DRIVERS BRIEFING NOTES

Event: Mugello Round 3

Date: AUTODROMO INTERNAZIONALE DE MUGELLO 10 - 12 JULY 2026

Subject: DRIVERS BRIEFING: ULTIMATE GT SPRINT CUP

From: Race Director (Délcio Santos, Matthieu Moreau)

1 - CIRCUIT INFORMATION:

Lap length	**:** 5245m
Speed limit in Pit Lane	**:** 60 km/h
Pit lane length	**:** 388 meters
Start / Finish Line	**:** Are at the same place
Pole Position	**:** RHS- Right Hand Side (Rolling Start)
Safety Car line 1	**:** At the beginning of pit entry after Turn15
Safety Car line 2	**:** Before turn 1 at end of the pit exit road
Safety Car Lap 1 Stand By	**:** Between Turn 15 and Safety Car line 1
Safety Car Stand By	: Pit Exit RHS (Right Hand Side)

2 - EVENT SCHEDULE:

THURSDAY JULY 09

18:30 –Drivers' Briefing at Briefing Room

FRIDAY JULY 10

15:30 – 15:45 – Ultimate GT Sprint Cup – Qualifying Session 1
15:50 – 16:05 - Ultimate GT Sprint Cup – Qualifying Session 2
19:10 – 19:45 – Ultimate GT Sprint Cup – Race 1 (35 minutes)

SATURDAY JULY 11

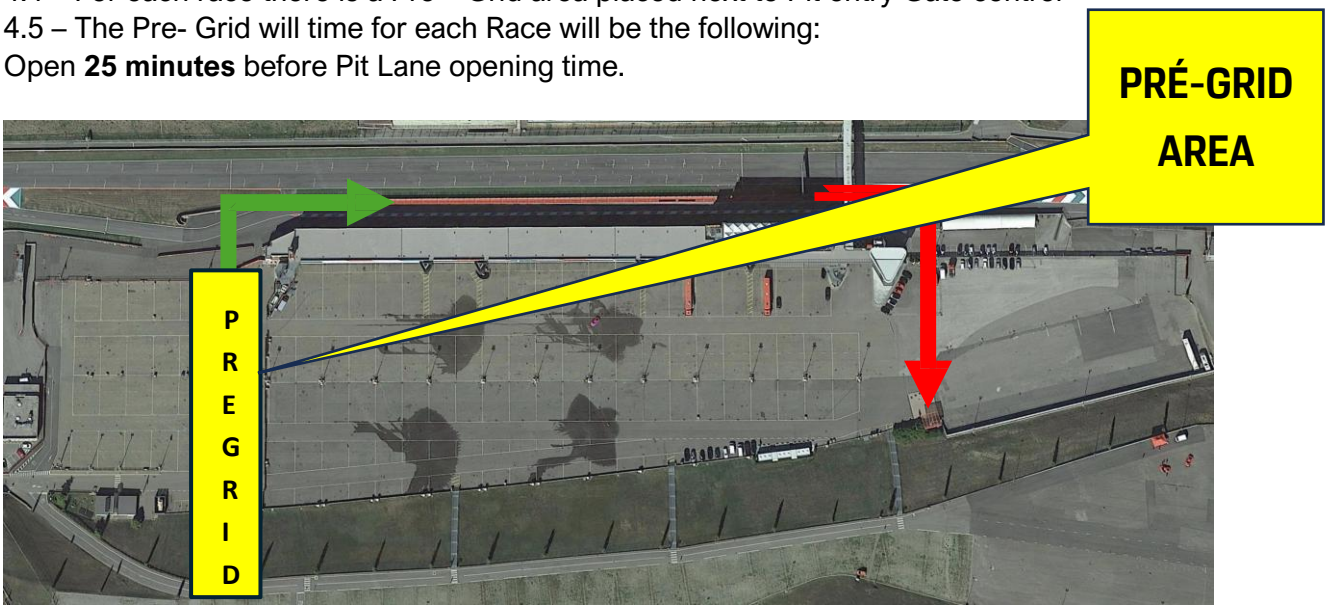
12:40 – 13:15 – Ultimate GT Sprint Cup – Race 2 (35 minutes)

3 - REGULATIONS:

3.1 - Competitors and drivers are reminded that it is their responsibility to read the FIA International Sporting Code and its appendices (published on www.fia.com), Hoosier Formula Cup 2026 Sporting and Technical Regulations and its appendices, Event Supplementary regulations approved by ASN and be familiar and comply with them.

