



POWRi Quarter Midget Racing League Flagging Procedures

Flagger

The Flag Person shall be 16 years of age or older. The flag person's position is to be located on flagstand on the outside of the track. It is strongly recommended that a flag person remains in the flag stand during all event practice sessions and warm. NO halfway signal or flag should not be used. A move-over or lapping flag should not be used. Auxiliary Flag Persons or safety people in the corners with caution flags are not recommended. The green flag should be displayed (held in open view for drivers, but not blocking the track) at all times until replaced by another flag. The flag may be placed in a holder.

Flag Signals

Safety Signal lights may be used around the track and controlled by the flag person.

Green flag indicates START, course is clear.

A Driver May Not Exit His/Her Car While On The Track During Green Flag Conditions.

Exceptions to this rule may be made for safety issues. The Director of Competition will determine if the driver exited his/her car for a safety issue.

Green flag will not be displayed until the field has been completely closed up and the course is clear. When the green flag is again displayed, the race will be resumed all around the course.

Yellow Flag indicates CAUTION, slow down and maintain one's position.

A Driver May Not Exit His/Her Car While On The Track During Yellow Flag Conditions.

Yellow Flag will be displayed in the event of an accident or an unfavorable condition on the course. In the event of the yellow flag being displayed, the leader of the race is required to slow down to parade lap speed and the balance of the field will close in behind him/her in the order in which they crossed the start-finish line on the last scored lap.

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

When time has expired for warm up before the race, the yellow flag will be displayed for one (1) lap then the signal for the line-up is to be given.

Exceptions to this rule may be made for safety issues. The Director of Competition will determine if the driver exited his/her car for a safety issue.

Red Flag indicates STOP, race is halted.

A Driver May Not Exit His/Her Car While On The Track During Red Flag Conditions.

The Director of Competition will determine whether the Red Flag condition is open (non-medical) or closed (medical). Red flag should be displayed any time injuries or potential injuries may have occurred or if 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 required stop for all the drivers on the next lap.

Any car not remaining behind the safety entrance line (blend 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.

Work on a car will be permitted during a non- medical red in the designated work area, but the car must be ready to resume racing when given the order and must start at the tail. Cars not back on the track before the one-to-go will not be permitted to resume the race.

White Flag indicates Entering the Last Lap.

Black Flag indicates Rolled Black flag - Warning, a full displayed black flag- Car is to leave the track in a safe manner.

Checkered Flag indicates Race Completion.

Qualifying

The flag person shall indicate to the driver a maximum of five (5) 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. (Display 5 fingers to the driver as they cross the start/finish line, then 4, 3, 2) 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 Procedures

All clubs will extend their commitment lines in turn three and turn four all the way to the wall if possible. Make every effort to place a line on the wall so drivers can see it. Commitment line in turn three will be used as the GAS UP line and commitment lines in turn 4 will be used as the start line.

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, (in each hand) displayed in a drumming motion. A "one to go" pointed green flag may be used.

The car must pass the start line (commitment line) before they can start passing. If driver jumps the start, the flagger should wait till they all pass flag stand before displaying the yellow flag. Driver(s) will be warned once for jumping the start, and if drivers jump the start on the second attempt, they will be placed to the rear of the field.

The flag person is responsible for all starts, restarts, conduct of the race and flags. All starts will be a rolling start. The pole car has the dress and will determine the pace of each race. The flagger has the option to put any car to the back of the pack if the car(s) will not keep a proper pace (too fast or too slow). The flagger and race director will be the two that will be making the jumping calls. Consult the officials in the tower if needed.

If during the line up process any car fails 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 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 remain consistent. Once the green flag is displayed to begin the race, it will remain displayed until another flag is required.

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 a yellow flag thrown before a lap is completed, the car in the pits will be allowed to rejoin the race. (POWRI 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.)

If a car from the original line-up is officially disqualified or scratched prior to warm up for any reason by the handler, the alternate 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.

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 driving infractions, 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 flag person'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.