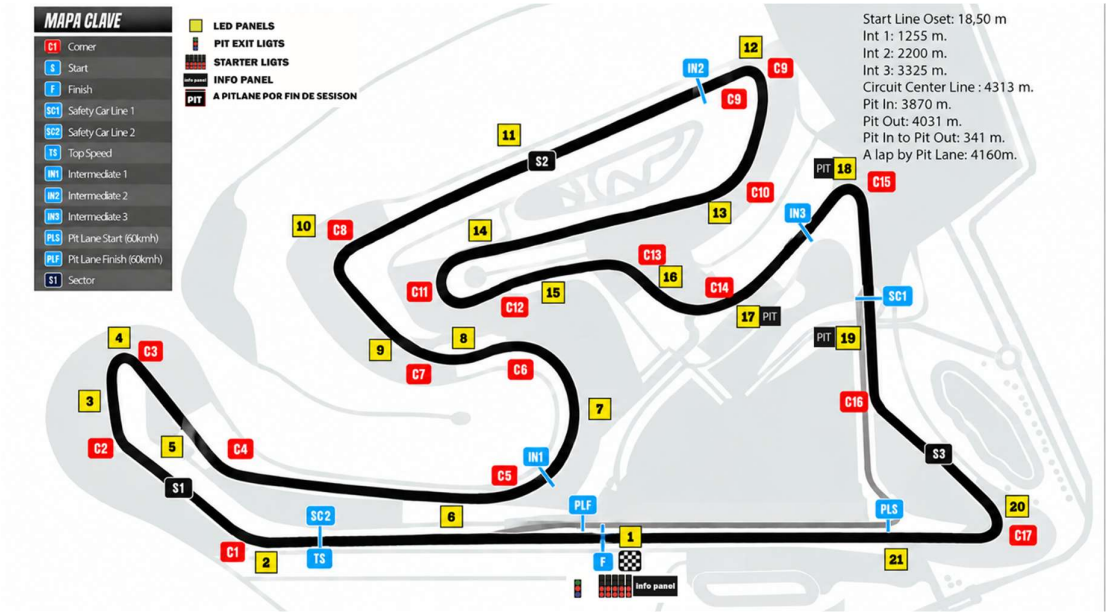
ROUND 06 – Navarra (Spain)
9th- 11th October 2026
Version 2 (changes in yellow)

From: The Race Director	Date: 9th October 2026
To: Drivers, Teams and Officials / The Stewards	Time: 15:45

EVENT NOTES

1. **Circuit Main Data**
    1. Lap length: 4,313km
    2. Pole Position: LHS
    3. Speed Limit in the Pit Lane: 60 kph
    4. Pit IN – Pit OUT: 341m
    5. Off set START Line: 18,5m
    6. Openings for cars to exit the track marked in ORANGE
    7. Fire extinguishers around the circuit are indicated by small boards marked “FIRE”
    8. Race Director’s signaling place is on the control line (on the right)
    9. Parc Fermé after qualifying and races at each Team awnings
    10. Stop & Go penalty at Pit Exit RHS (grid box)
    11. Practice starts may be carried out at the pit exit after white line (timing loop) on the driver’s RHS, near the guardrail. Only during free practice.
    12. In accordance with Appendix H of the ISC, the light signals have the same meaning as flag signals
    13. Circuit Map:



2. General Instructions

1. Tyre Control
    i. For Tyre Control (Saturday, 15:00–16:00), you must take your tyres to the Driveland tent located in the Clio Paddock

2. Pit stop position in the pit lane.
    i. Cars must respect their pit allocation.
    ii. Cars must stop in their designated pit position in 45-degree angle.
    iii. Cars must not proceed to Pit Exit or enter the Fast Lane until the Pit Exit light turns green.

3. Drivers leaving their pit stop position in the pit lane.
    i. For safety reasons, during practice and qualifying drivers must not do burn outs from their pitstop position, for the avoidance of doubt this also applies when the pit exit is open for reconnaissance laps.
    ii. For reasons of safety, any driver released from their pit position must move to the fast lane as quickly as possible, drivers must not drive side by side with another car.
    iii. For reasons of safety and sporting equity, drivers must not drive through other team's pit bay after being released from their pit position.

