

1995 Flagging Procedures

Prepared for All QMA Races by
Mary Castine
Approved 1995 Annual Meeting

Practice/Warm-Up

It is recommended that a flagperson man the flagstand during all event practice sessions.

The yellow flag is displayed anytime a car goes DOT (dead on the track) and the area of the track where the DOT car/s are should be pointed out to the drivers. The yellow is to remain displayed until all safety men have cleared the track.

The red flag should be displayed anytime injuries may have occurred or if track and/or wall repair is necessary. Except for emergencies, the red flag should be shown as a rolled flag with 1 (One) finger indicating a stop after 1 more lap.

Any car not remaining behind the safety entrance 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 lose practice privileges.

When time expires, the yellow flag should be displayed for 1 lap followed by the black to clear the track.

Timing

The flagperson shall indicate to the driver either 5 (regular timing) or 5/10 (hot out of chute) as soon as the driver/car comes to the start/finish line and will count down each lap. (Note, the handler has the option of requesting fewer warm up laps, but cannot request a greater number.) When you have reached one (1) lap a rolled green in a circular motion should be displayed.

After the countdown for the warm up laps, use one of the following:

Back to Back - 3 waved green flags followed by the checkered (2nd option is 2 waved green, followed by the white, then the checkered)

Split - waved green - flat green - waved green - flat green - waved green - checkered (again, in place of the 3rd waved green you may use the white followed by the checkered)

If a car has completed its timing and has not left the track, wave the black flag.

Racing

After the warmup time has expired, the yellow flag should be displayed for at least 1 lap before the line up signal is given. The original line up signal should be rolled yellow and a rolled green, 1 in each hand, displayed in an up and down motion.

If during the lining up process any cars fail to keep a proper pace or keeps jumpstarting the green, the flagperson should point a rolled black as a warning. Car/s that still do not keep the proper pace etc., may be put to the rear. The important thing to remember is that the starter must maintain control but must also be consistent.

Once the green flag has been given it should remain displayed until another flag is in order.

The yellow flag is to be thrown whenever a car/s are DOT or the track is under an unsafe condition (i.e. parts on the track). Remember, **NO LAP, INCLUDING THE WHITE FLAG LAP, IS EXEMPT FROM THE YELLOW**. If an accident occurs before the checkered has been thrown, a yellow flag should be thrown.

Following a yellow flag and after the restart line up has been shown to the drivers, a single file restart signal should be displayed (rolled yellow and green held straight above your head, both flags in the same hand).

A red flag should be displayed whenever cars have flipped. This allows the handler to verify that the driver has no injuries.

If the red flag is needed for a non-emergency stop (i.e. wall repair or refueling) it should be indicated with a rolled red and 1 finger indicating to the drivers to stop the next time around.

At all sanctioned events (regional qualifiers and states race), a full set of 1-0 black flags should be at the flagstand. These are to be used when instructed by the judges to disqualify a driver/car. It is helpful to have an assistant flagperson to be available to display the numbered black flags.

The checkered flag indicates the end of the race and if an accident occurs after the checkered has been given to the leader, a yellow should be displayed along with the checkered; however the race is over. There are no restarts after the checkered flag.