



## Chapter 9

□ Flagging Procedures

## GENERAL

- ✓ The flag person's position is to be located on flag stand on the outside of the track.
- ✓ A halfway signal or flag should not be used.
- ✓ A move-over or lapping flag should not be used
- ✓ The Flag Person shall be 16 years of age or older.
- ✓ Auxiliary Flag Persons or safety people in the corners with caution flags are forbidden.
- ✓ The **green flag** should be displayed (held in open view for drivers but not blocking the track) at all times until replaced by another flag. The flag may be placed in a holder.

## PRACTICE

It is strongly recommended that a flag person remain in the flag stand during all event practice sessions and warmups.

The **yellow flag** is to be displayed any time a car goes DOT (dead on track) and the area of the track where the DOT has occurred should be pointed out to the other drivers. The yellow is to remain displayed until all handlers and safety workers have cleared the racing surface.

The **red flag** should be displayed any time injuries or potential injuries may have occurred or if track and/or wall repair is necessary. For non-emergency requirements (refueling stops, debris removal, etc.) a rolled red flag with one (1) finger extended indicating a required stop for all the drivers on the next lap.

Any car not remaining behind the safety entrance line (blend line) should be black flagged so that the Pit Steward can remind the driver of correct track entry procedures and then the driver may return to the track. Cars that continue to disregard the safety entrance line may be subject to losing practice privileges.

When time has expired for a practice session, the yellow flag will be displayed for one (1) lap followed by a black flag in order to clear the track.

When time has expired for warm up before the race, the yellow flag will be displayed for one (1) lap then the signal for the line-up is to be given.

## QUALIFYING

The flag person shall indicate to the driver a maximum of five (5) lap warm up has begun as soon as the driver/car comes to the appointed start/finish line and will count down each completed lap. (Display 5 fingers to the driver as they cross the start/finish line, then 4, 3, 2) When one (1) lap is reached, a rolled green flag be displayed indicating the next time around will be starting the clock. (Note: The handler has the option of requesting fewer warmup laps but cannot request a greater number).

After the countdown of warm up laps, use only the following procedure:

**3 waves of the green flag followed by a checkered flag.** (Optional: 2 waves of the green flag followed by a white and a then a checkered). If a driver has completed their qualifying times and has not left the track, the black flag can be waved.

## **RACING**

After the warmup time has expired, the yellow flag should be displayed for at least one (1) lap before the lineup signal is given. The original line up signal should be a rolled yellow and a rolled green, (1 in each hand) displayed in a drumming motion. A "one to go" pointed green flag may be used.

If during the lineup process any car fails to keep a proper pace or continually jump starts the green, the flag person should point a rolled black flag as a warning. Car(s) that still do not keep proper pace or other infractions may be sent to the back of the line-up. The important thing to remember is that the starter must maintain control and remain consistent.

Once the green flag is displayed to begin the race, it will remain displayed until another flag is required.

### **RE-ENTRY OF CARS AFTER YELLOW AND BEFORE COMPLETED GREEN LAP ON A**

restart, if a car is in the pits and does not get back on the track before the green flag is given and there is a yellow flag thrown before a lap is completed, the car in the pits will be allowed to rejoin the race. (QMA scoring procedures mandate that this car would be lined up in the last position based on re-entry after a line-up has been called for.)

In all lower mains, an alternate car will be allowed at all States and Grands, based on drivers finish in previous lower mains, i.e. D mains to C mains

If a car from the original line-up is unable to line up on the initial start the alternate car will be sent out after a line-up is called for and will start in the rear of the field. The alternate car does not receive any warmup time. If a car from the original line-up is past the designated line on the track (nose over line) before the original green flag falls the driver may rejoin the line up at the rear of the field. In the case where a car from the original line-up is past the designated line on the track before the initial green flag falls and the alternate car is on the track, the flagger will throw the caution flag if there are more cars on the track than allowed by article 5 sec 1, 1F and 1G, pg. 26. The alternate car will be removed from the line up and double file initial start will follow. The alternate car will return to the standby position until the initial green flag falls.

If a car from the original line-up is officially disqualified or scratched prior to warm up for any reason by the handler, the alternate car will be allowed to enter the track and participate in the warmup. Cars not going through the safety check from the pit stewards prior to the start of warm up will not be allowed to enter the track and race. In order to be officially scratched, the handler **MUST** notify the Race Director or tower prior to warm-up.

The yellow flag is to be displayed whenever a car(s) goes DOT, or the track is under an unsafe condition (debris, fluids, etc.) **NO LAP, INCLUDING THE WHITE FLAG LAP IS EXEMPT FROM A YELLOW FLAG.** If an accident occurs before the checkered flag has been thrown, a yellow flag should be thrown and the unsafe area or where the DOT(s) are should be pointed to by the flag person.

