



## Chapter 9

- Flagging Procedures

## **QMA Rulebook Article 8, Section 3 GENERAL RACING POLICIES**

### **Sec.. 3 GENERAL RACING POLICIES**

1. **Flagging** - see flagging procedures. Flagger must be at least 16 years old and a QMA member.
1. (A) Flag person's position to be located on flag stands on the outside of the track.
1. (B) It is recommended that the Flagger remain in the flag stand during all event practice sessions, warm ups, and races.
1. (C) A halfway flag signal should not be used.
1. (D) A move-over or lapping flag should not be used.
1. (E) Auxiliary Flag Persons or safety people in the corners with caution flags are forbidden.
1. (F) The green flag should be displayed (held in open view for drivers but not blocking track) at all times until replaced by another flag.
1. (G) The yellow flag is to be displayed any time a car stops on the track and the area of the track where the car is stopped should be pointed out to the other drivers. The yellow is to remain displayed until all corner workers have cleared the racing surface.
1. (H) Safety Signal lights may be used around the track and controlled by the flag person. This is mandatory for all Grands events.
1. (I) The red flag will be displayed any time injuries or potential injuries may have occurred. If there is an injured driver NO cars 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 work repair to the track walls is necessary and/or to perform any such work. For non-emergency requirements (refueling stops, debris removal, etc.) a rolled red flag with one finger extended indicating stop after one more lap. (see **page 41**, item 4.I)
2. **Practice/Warm-up**
2. (A) The yellow flag is to be displayed any time a car stops on the track and the area of the track where the car is stopped should be pointed out to the other drivers. The yellow is to remain displayed until all corner workers have cleared the racing surface.
2. (B) Any car not remaining above the safety entrance line should be black flagged so that the Race Director 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.
2. (C) When time has expired for a practice session, the yellow flag should be displayed for one lap followed by a black flag in order to clear the track.
3. **Qualifying**
3. (A) The Flagger shall indicate to the driver a maximum of five warm laps which will begin as soon as the driver/car comes to the appointed start/finish line and will count down each completed lap. When one lap is reached, a rolled green flag is displayed in a circular motion indicating the next time around will be starting the clock. (Note: The handler has the option of requesting fewer warm up laps, but cannot request a greater number) see Sec. 5(C) **page. 44** for alternate qualifying procedure.
3. (B) After the countdown of warm up laps, use only the following procedure: Three waves of the green flag followed by a checkered flag. (Optional: two waves of the green flag followed by a white and a then a checkered).
3. (C) If a driver has completed their qualifying times and has not left the track, the black flag can be waved.
3. (D) The use of Air Filters during qualifying at any QMA event is illegal. The Sr. Tech Official reserves the right to allow Air Filters at any Event that it is deemed necessary.
4. **Racing**
4. (A) Pylons will not be used at any time during racing.
4. (B) For local events, after the warm up time has expired, the yellow flag should be displayed for at least one lap before the lineup signal is given. For States and Grands events, there will be no warm up period and starts will be "roll and go". Original Lineup signal: Flagger will indicate a single file lineup by holding a rolled yellow or green flag in one hand straight above or in front of the Flagger's head or holding his/her hand as a straight edge to create an imaginary line. Flagger will then use a rolled yellow and a rolled green, (one in each hand) displayed in a drumming motion to indicate a double file lineup.
4. (C) If during the lineup process any cars fail to keep a proper pace or continually jump-starts the green, the Flagger should point a rolled black flag as a warning. Car(s) that still do not keep the proper pace or other infractions may be sent to the back of the lineup. The important thing to remember is that the starter must maintain control and remain consistent. Once the race begins (first official green flag), no other cars can enter the race.
4. (D) In all lower mains, an alternate car will be allowed at all States and Grand's, based on driver's finish in previous lower mains, i.e. D mains to C mains.
4. (D)(1) If a car from the original lineup is unable to line up on the initial start the alternate car will be sent out after a lineup is called for and will start in the rear of the field. If a car from the original lineup is past the designated line on the track (nose over the 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 lineup 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, **page. 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.
4. (D)(2) If a car from the original line-up is officially disqualified or scratched prior to warm up (for local events) for any reason by the handler, the alternate car (x car) will be allowed to enter the track and participate in the warm up. 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.
4. (E) Once the green flag is displayed to begin the race, it should remain displayed until another flag is required.
4. (F) The yellow flag is to be displayed whenever a car(s) stop on the track or the track is under an unsafe condition (debris, fluids, wall repair, 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 displayed and the unsafe area or where the car(s) have stopped on the track is to be pointed to.
4. (G) Following a yellow flag and after the restart lineup has been determined; a single file restart signal should be displayed. (This can be done by holding a rolled yellow and/or green held in one hand straight above or in front of the Flagger's head.)
4. (H) A red flag should be displayed whenever a car(s) has turned over; hit a wall or another car(s) with excessive force to allow the handler to verify that the driver(s) has no injuries.
4. (I) 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 finger extended for the drivers requiring them to stop on the next lap around.
4. (J) At all qualifying events, a full set of 1-X black flags should be at the flag stand. These are to be used when the flag person is instructed by the judges to disqualify a driver.
4. (K) The checkered flag indicates the finish of the race. If an accident occurs after the checkered flag has been shown to the leader a yellow should be displayed along with the checkered flag, however, the race is officially completed. There are no restarts after the checkered flag.
4. (L) Laps should be counted from the number of laps to be run (25, 35, 40, etc.) down to one lap to go. This way the Flagger does not have to remember the length of the race; when lap one comes up he simply displays the white flag.
4. (M) At the Flagger's discretion, if under green flag two or more cars become hooked together and do not become unhooked – the yellow flag will come out followed by a red if necessary. The cars will be unhooked and unless the judges assign a charged yellow to one or more cars, all involved cars will receive a charged yellow and start at the end of the field.
4. (N) If a car stops on the track or in the infield under green, a yellow flag will be displayed. That car will receive a Charged Yellow and started at the back – unless the judges determine another car is 100 percent at fault for the incident. Then only the at fault car will receive a Charged Yellow

