

## **FLAGS**

**YELLOW FLAG:** Is for an Incident. No Passing from perpendicular from the first flag until the following green flag past the incident.

- **Single Standing Yellow:** For incidents off-course **OR** back up to a waving yellow.
  - **EXCEPTION: NO FLAG** for car off-course making controlled, forward progress along the contour of the track **AND/OR** briefly two or four wheels off track.
- **Single Waving Yellow:** For incidents on-course **OR** for safety crews or marshals working outside of barriers regardless of location (Boots on the ground).
- **Double Standing Yellow:** Full course yellow called for by Race Control. Neutralizing a race.
  - **NOTE:** Corner Station that has the incident, continue to flag appropriately.

**GREEN FLAG:** The track is clear.

- **Waving Green:**
  - All Stations for the first lap of a non-race session of the day for each group
  - Indicates first station past following a local yellow flag.
    - **NOTE:** Wave green until car causing yellow flag passes along with cars in vicinity.

**SURFACE FLAG:** Fluid or Debris on course. Displayed standing for 2 (two) laps unless condition returns to normal prior to the end of the second lap.

- **EXCEPTION: NO FLAG** if surface condition is off-line **AND** not in danger of being hit.

**WHITE FLAG:** A slow moving vehicle.

- **Standing White:** Slow race car, moving at 1/3 more than normal speed **OR** Back-up to Waving White.
- **Waving White:** Very slow-moving race car, moving at less than 1/3 of normal speed **OR** moving Safety Vehicle on course

**RED FLAG:** Stops a session or race. Requested by Race Control. Displayed Waving.

- All cars reduce speed and proceed to pit lane.
- Continue to flag local incident.
- Report passing or unsafe activity.
- Withdraw after last cars enters pit lane.

**BLUE FLAG:** Advisory, a faster car is approaching or making a pass.

- **Standing (or Rocked):** Another car is approaching and preparing to pass.
- **Waving:** Another car is rapidly overtaking **OR** the driver being overtaken is unaware of the faster car **OR** is clearly obstructing.

**NOTE:**

- **Practice: NO BLUE FLAG** for cars running together for 2 (two) laps.
- **Race:** Only blue for cars being lapped. Never blue for cars fighting for position.

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AMERICA  
**Communications**

**INCIDENT CALLS:**

- Call all condition flag changes in real time as they happen.
- Break into sounds bites.
  - **First Bite:**
    - Corner Station Location and Flag Condition
    - If applicable, add Contact or Impact in the first bite.
      - Contact: Is with another Car.
      - Impact: Is with a barrier.
    - Reserve using Hard Impact or Hard Contact if certain car is not going to continue.
    - If applicable, add Track Blockage percentage.
  - **Second Bite:**
    - Car Number and Location of Car (on/off track, left/right/center, etc.)
      - Do not delay call, if missing car number.
      - If do not have or cannot see car number, give additional information about car color, sponsor, type of car.
    - Not important to tell us how it got there, just where it is.
  - **Third Bite:**
    - Add additional relevant information.
      - How did car get there or information relating to the contact?
    - Answer questions Race Control may have.
      - It is OK to tell Race Control to stand by to gather correct information regarding the incident.
  - **Clear/Continue:**
    - Informs Race Control and other corner stations that the **LOCAL YELLOW FLAG** incident has ended and all cars either continued **OR** are in a safe location **AND** yellow flags have been withdrawn

**PASSING UNDER YELLOW:**

- Report **ALL** passes under yellow.
  - Including those that may be give backs.
- Report passes under yellow within one (1) lap.
  - Report even if you do not have all the information, get it in the log.
  - Once you have all the information, complete the report.

**SURFACE CONDITION:**

- Report type of debris or fluid.
  - What is it?
  - Is it on-line or off-line?
  - Danger in being hit?
- Report the size of the debris.
  - Give dimensions of debris or how wide the fluid line is.
  - Identify what the debris or fluid may be.
- Where did the debris or fluid come from?
  - Car number
- Evaluation of condition
  - Watch it? Flag it for 2 Laps? Remove it?