4 - GENERAL NOTES:

4.1 - Drivers are reminded that from the moment they leave their garage or paddock tent until returning to the garage or paddock tent, they must comply with the Chapter III appendix L FIA Sporting Code by wearing FIA homologated overalls, underwear, balaclava, gloves, socks, shoes, crash helmet & HANS® is mandatory.
These items should NOT be removed until the driver leaves the vehicle.
4.2 - The Digi panels lights around the track are auxiliary to flag marshal signalling, however in case of different signalling the more severe signal will always prevail **(MUGELLO HAS DIGIPANELS FULL SET FLAGS).**
4.3 – The Drop off area for this event is in the Pit Lane before Race Control Building.
4.4 – For each race there is a Pré – Grid area placed next to Pit entry Gate control
4.5 – The Pre- Grid will time for each Race will be the following:
Open **25 minutes** before Pit Lane opening time.



5 - PIT LANE:

5.1 - The demarcation line painted white on track in the Pit Exit is for the purpose of separating cars leaving the pits from those on the track, all the times any driver intending to entering the track by leaving the Pit Lane must **NOT** cross this line.
5.2 - A blue flashing light will be positioned to the driver's RIGHT at pits exit this will warn drivers leaving the pits of other cars approaching on the track, also Marshal will present blue flag for the same meaning on your driver Right side.
5.3 - Any driver intending to exit the track to enter the pit lane please do so by keeping to the **Right-hand** side of the track after turn 15, when reaching the Pit Entry control loop, drivers should keep the left-hand side to proceed into the Pit Lane.
5.4 - The pit lane begins at the white line beside the speed limit sign 60Km/h and ends at the white line after the pit exit lights and next to the 60Km/h end signal.
5.5 - A speed limit of **60 km/h** will be imposed in the pit lane.
5.6 - The Control/finish line, which is used for timing purposes, is located in front of Race Control.

5.7 -During official sessions (practice, qualifying, and race), cars may begin to queue in the Fast Lane before the start of the session is given at Pit Exit, however you should stop 3 meters before the pit exit line to avoid trigger the loop.
5.8 – In case of any practice session suspended with red flag, when session resume cars are allowed to move to fast lane only after the Race Control signal (board and/or Pit exit green light)

6 - SAFETY:

6.1 - Observing Yellow Flags during sessions:

6.1.1 - Single waved: Drivers must reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed by clearly slowing down on track visible for the marshals on site and a time lap increase in the relevant track sector.
6.1.2 - Double waved: Any Driver who is passing through a double waved yellow marshal sector must reduce speed significantly and be prepared to change direction or stop. It must be evident that a driver has not attempted to set a meaningful lap time.
6.2 - If you have a mechanical problem (ex: leak of oil) pull off in a safe location, do not continue around the circuit with the risk of leaving oil on the track.
Openings on track for a car are marked by orange on the guardrails & tires walls,
6.3 - A driver who abandons a car must leave it in neutral or with the clutch disengaged, (unless on an incline) with the steering wheel in place.
6.4 - If your car has to be lifted, leave the car as soon as possible in a safe manner, so that the track marshals start work immediately.
6.5 - Fire extinguishers are placed in all marshal posts and alongside the track and marked by



7 - STARTING PROCEDURE

7.1 - the Pole Position is in the **Right-Hand side**.
7.2 –As per Ultimate GT Sprint 2026 Sporting Regulations, no simulation of start allowed, respect the distance of formation lap, formation should be kept as tight as possible.
7.3 –The start of the Race signal will be given as all red lights off, overtake is allowed after that moment.
7.4 – Drivers must drive directly to the grid.
7.5 – Drivers are allowed to warm up tyres in the formation lap until Turn 13, after this point no more spinning and/or zigzag moves allowed.
7.6 – Grid formation BOARD AT T13 /T14 2x2 formation start after turn 13 and must be complete before turn 15.
7.6 – Any car that is late in the formation lap and could rejoin the formation lap before medical car crosses the starting line, driver is allowed to rejoin his original grid position until Intermediate Sector 2. If fail to do so, must go to the back of the grid.

8 - RACE

8.1 - Drivers must take the Chequered flag on the track to be classified.
8.2 - Once the car has taken the Chequered flag do not slow down rapidly and change direction as this may lead to a collision with a car behind you.

9 - WET RACE

9.1 - Race Director will inform the track conditions if is necessary to declare Wet Session, by default all sessions will be declared as dry session.

