit lane; Art. 15.3 E)

## 23. Art. 37.8 of 2026 IF4C Sporting Regulation clarification

**23.1** Leaving the grid at the start of the formation lap, burn-out and practice start are not allowed. Any Driver who is delayed in leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line.

**23.2** Overtaking during the formation lap is only permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it whitout unduly delaying the remainder of the field. In this case, drivers may overtake to re-establish the original starting order before passing SC Line 1.

**23.3** If the Driver(s) is not able to re-establish the order before approaching SC Line 1 he must slow down and leave the the racing line as soon as safe to do it and start by the back of the grid.

## Competition Specific Instructions

### 24. Pit Lane Map - see separate document

**24.1** Safety Car lines

**24.2** The location of the pit entry and the pit exit

**24.3** Designated garage areas

**24.4** Safety Car position for first lap and rest of race

**24.5** Blue flag marshal at the pit exit

**24.6** Pit Stop position

### 25. Event Time Schedule

**25.1** As per published version on the Official Notice Board.

### 26. Practices start

**26.1** Practice starts may only be carried out on the Pit Exit Road, on drivers' right hand-side taking as reference the painted grid box in the image below (fig.4). For the avoidance of doubt, this includes any time the Pit Exit is open for the free practices. Drivers performing practice starts must leave adeguate room on their left side to allow other drivers to pass and exit the pit lane.

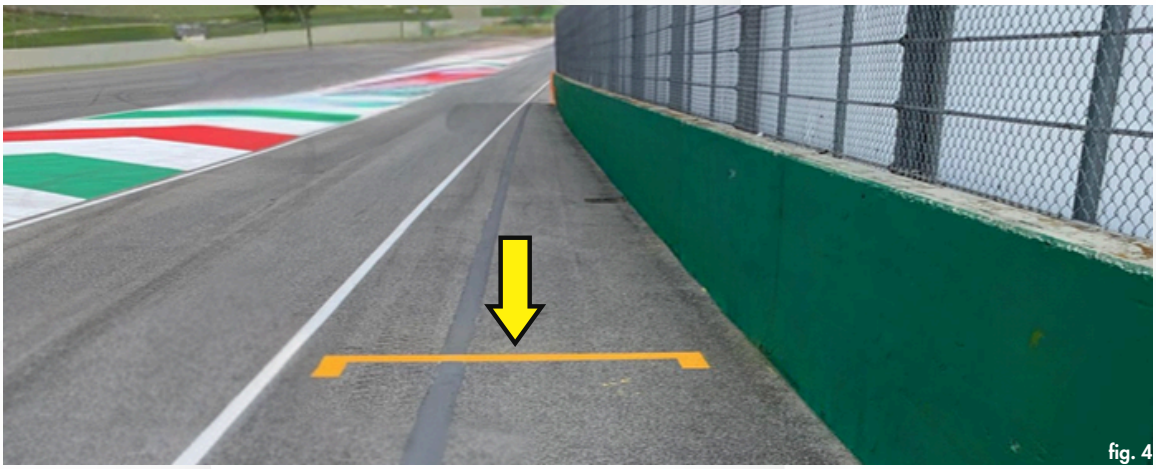


fig. 4

**26.2** For reasons of safety and sporting equity, cars may not stop in the fast lane at any time the Pit Exit is open without a justifiable reason (a practice start is not considered a justifiable reason).

**26.3** Drivers who enter the track from the pit lane have priority over drivers who are making the practice start

**26.4** If any free practice is resumed with less than three (3) minutes remaining, practice starts will not be permitted. Practice starts are not allowed within two (2) minutes after the start and restart of the session.

