

Flag Descriptions

Race Services Inc., typically uses the standard SCCA Flagging Guidelines. Flags are used to convey information to the driver about course conditions ahead or to summon a driver into the pits.

Some flags are displayed motionless or steady, while others are waved. All stationary flags should be held with one hand on the flag staff and the other holding the free edge of the flag in order to maximize the area shown to the drivers and to minimize interference from the wind.

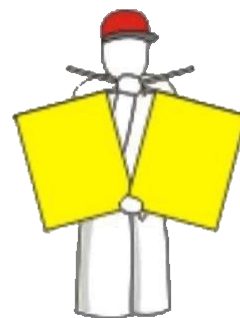
A waved flag should be displayed in a smooth motion in a figure-eight pattern, emphasizing the up and down strokes presenting the largest visual area to the drivers.

Some sanctioning bodies may have different flagging guidelines and standards for their race weekends. These differences will be reviewed during the morning Flag Meetings.

1. **Double Yellow** (Full Course Yellow) – (Two yellow flags displayed motionless together)

Rule / Meaning: The entire course is under a yellow condition. Slow down; no passing. The Safety or Pace car may be on the track.

Competitors may pass emergency vehicles or any slow moving race vehicles unable to keep pace when the driver of the slower vehicle waves them by.



Proper Use: Double Yellow is only displayed at the direction of the Operating Steward; the command will come via the ABLE net. In general, all stations show double yellow; however, the station with the incident will need to maintain proper flag coverage for the situation at hand.

There are many ways to set or hold the flags to display double yellow. Always try to leave some space between the two flags.

This flag condition may be used for pace laps. It may also be used to control the field during response to incidents.

2. **Stationary Yellow** (Single or Steady Yellow) – (One yellow flag, held motionless)

Rule / Meaning: Take care, danger, slow down, NO PASSING from the flag until past emergency area.

Proper Use: Displayed fully open and held motionless.

The stationary yellow flag tells drivers that there is **no** obstruction **on** the racing surface, but there is something off the paving that may require attention. This could be for a car with four wheels off course.

When the flag is displayed stationary, the flag person should be facing traffic. The yellow flag should be held with both hands, motionless, and presented in clear view to oncoming drivers.

Note: Once a situation, such as a disabled car stopped well off of the racing surface, has existed at a station for one or two laps, or as soon as all cars have had the opportunity to see and identify the situation, the stationary yellow flag is usually withdrawn. The situation is then considered to have become part of the course, the drivers suitable notified, and the flag is available for future use.

For all events other than SCCA, a station with a waving yellow flag should automatically be “backed-up” with a standing yellow flag by the preceding station – unless a waving yellow is requested by the station with the emergency. The “back-up” station should advise ABLER of their flag condition as soon as possible.

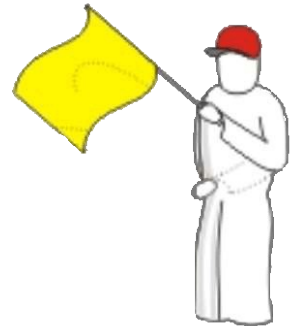
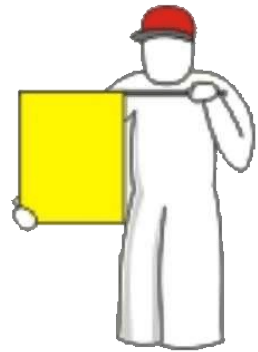
3. **Waving Yellow** – (One waving yellow flag)

Rule / Meaning: Great danger, slow down, be prepared to stop – NO PASSING from the flag until past the emergency area.

Proper Use: The waving yellow flag tells the drivers that there is an obstruction **on** the racing surface. It prepares them to stop or take necessary evasive action to avoid the incident. The track obstruction may be a disabled car, a large piece of debris, animals, or for Track Services workers “boots on the ground” – REGARDLESS OF LOCATION.

Always wave the yellow flag in a steady and slightly rapid, figure-eight motion, emphasizing the vertical strokes.

Note: A waving yellow should **only** be used for something **on the track**. This is a *location* of the incident flag and not a seriousness flag. The person with the flag should be facing traffic and be waving the flag in a large figure-eight pattern. It may be used for race or emergency vehicles stopped on track or for large pieces of debris which may damage other vehicles or cause them to go off course. A waving yellow for a track surface condition must remain waving until the situation is resolved. As long as the situation exists on the racing surface, the yellow flag must be waved.



However, the flag condition may rapidly change to “steady” as the situation changes, for example a disabled car limping off the paving onto the grass.

4. **Surface Flag** – (Debris Flag) – (Yellow and red striped, held motionless)

Rule / Meaning: Take care; oil has been spilled, a slippery condition exists, or debris is present on the racing surface. This flag is displayed standing – it is NEVER waved.



Proper Use: This flag is known as the oil flag, debris flag, or surface flag. Its intent is to make the driver look at the racing surface. It tells the driver that something that may interfere with traction is on the track surface. The flag should be used to indicate anything such as oil, gas, water, gravel, sand, mud, rocks, small objects on the track surface in enough quantity to cause loss of traction.

If staffing permits, this flag should be displayed by the blue flagger (not the yellow flagger) and shown prominently to oncoming traffic. It is never waved.