10 – FULL COURSE YELLOW (FCY) PROCEDURE

10.1 - This procedure is more often used in the races, but it may also be used in the practice sessions.
10.2 - At the moment the Race Director calls for a Full Course Yellow, all signalling posts will display a single waved yellow flag and the board FCY.
10.3 - In order to reduce the possibility of accidents, race control will perform a countdown before deploying the FCY. This countdown is for drivers and trackside marshals.
10.4 - At the moment FCY is deployed, all cars should slow to 80Km/h, overtaking is not allowed, the distance to the car in front and in the back is to be respected.
10.5 - The pit entry and exit remain open.
10.6 - A Full Course Yellow may end in a Safety Car if the situation is aggravated.
10.7 - Once the situation is cleared, the track will go back to green. At this stage all signalling posts will be warned in order to remove the FCY board and yellow flags, replacing them simultaneously by green waved flags.
10.8 - Again, in order to reduce the possibility of accidents, race control will perform a countdown before removing the FCY. This countdown is for drivers and track side marshals.
10.9 - Normally the length of a FCY period may be at least the length of a lap of the circuit at the speed of 80Km/h.

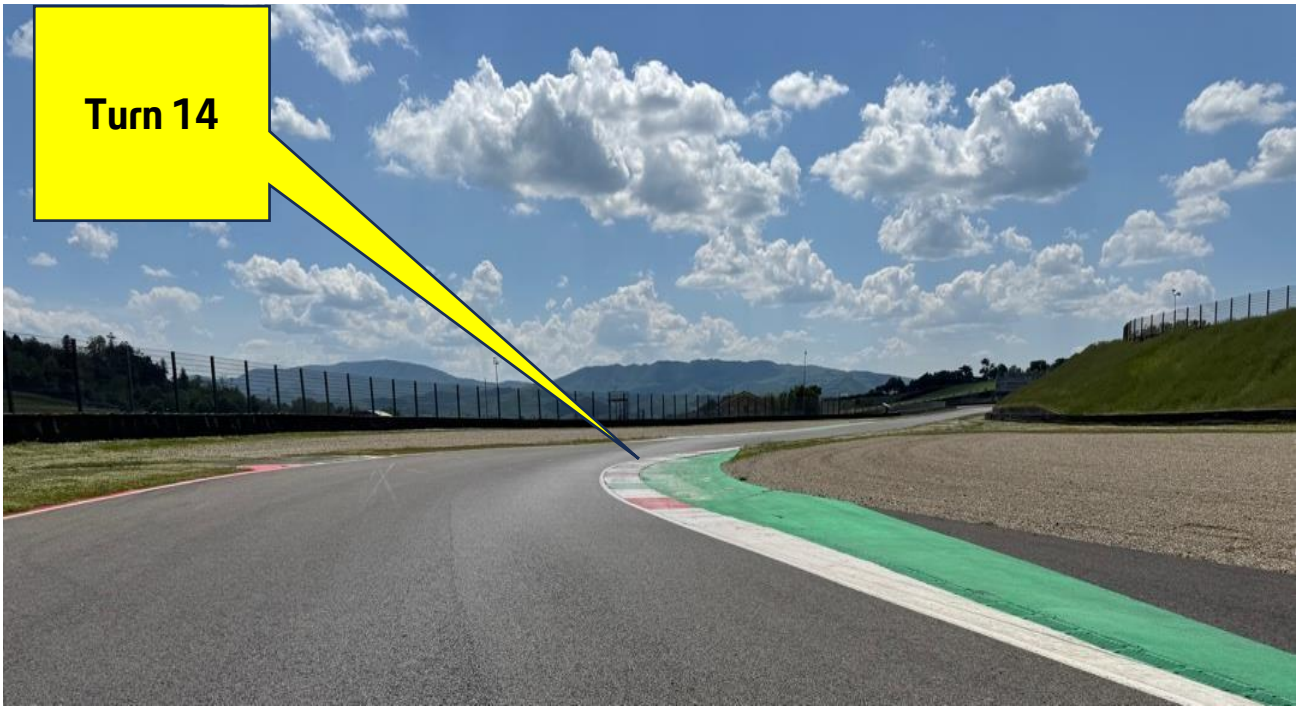
11 - SAFETY CAR PROCEDURE

11.1 - Except on the first lap which will be Between Turn 15 and Safety Car line 1, the safety car will enter the track from pit exit with its yellow lights flashing. No matter where the lead car is on track, “SC” boards and waved yellow flags/light panel will be shown.
11.2 - Whenever Safety Car drives with orange roof lights on you must follow him in a single line, this may happen to drive by the Pit Lane **b**ut can be needed also on track to avoid any part not clean or safe to be driven.
11.3 - To inform the drivers that safety car will leave the track in that lap the lights on roof top of the safety car will be switched off after intermediate 2 around **Turns 11/12** once safety car approach Pit Entry Road marshals withdraw SC boards and yellow flags, Digipanels withdraw SC and replace to green light and green flag in control line, and just as reference to help as well green lights at the start/ finish straight.