**26.5** Only one practice start per attempt is allowed and no car controller needed.

**26.6** Cars intending to carry out a practice start may queue behind the designated practice start area

**26.7** During reconnaissance laps, cars wishing to perform a practice start should leave the pit lane using the Pit Exit Road and must not cross the white line separating the Pit Exit Road from the circuit. They may stop in proximity of the end of Pit Exit Road taking as reference the SC Line 2 (fig.5). All such cars must then join the circuit from the Pit Exit Road. Cars queuing to perform a practice must keep to the right-hand side of the Pit Exit Road to allow sufficient space for cars not wishing to do a practice start to pass. Cars not wishing to perform a practice start should leave the pit lane and must cross the white lines separating the Pit Exit Road from the track at the earliest opportunity and join the "normal" racing line. All such cars must not cross back into the Pit Exit Road.


fig. 5

## 27. Lines at the Pit Entry and Pit Exit

**27.1** In accordance with Chapter 4, Article 4 and 6 of Appendix L to the ISC drivers must follow the procedures at pit entry and pit exit.

**27.2** For safety reasons drivers must keep to the right when they are entering the pits (fig.6). Drivers who cross the dotted line approaching the pit can not rejoin the track and they are obliged to pit in.

**27.3** When leaving the pit lane drivers must respect the longitudinal white line on the left-hand side (fig.7) except in cases stated in art 26.7 of the Competition Notes.

**27.4** For safety reasons, overtaking is not allowed at the pit entry road after crossing Safety Car Line 1, unless in exceptional circumstances e.g., a slow car with an obvious mechanical problem and/or a stopped car.


fig.6


fig.7

## 28. Track Limits

**28.1** In accordance with the provision of Chapter IV Appendix L of ISC; the white lines define the track edges. With the agreement of the Stewards, kerbs are allowed as reported in the presentation.

**28.2** During Free Practices and Qualifying, each time a driver fails to negotiate with the track limits - whether or not gaining an advantage - this will result in that lap time being invalidated by the Stewards.

**28.3** All turns are monitored by Judges of Facts. Exit T5; T14 and Exit T15 will be monitored also by dedicated cameras.

**28.4** Failure to negotiate track limits during the Event could be sanctioned by the Stewards as follow:

- Free Practice sessions
  - warning on the monitors/whatsapp group and time lap(s) disallowed
    - upon reaching the 10th infringement, a three (3) minutes suspension from the session will be applied. The suspension period will start at the pit-in loop and end at the pit-out loop.
    - failure to respect the time suspension penalty may be reported to the Stewards
- Qualifying sessions
  - warning on the monitors/whatsapp group and time lap(s) disallowed
- Races
  - from 1st to 3rd infringement: warning on the monitors/whatsapp group
  - 4th infringement: warning flag
  - 5th infringement: final warning on the monitors/whatsapp group
  - from 6th to 10th infringement: 5" (5 seconds) time penalty by the Stewards per each infringement
  - from 11th infringement and subsequences: penalties by the Stewards

**28.5** In case of track limit at the last turn the current lap and the following one will be deleted.

**28.6** Each track limit will be counted even in case they are done in the same lap and during races, the track limit will be counted regardless of having displayed the warning flag to the driver beforehand.

**28.7** Chevron at pit entry and pit exit must be respected. If a driver cross with all four wheels the first white line, it could be considered as track limit infringement (fig. 8-9).