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## **Communications (cont.)**

### **OTHER REPORTS:**

- **Short Cuts:**
  - All four wheels off to bypass a chicane or the inside apex of a corner.
    - Call if it were to pass another competitor **OR** suspect a time and/or distance advantage was gained.
- **Off Course/Off and On:**
  - Four Wheels, Not Two Wheels
  - Report only if there was a local yellow flag change **OR** if the car reenter unsafely **OR** rough ride and suspect damage to the car.
- **Track Limits:**
  - Instructions will be given in the morning briefing if applicable to the event.
- **Track Limits vs. Off Course/ Off and On:**
  - **Track Limits:** Is willful driving beyond the racetrack surface to gain time or position advantage.
  - **Off Course/Off and On:** is inadvertent driving beyond the racetrack surface in order to avoid an incident or recover from driver error.
- **Safety Vehicles:**
  - Report when:
    - Safety Vehicle enters course from station.
    - First response vehicle arrives to the incident scene.
    - When the Driver is out of the car.
    - When the last response vehicle leaves the scene.
- **Contacts and Impacts:**
  - Report Car numbers and colors
  - Contact/Impact site on the car(s)
  - Whether there was a position change because of the contact.
  - Does the car(s) continue?
  - What type of damage to car(s) or barrier?
  - Debris field or fluid on-track?
- **Slow Cars:**
  - Only if a flag change **OR** possible mechanical problem.
  - Report if car is back up to speed.
- **Mechanical:**
  - Report smoke, leaks, or odors.
  - Is the track clear?
  - **NOTE:** Only one confirmation is needed for this type of report.
- **Pit-In Calls:**
  - The Station nearest **PIT IN** should call.
    - Leader in Pits for Green Flag Pit Stops
    - Cars being observed, penalized, or black flagged into pits.

## **Race Procedures**

### **RACE STARTS:**

- No Flags for Formation Laps unless surface or other conditions warrant.
- Safety Car lights will be turned off during the last formation lap. Call pole sitter around to start.
- Start will call Green Flag.
  - **NO START:** No flag will be displayed at Start. All corner stations will display **Single Standing Yellow**, until told to withdraw.
- Passing is permitted once the Green Flag is displayed at Start.

### **FULL COURSE YELLOW:**

- When requested by Race Control. Safety Car will be dispatched with lights on. All corner stations display **Double Standing Yellow**. Display “SC Board” if available.
  - **EXCEPTION:** Corner Station that has incident. Continue to flag appropriately.
- Watch for passing and report.
- The Safety Car may wave by cars between the safety car and the overall leader. Race Control will inform corner stations of this occurrence. Waved by cars are not permitted to pass each other.

### **RESTARTS:**

- Prior to restarts, in mixed class race groups. The faster class cars may be passed around in front of the slower class leader. Race Control will advise if this going to occur.
- When the Safety Car lights are turned off. Race Control will call “Lights Out/Flags Down”. All posts will withdraw their Double Standing Yellows and “SC Boards”.
- Corner Stations call the leader (not the Safety Car) around for Start.
- Once Start has called the Green Flag restart, passing **MAY NOT** begin until passing the Start/Finish line.
  - **NO RESTART:** No flag will be displayed at Start. All corner stations will display **Double Standing Yellow**, until told to withdraw.

## **Interventions**

For your safety, **DO NOT** go out from behind a protective barrier on to the course or in a runoff area, without **ADVANCE** clearance from Race Control.