11.4 - In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration or braking nor any manoeuvre which is likely to endanger other drivers or impede the restart.



11.5 - To reduce the risk of an incident at the restart, weaving is no longer permitted after Turn 14 exit until the Line.



12 - SAFETY CAR START

12.1 - Under certain circumstances the Race may be started behind the Safety Car. In this case, at any time before the “one-minute” signal is given, its orange roof lights will be switched on.

13 - RED FLAG

13.1 - During free practice and qualifying all cars must slow down speed, no overtaking and return to pit lane.
13.2 - During the race if red flagged, drivers must slow down speed, no overtaking and return to Pit Lane, stop in the fast lane behind Pit Exit Line and awaiting marshal instructions.
13.3 – Any car leaving the fast lane during this procedure will be reported to the stewards.

14 - PARC FERME

14.1 - After Qualifying 2, all cars must proceed directly to Parc Ferme cars will go under Parc Fermé regulations **(Team Garages)** rules until released by the officials.
14.2 - Race: after receiving the Chequered Flag, must slow down and proceed direct to Pit Lane.
14.3 - Parc Fermé regulations will apply in the area between the Line and the parc fermé entrance (this included cars park in front of tech bay/ Podium ceremony)
14.4 -The Technical Bay Garage are in Pit Lane Pit Garage 20.

15 - INCIDENT / SAFETY

15.1 - If you are involved in an accident and you are OKAY the track marshals will expect you to give the THUMBS UP to indicate that you are not injured.
15.2 - After a heavy accident if you don´t feel okay please stay in your car.
Do not attempt to leave the car on your own.
Wait for the arrival of the medical and rescue services.
We will take care of you.

16 - CODE OF DRIVING CONDUCT

16.1 - ALL DRIVERS MUST REPECT THE PROVISIONS OF APPENDIX L FROM THE FIA INTERNATIONAL SPORTING CODE, CHAPTER IV DRIVING CONDUCT ON CIRCUITS:
16.2 - Track limits will be monitored in all track by Judges of Fact and Race Control**,** in all cases the Lap times may be removed, **special attention to turns 3, 4,13,14 and 15**, any driver who continuously keep doing track limits infringements can have also up to a black flag penalty.
16.3 – Abusing of track limits at the exit of **Turn 15** may entail the loss of the current lap and the following lap.
16.4 – The above requirements will not automatically apply to any driver who is judged to have been forced off track, each such case will be judged individually.
16.5 – In all cases detailed above, driver must re-join safe the track when it is safe to do so and without gaining a lasting advantage.
16.6 – In all cases of any kind of infringement the stewards can issue directly any penalty without necessarily instruct to warning (black & white) flag before.
16.7 – Except in the event of an onboard fire, use of the Turn 7 shortcut leading to the pit entry road is prohibited for all drivers across all sessions, any infringement to this point will be reported immediately to the Stewards.

17 – International Sporting Code & Appendixes

- International Sporting Code dated from 18/12/2026.
- General prescriptions published on 23/12/2019.
- Appendix H dated from 12/03/2026.
- Appendix L dated from 16/06/2026.

Please feel free to visit us any time either Race Director or Stewards room that will be in the Race Control Building 1st floor.

APPENDIX 1

TRACK LIMITS INFRINGEMENTS - SPRINT RACES

PRACTICE AND QUALIFYING SESSION

INFRINGEMENT	PENALTY
1st	Current lap deleted
2nd	Current lap deleted
3rd	Current + best lap deleted
4th	Current lap deleted
5th	Current lap deleted

RACE

INFRINGEMENT	PENALTY
1st	Warning + Screen display
2nd	Last warning + Screen display
3rd	Warning Flag + Screen display
4th	5sec time penalty + Radio call
5th	5sec time penalty
6th	Drive Through penalty

Délcio Santos, Matthieu Moureau
Ultimate Gt Sprint Race Directors