- and sent to the back.
- 4. (O) **Starts:**
  - 4. (O) (1) The Flagger is responsible for all starts, restarts, conduct of race, and flags, i.e., green, yellow, red, white, checkered and black when instructed by Judges.
  - 4. (O) (2) Initial starts will be double file, rolling starts. If during the lineup process any cars fail to keep a proper pace or continually jump-starts the green, the Flagger should point a rolled black flag as a warning. Car(s) that still do not keep the proper pace or other infractions may be sent to the back of the lineup.
  - 4. (O) (3) If during the initial lineup and before the green flag falls, a car should go dead on the track, they will be put back in their original position unless there is a Judges call.
  - 4. (P) **Restarts:**
  - 4. (P) (1) All restarts will be single file, rolling starts.
  - 4. (Q) **Caution Laps and Emergency Stops**
  - 4. (Q) (1) There will be no passing under the yellow flag. Cars may close the gap to approximately one car length.
  - 4. (Q) (2) No lap will be counted while running under yellow flag. All caution laps and emergency stop restarts will revert to the last complete/recorded lap for restart position. The restart lineup must be verified by the scorers.
  - 4. (Q) (3) In "AA", Modified WF and Half Midget classes only, after a combination of 80 green and yellow laps, the next yellow and/or red flag will be a refuel stop. After all cars have been refueled, the counting starts all over when the green flag falls. There will be two fuel stops maximum after the initial green flag at any QMA sanctioned event (Qualifier, States, or Grand's).
  - 4. (R) **Dead on Track**
  - 4. (R) (1) Any car or cars accumulating three Charged Yellows, for any reason will be disqualified and will be black flagged but scored as DNF.
  - 4. (S) **Disqualifications**
  - 4. (S) (1) If a car is disqualified during a race, and does not immediately leave the track when shown the black flag, the Flagger will show the flag two more times (on the next two laps). If the car still has not exited the track, the race will be stopped (red flag) and the disqualified car will be removed. Then the race will be restarted from the last recorded lap.

### **QMA Rulebook Article 8, Section 5 JUDGING**

13. (J) Out Late Line: 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 flagger'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.