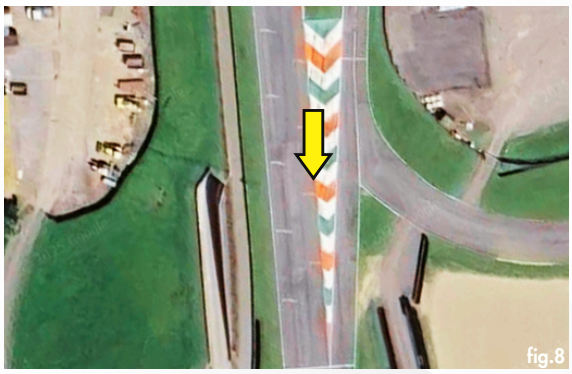


fig.8

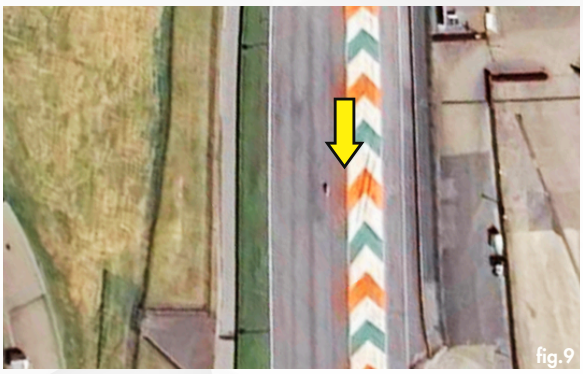


fig.9

## 29. Specific prescriptions for shortcut to Pit In in T7

**29.1** A shortcut is available to pit in at T7 on the drivers' RHS (fig. 10). The shortcut is open during free practice. At the end of the sessions drivers must follow Officials' instructions to use shortcut.

**29.2** It's forbidden to use the shortcut during Qualifying sessions and Races (reconnaissance laps included). Using the shortcut during Races may lead to the exclusion from the race in accordance with Art 4.3 cap I N.G. - RDSVC 2026, except in case of mechanical failure and/or for safety reasons: in this case the car must stop in front Technical Garage where Scrutineers will check the car. If no mechanical failure and/or safety reasons are noted the relevant driver will be reported to the Stewards.

**29.3** If a Driver use the shortcut to pit in during the formation lap he will start from the pit lane. If a Driver use the shortcut to pit in during the race, even if a technical problem is reported; a time penalty of 2 minutes will be added to the race time. For the avoidance of doubts, as technical problem is intended: Tyre puncture; engine-related issue (including oil or other fluid leak); gearbox failure. Any car using the shortcut during the Races must stop in front of Pit Garage 19 to allow the Technical Delegate (or his designated representative) to verify the reported technical issue. A car found to have used the shortcut under the above conditions will be penalized by the Stewards.

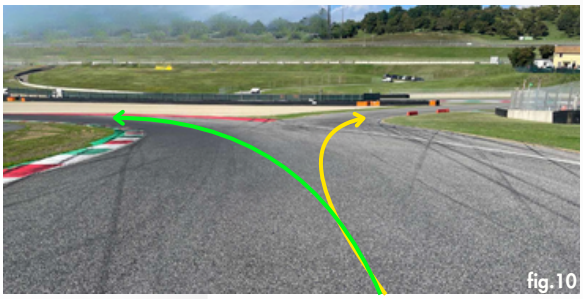


fig.10

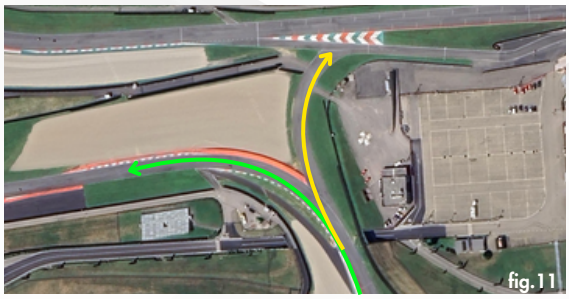


fig.11

**29.4** Drivers entering the pit lane via the standard pit entry road shall have priority over Drivers using the shortcut pit entry.

**29.5** Drivers entering the pit lane by the normal pit entry road must respect the solid white line on Drivers' RHS at all times.
Drivers entering the pit lane by the shortcut route in T7 must respect the solid white line on Drivers' LHS

## 30. Fire extinguishers around the circuit

**30.1** Indicated by white boards with a red fire extinguisher image attached to the debris fences and/or barriers.

## 31. Places to remove cars from the track

**31.1** Indicated fluorescent orange paintings on the barriers.

## 32. Removing cars from the grid

**32.1** Cars may be removed from the grid through the pit lane gate or through pit exit road.

## 33. Grid Marshals

**33.1** On the right-hand side of the grid.

SPORT DGAa 398865
DINO ALDO LODOLA

Dino Aldo Lodola
Italian F4 Championship Race Director