



# **QMA FLAGGING PROCEDURES**

**UPDATED  
2000**

Revised March 5, 2000

## **PRACTICE/WARM-UP:**

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

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 the 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 stop after one (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 be subject to losing practice privileges.

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

## **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 yellow thrown before the lap is completed, the car in the pits would 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.)

## **QUALIFYING:**

The flag person shall indicate to the driver a maximum of ten (10) 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. 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 warm up 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 warm up time has expired, the yellow flag should be displayed for at least one (1) lap before the line up 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.

If during the line up process any cars fail 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 the 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 be remain consistent.

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

The yellow flag is to be displayed whenever a car(s) go 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 checker has been thrown, a yellow flag should be thrown and the unsafe area or where the DOT(s) are to be pointed to.

Following a yellow flag and after the restart line up 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 up back to back.)

A red flag should be displayed whenever a car(s) have turned over, hit a wall or another car(s) with excessive force so as to allow the handler to verify that the driver(s) have 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.

At all sanctioned 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. 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 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.

**YELLOW SAFETY LIGHT IN TURN THREE OF TRACK** - A yellow safety light may be placed in turn three and controlled by the flag person. This is at the clubs discretion and is not mandatory.