4. Observing yellow flags during free practice and qualifying.
    i. Single waved: Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
    ii. Double waved: Any driver passing through a double waved yellow marshalling sector must reduce speed significantly and be prepared to change direction or stop. For the stewards to be satisfied that any such driver has complied with these requirements it must be clear that she has not attempted to set a meaningful lap time.
    A double yellow flags will be displayed at the post prior to the incident during FCY or SC period.

5. Starts of the Races
    i. Both races will feature a Standing Start.
    ii. Starts of the races will be done by lights.
    iii. A F1 starting lights system will be used

6. Parc Fermé
    i. Parc Fermé after qualifying and races at each Team awnings

7. Lapping during the race.
    i. The ISC requires drivers who are caught by another car about to lap her to allow the faster driver past at the first available opportunity.

8. Neutralising procedures (SC and FCY)
    i. Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the session is neutralized will be reported to the stewards.
    ii. Full Course Yellow (FCY) may be used during Free Practice and Qualifying sessions. Yellow flags will be displayed around the entire circuit. All cars must reduce their speed, and overtaking is not allowed.
    iii. During SC procedure no overtakes allowed before crossing the green flag at the finish-control line.
    iv. During FCY or SC: A double yellow flags will be displayed at the post prior to the incident.
    v. When SC is called IN, it will turn its yellow lights OFF at T12 and enter the Pit Lane at the end of this lap.
    No overtakes until you cross the finish line.
    vi. In order to avoid the likelihood of accidents before the SC returns to the pits, from the point at which the yellow lights on the SC are turned OFF, drivers must proceed at a pace which involves no erratic acceleration, braking or any other maneuver which is likely to endanger other drivers or impede the restart.

9. Suspending procedures (RED FLAG)
    i. As soon as red flags are shown, drivers must reduce immediately and in a safe manner the speed and return to the pit lane.
        - During free practice and qualifying all cars to stop in their designated pit position
        - During the race all cars to stop in the fast lane in the order they arrive, cars can be worked. If a restart is possible, it will be behind SC.

3. Event Specific Instructions

1. Practice starts.
    i. Will only be allowed during free practices and cannot be carried out during the reconnaissance laps or during qualifying.
    ii. Practice starts may be carried out at the pit exit after white line (timing loop) on the driver's RHS, near the guardrail.

2. Lines or bollards at the Pit Entry and Pit Exit.
    i. 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.

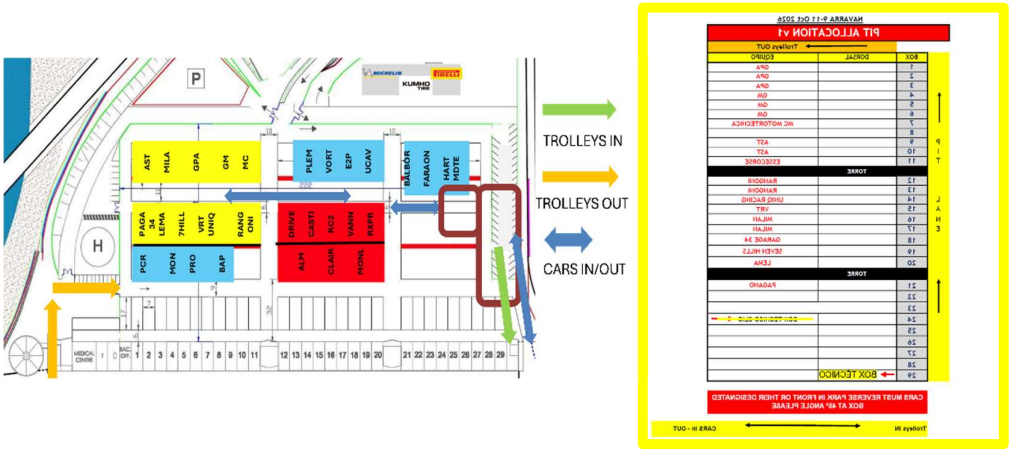
3. Zigzag movements to warm up tyres:
    i. On the out lap to the grid the drivers can make zigzag movements to warm up tyres until they reach SC line 1 (pit entry) as there will be personal (teams + marshals) on the grid.
    ii. At the end of the formation lap when reaching the grid, the drivers can make zigzag movements until they reach their position.
    iii. During a Safety Car restart, zigzag is allowed until T12, where the Safety Car turns off its lights.