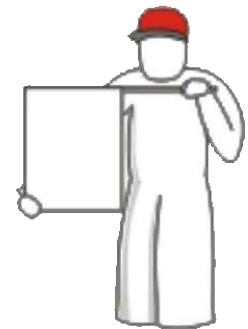
Under racing conditions, the surface flag is displayed until the course condition improves or for up to two laps. After all drivers have seen the condition, they are considered aware, and the flag is withdrawn to become available for another situation.

Use of this flag requires some judgment. A guideline to use is that if a car can pass over or through the surface condition without damage it should be flagged as surface debris. If a car has to avoid or drive around the material on the surface to avoid damage, it should be a waving yellow until the situation changes or is resolved.

5. **White Flag** – (Solid white, held motionless)

Rule / Meaning: Approaching a slow moving race or emergency vehicle on the racing surface.

Proper Use: This flag warns drivers of vehicles moving on the track but below racing speed. To provide adequate warning to drivers, this flag is shown motionless (standing) for two flag stations prior to the vehicle. For example, a race car with a flat tire is limping on the track between stations 4 and 5; Station 4 shows a white flag as does station 3. The progress on the vehicle is called in on the ABLE net. When Station 5 calls that they are now showing the white flag, Station 3 withdraws their flag, but Station 4 maintains the flag until the car reaches Station 6.

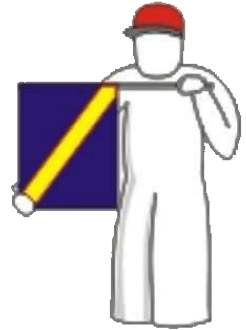


Note: This flag applies to MOVING vehicles on the track. The white flag will continue to be displayed as long as the slow-moving vehicle is on the racing surface in the station's area of responsibility. If the vehicle stops on or off the track, it is then covered by appropriate use of the yellow flag.

6. **Blue Flag** – (Blue with a yellow stripe)

Rule / Meaning: Another car is following you very closely or trying to overtake you.

Proper Use: The blue flag is the “passing” flag. The flag may be displayed standing or waving depending on closing speed. This flag is used slightly differently depending on whether it’s a practice/qualifying session or a race.



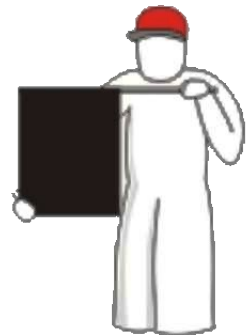
For practice/qualifying, the blue flag is used more. Cars may be at different speeds or trying different settings. The slowest car may be doing their fastest lap and vice versa. The blue should only be used when plainly faster cars are rapidly overtaking a slower vehicle.

During a race, the blue flag should be used for cars being lapped by the leader. The other cars, though they may be running closely or passing, are racing for position. The blue flag should not be displayed to cars racing each other for finishing position.

7. **Black Flag** (Solid black, held motionless) – This flag has three meanings and is only used at the direction of ABLE/Race Control.

Rule / Meanings:

- 1) Furred (or Closed) Black – Only shown at the direction of ABLE at Start/Finish, sometimes with a number board, to warn a driver that they have been observed driving in an improper or unsafe manner.
- 2) Open Black – Shown only at the direction of ABLE from Start/Finish and the designated black flag stations, Stations 5 and 7B, and is always with a number board. Proceed directly to the pits. Do not take another lap.
- 3) Open Black (All stations) – The session has been halted, proceed directly to the pits.

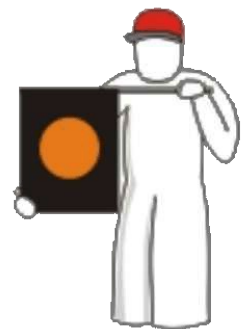


Proper Use: Only shown at the direction of ABLE. Generally displayed by the blue flagger, as things may still occur requiring the use of the yellow flag. Note – passing is still allowed under the black flag.

8. **Mechanical Black Flag or Meatball** – (Black flag with a large orange ball in the center, held motionless)

Rule / Meaning: There is something wrong with your car. Proceed to your pit at reduced speed.

Proper Use: This flag, along with a number board, is only displayed at the direction of ABLE and then only at Start/Finish and the black flag stations.

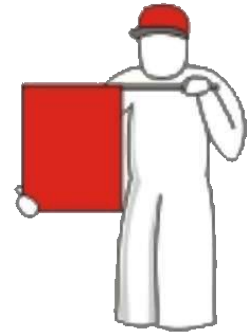


9. **Red Flag** – (Solid red, held motionless)

Rule / Meaning: Extreme danger, the session has been stopped. Come to an immediate controlled stop at the side of the race track within sight of a flag station.

Proper Use: This flag is only used at the direction of ABLE. It is displayed as a stationary flag.

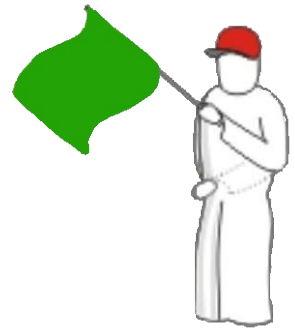
Note: Usually following a Red Flag situation, ABLE will release the cars using a Black Flag ALL.



10. **Green Flag** – (Solid green)

Rule / Meaning: A session is under way and the course is clear.

Use: Displayed only at Start/Finish, this flag indicates that a race or session has started or that a race has restarted.



11. **Checkered Flag** – (Black and White checkered)

Rule / Meaning: The session or race has ended. Continue safely to the pits.

Use: Displayed only at Start/Finish, and sometimes at designated flag stations.