Following a yellow flag and after the restart line-up has been determined; a single file restart signal will be displayed. (This can be done by holding a rolled yellow flag and/or green flag held in one hand straight above or in front of the Flaggers head or holding your hand as a straight edge to create an imaginary line.)

There will be **NO** passing under yellow, until the line-up is shown to the drivers. The flagger should warn drivers with a rolled up black flag if they are passing under yellow before the lineup is posted for a restart.

A red flag will be displayed whenever a car(s) has turned over, hit a wall or other car(s) with excessive force so as to allow the corner worker and/or EMT to verify that the driver(s) has no injuries.

If the red flag is necessary for non-emergency stops such as wall repair or refueling, this should be indicated with a rolled red flag and one (1) finger extended for the drivers requiring them to stop on the next lap around.

The red flag will be displayed any time injuries or potential injuries may have occurred. If there is an injured driver **NO** car(s) may be moved from the racing surface or be worked on until the driver(s) have been cleared. The red flag must also be displayed, and cars stopped before anyone is allowed on the track to determine if repair to the track wall is necessary and/or to perform any such work.

It is recommended that at all sanctioned events, a full set of 1 – 0 marked black flags should be at the flag stand. These are to be used when the flag person is instructed by the judges or race director to disqualify a driver. It is helpful to have an assistant flag person to be available to hand the flag person a next needed flag or to display the numbered black flags.

The checkered flag indicates the finish of the race. If an accident occurs after the checkered flag has been displayed to the leader a yellow should be displayed along with the checkered, however, the race is officially complete. There are no restarts after the checkered flag.

## **STARTS**

The flag person is responsible for all starts, restarts, conduct of the race and flags. All starts will be a rolling start. The pole car has the dress and will determine the pace of each race. The flagger has the option to put any car to the back of the pack if the car(s) will not keep a proper pace (too fast or too slow). On all starts the Flagger will signal "one to go" to the field by either showing a rolled up green flag with one finger in the air or by pointing the rolled up green flag at turn 3.

On all starts the flagger must display the green flag no sooner than the turn 3/4 apex and prior to the commit line at the exit of turn 4. Otherwise the yellow will remain displayed and the "one to go" will be given to the field again

On all starts if it is determined by the flagger that the green flag should not have been displayed and before a lap is completed, the flagger may display a yellow flag and a flagger error will be called. All cars will retain their starting positions prior to the flagger error and the race will be restarted. (Do over)

***For cars attempting to re-enter the race on restarts the following situations and rules will apply:***

### **1. MADE THE LINE IN TIME**

Situation #1: Car is attempting to rejoin the field; car is under its own power with the nose of the car past the designated out late line as determined by the judges before the green drops. Rule for #1: Car will be allowed to return to the race and must fall to the back of the field before attempting to pass. Failure to fall to the end of the field before attempting to pass will result in an immediate DQ.

### **2. OUT LATE - NEXT LAP COMPLETED**

Situation #2: Car with nose NOT past the designated out late line as determined by the judges or not attempting to rejoin the field while in the pit area after a restart green and at least one lap subsequently scored. Rule for #2: Car will not be allowed to return to the race and will be scored as a DNF.

### **3. NO ATTEMPT, - NEXT LAP CAUTION**

Situation #3: Car not attempting to rejoin the field and in the pit area after a restart green and the subsequent lap returns to caution and is not scored while the car is in the pit area. Rule for #3: Unless this car has three Charged Yellows, the car will be allowed to rejoin the race and will restart at the rear of the field in the order they returned to the track.

#### **4. ATTEMPT MADE, OUT LATE - NEXT LAP CAUTION CAUSED BY CAR OUT LATE**

Situation #4: Car is attempting to rejoin the field with the nose of the car NOT past the designated out late line as determined by the judges before the green flag drops and the judges determine that the car out late causes a caution during the restart or first lap after returning to the track. Rule for #4: Car will not be allowed to return to the race on subsequent restarts and will be scored as a DNF.

#### **5. ATTEMPT MADE, OUT LATE - NEXT LAP CAUTION**

Situation #5: Car is attempting to rejoin the field with the nose of the car NOT past the designated out late line as determined by the judges before the green flag drops and a caution occurs before a lap is scored and is not due to the car entering the track late. Rule for #5: Car will be allowed to return to the race on the next restart and will restart at the rear of the field.

In all situations it is the flag person's responsibility to manage the speed of the cars while under caution so a car returning to the track can safely do so and join the field at the rear of the pack.

#### **YELLOW SAFETY LIGHT IN TURN THREE OF TRACK**

Safety Signal lights may be used around the track and controlled by the flag person. This is mandatory for all Grands events.