**BEFORE RELEASING ANYONE** to a stopped car, advise Race Control if it can be safely moved by marshals. **WAIT FOR RACE CONTROL TO RESPOND. ONLY SEND PERSONNEL WITH RACE CONTROL APPROVAL.**

**Only fight a fire when there is no one else to do it. Fires are difficult to put out, and you do not have personal protective equipment to keep you safe. Your safety comes first, then the driver – the car is not the top priority.**

**Either water or dry-chem extinguishers are acceptable. Do not direct the power stream from a dry-chem extinguisher at a driver’s head.**

## Multi-Class Racing Quick Reference

### Fanatec GT World Challenge America Powered By AWS

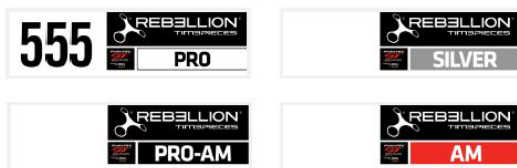
#### **DOOR NUMBER PANELS**



Number Panel  
Numerals

380mm x 410mm  
210mm height scaled  
Font: Digits provided by SRO

#### **BONNET NUMBER PANEL**



Number Panel  
Numerals

420mm x 113mm  
87mm height scaled  
Font: Digits provided by SRO

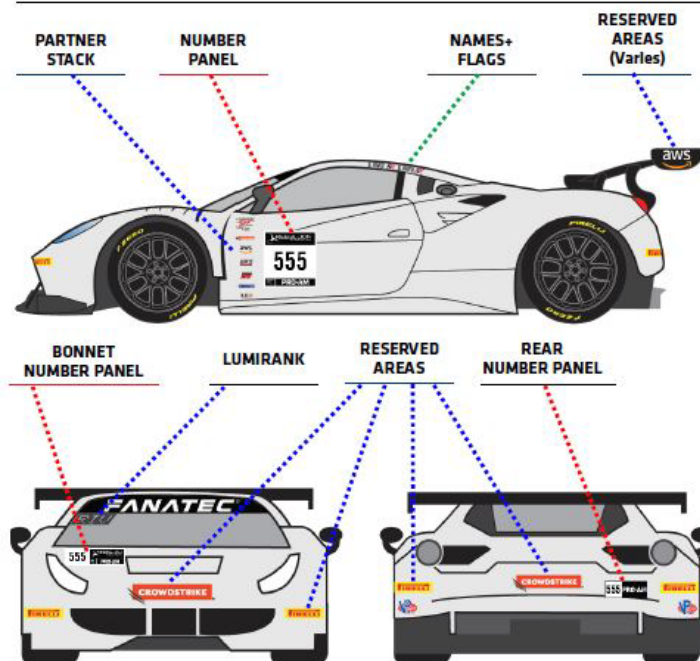
#### **REAR NUMBER PANEL**



Number Panel  
Numerals

254mm x 100mm  
50mm height scaled  
Font: Digits provided by SRO

### **GT3 VEHICLE SIGNAGE**

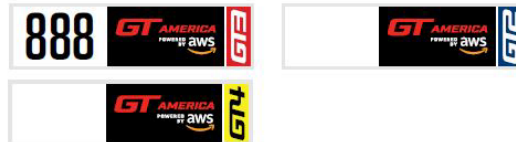


## NUMBER PANELS



Number Panel 380mm x 410mm  
Numerals ---In x 8.500In (216mm) height scaled  
Font: BigNoodleTitling

## BONNET NUMBER PANEL



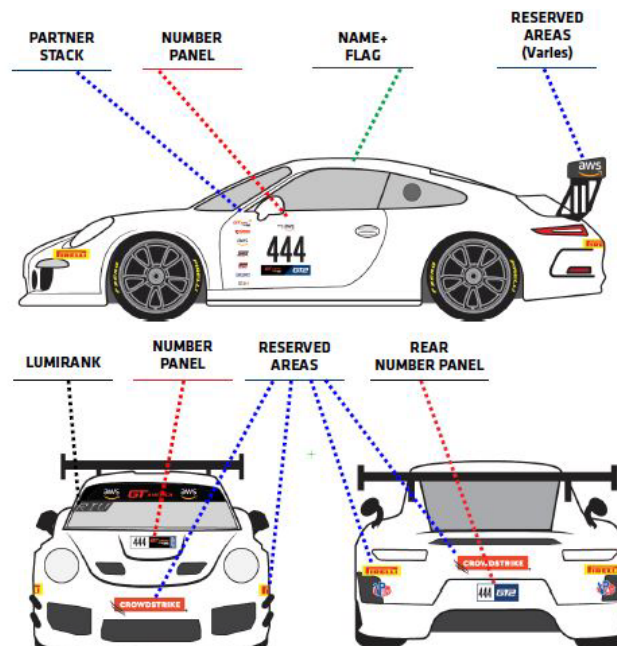
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Numerals 87mm height scaled  
Font: - Digits provided by SRO