4. Track Limits
    i. Track limits will be monitored by ~~Judges of Fact~~ a camera system at Turn 8, Turn 15 and Turn 17.
    ii. During Free Practice, Qualifying and the Races, each time a driver fails to negotiate with the track limits, this will result in that lap time being invalidated by the Stewards. **Infringments at turn 17 will delete current and next lap.**
    iii. During the race the fourth and following offences will be reported to the Stewards, regardless of having displayed the warning flag to the driver beforehand.

5. Places to remove cars from the track.
    i. Indicated fluorescent orange panels/paintings on the barriers. Ideally drivers should try to stop on the right-hand side of the tack.

6. Transfer procedure from paddock to the pit lane (*attached map and pit allocation*)
    i. Teams and cars must go from the Clio Paddock area to the pre-grid and then enter the pit lane through the gate at the beginning of the pit building at the pit entry.
    ii. After the chequered flag, all trolleys must vacate the pit lane as soon as possible, and cars must proceed directly to the paddock via the gate located at rhs pit-entry.

4. DETAILED TIMETABLE - TRANSFER ROUTES MAP – PIT ALLOCATION



To facilitate the movements inside the pit lane it's recommended that cars enter the pit lane in this order:

1. GPA
2. GM
3. MC MOTORTECNICA
4. AST
5. ESECORSE
6. UNIQ RACING
7. VRT
8. MILAN
9. GARAJE 34
10. SEVEN HILLS
11. LEMA
12. PAGANO

Friday 9th October - Free Practice 1

16:10 Trolleys leave to pregrid
16:15 Cars leave to pregrid
16:35 Trolleys ready to join pit lane
16:40 Cars ready to join pit lane
16:50 Free Practice 1 (30')

Saturday 10th October- Free Practice 2

11:25 Trolleys leave to pregrid
11:30 Cars leave to pregrid
11:50 Trolleys ready to join pit lane
11:55 Cars ready to join pit lane

12:05 Free Practice 2 (30')

Saturday 10th October - Qualifying 1&2

16:05:00 Trolleys leave to pregrid
16:10:00 Cars leave to pregrid
16:30:00 Trolleys ready to join pit lane
16:35:00 Cars ready to join pit lane
16:45:00 Qualifying 1 (15')
17:05:00 Qualifying 2 (15')

Sunday 11th October - Race 1

10:05 Trolleys leave to pregrid
10:15 Cars leave to pregrid
10:25 Trolleys ready to join pit lane
10:30 Cars ready to join pit lane
10:48 Pit Lane Open (single lap)
10:53 Pit Lane Closed
10:55 5' Board
10:57 3' Board – Tyres fully fitted
10:59 1' Board – No work on the cars and engine On
10:59:45 15'' Board
11:00 Formation Lap
11:05 Approx. Race 1 start (25' + 1 lap)

Sunday 11th October - Race 2

14:50 Trolleys leave to pregrid
15:00 Cars leave to pregrid
15:10 Trolleys ready to join pit lane
15:15 Cars ready to join pit lane
15:23 Pit Lane Open (single lap)
15:28 Pit Lane Closed
15:30 5' Board
15:32 3' Board – Tyres fully fitted
15:34 1' Board – No work on the cars and engine On
15:34:45 15'' Board
15:35 Formation Lap
15:40 Approx. Race 1 start (25' + 1 lap)

Albert Udina
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Copa Clio España Race Director
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