## REAR NUMBER PANEL



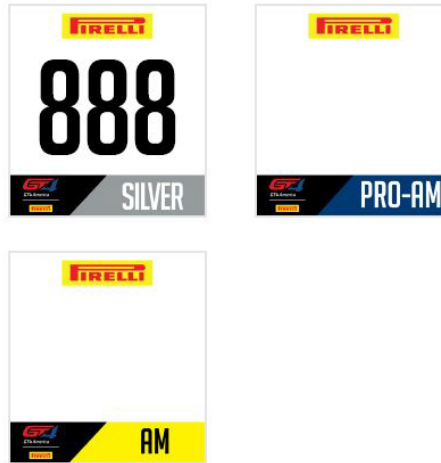
Class Designator 254mm x 100mm  
Numerals 57mm height scaled  
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## GTAM VEHICLE SIGNAGE



## Pirelli GT4 America

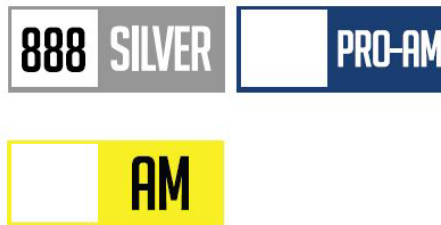
### ***DOOR and HOOD NUMBER PANELS***



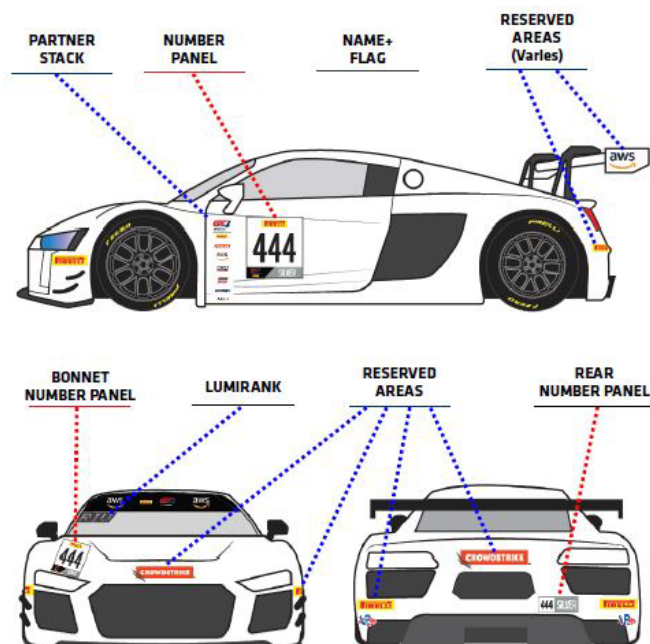
Number Panel  
Numerals

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---In x 8.500in (216mm) height scaled  
Font: BigNoodleTitling

### ***REAR NUMBER PANEL***



### ***GT4 VEHICLE SIGNAGE***

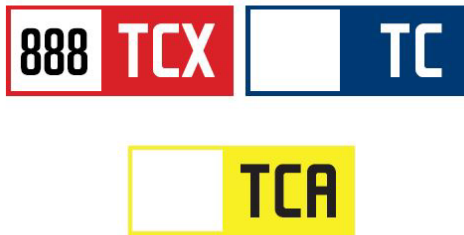




## ***DOOR and HOOD NUMBER PANEL***



## ***REAR NUMBER PANEL***



## ***TC VEHICLE SIGNAGE***

