



APPENDIX H

APPENDIX "H"

FLAG SIGNALS

To ensure adequate supervision of a racing circuit, the Clerk of the Course and/or Assistant, and the observation posts, rely largely on the use of signals to:

- a) contribute to the safety of competitors
- b) enforce the regulations

Signals are given in day-time by different coloured flags, possibly aided by lights. At night-time or in conditions of poor visibility the flags should preferably be replaced by lights and reflective panels, but all drivers must be made aware of this beforehand. Yellow lights at each post are obligatory for events run at night.

For events other than circuit racing e.g. motocross, supercross, off-road racing, enduro events and rallying, some or all of the following flags and flag signals may be used, or additional flags introduced:

ART

1. FLAGS

The minimum size of signal flags is 60cm by 80cm.

Flags will be used during both practice and the race itself and will have the same meaning. They shall be respected by the competitors at all times. Any competitor failing to acknowledge or act upon a signal conveyed to him/her personally, or to a group of competitors of which he/she forms a part, engaged in a practice or a race, by an authorised official using any of the flag or lightsignals listed herein, shall be guilty of an offence which may be dealt with by the Clerk of the Course in terms of GCR 156.

2. START

Shall be given by the MSA flag, or red lights. In the latter case the red lights shall normally remain lit for between 4 and 7 seconds before being extinguished. In the case of a start by flag, the signal to start will be the lowering of the flag which, for standing starts, should not be raised until all vehicles are stationary, and in no case for more than 10 seconds.

3. FINISH:

A black and white chequered flag, usually waved. Upon receiving the chequered flag, a competitor must react according to the norms that apply within that specific facet and at the specific venue.

4. RED FLAG

Shown waved under the direction of the Clerk of the Course, at all marshal points around the circuit (except that immediately prior to the incident which shall show double waved yellow flags). Indicates that the practice or race has been terminated and all competitors must stop their practice or race immediately and proceed to the pits (in the case of practice) or the start area as per SSR 41 if the stoppage is during a race, unless the SRs for the event provide otherwise. Upon seeing a red flag, competitors shall exercise extreme caution and be prepared to stop at any time if necessary. It is not permitted for any competitor to pass another once the practice or race has been terminated by the display of the waved red flag.

The red flag will be shown motionless under the direction of the Clerk of the Course to close the circuit.

5. BLACK FLAG

Shown by a race official as directed by the Clerk of the Course, together with a number board, indicates to the competitor whose number is shown that he/she must stop at the pits at the end of the lap and immediately report to the Clerk of the Course. The effect of a black flag is to take a competitor out of a race and, as such, its use is reserved for serious offences only.

A competitor who has been black-flagged shall be regarded as a non-finisher of the race in question and shall be awarded zero (0) points. Failure by a competitor to respond to a black flag shown to him/her on two or more consecutive laps and/or to immediately report to the Clerk of the Course having responded to a black flag, shall render offenders liable to be penalised by the clerk of the Course in terms of the provisions of GCR 157.

6. BLACK AND WHITE FLAGS DIVIDED DIAGONALLY INTO BLACK AND WHITE HALVES

Shown by a **race official as directed by** the Clerk of the Course, together with a number board, indicates to the driver whose number is shown that he is warned for unsportsmanlike behaviour and placed under observation for the balance of the race meeting/event in question. A competitor shown a black and white flag shall report to the Clerk of the Course immediately after the race in question. Failure to do so may render offenders liable to be penalised by the Clerk of the Course in terms of the provisions of GCR 157.

7. BLACK FLAG WITH ORANGE DISC

Shown together with a number board indicates that the vehicle concerned has a **potentially dangerous defect and must stop at the pits at the end of that lap.**

8. YELLOW FLAG

Indicates danger, either temporary or permanent, whatever its nature. A waved yellow flag denotes a dangerous situation in the sector following the marshal post concerned.

Drivers are to be instructed, either by hand or flag, to use the unobstructed portion of the track, and if the obstruction is very serious, 2 yellow flags may be waived by the same post. In the case of a total obstruction, two yellow flags may be used prior to the Clerk of the Course stopping the race.

When an obstruction occurs in a sector and a yellow flag is being waved, the preceding post will display a stationary yellow flag to warn drivers in good time of the danger. If 2 yellow flags are being waved, the preceding post will show 2 stationary yellow flags.

Should a danger such as debris extend beyond the accident or obstruction into another sector, the post in this sector will also display a yellow flag. Otherwise, if this sector is clear, a green flag will be displayed. Competitors passing any yellow flag must slow down, maintaining their position relative to other competitors and being prepared to stop if so instructed by a competent Official.

DRIVERS MUST, AS SOON AS THEY HAVE PASSED A YELLOW FLAG (BE IT WAVED OR MOTIONLESS) SLOW DOWN, BEING PREPARED TO STOP IF NECESSARY AND KEEP THEIR RESPECTIVE POSITIONS AND MAY NOT OVERTAKE UNTIL THEY HAVE PASSED THE GREEN FLAG.

Any competitor failing to obey the yellow flag or overtakes under yellow will be subject to penalty by the race officials.

9. GREEN FLAG

Waved denotes:

- a) when shown on first lap of practice or out lap of a race that the sector being entered is clear; or
- b) that the sector controlled by yellow flags following a dangerous situation is being exited and racing may continue once the competitor has passed the green flag; or
- c) used to start a warmup or parade lap or practice session under direction of the Clerk of the Course.

Shown waved at the start/finish line denotes that a Safety Car intervention has ended, and racing may continue once the competitor passes the Green Flag at the start/finish line.

10. YELLOW FLAG WITH RED STRIPES

Indicates a deterioration of surface adhesion due to oil, water, etc. This flag can also be used to inform drivers of either a pool of water large enough to create aquaplaning, or that due to a local shower, driver/riders are about to pass from a dry to a slippery surface: this being the case, the flag will be displayed accompanied by a hand pointed to the sky. Shall be displayed for 2 laps, or until the surface returns to normal.

11. WHITE FLAG

Denotes either a service vehicle (ambulance, etc.) or a competing car moving slowly. It should be waved while the vehicle is in a sector and then held stationary while the vehicle reaches the end of the next sector, after which it should be withdrawn. Should the vehicle stop on the track, the white flag must be replaced immediately by yellow flags.

12. BLUE FLAG

To be shown:

- a) in cases of obvious obstruction by a competitor;
- b) when the slower vehicles are being overtaken by the leader;
- c) when a faster vehicle making up time is working its way through the field.

It is not necessary to show the blue flag:

- a) during the first lap of a race when vehicles are still grouped together;
- b) when two or more drivers are racing wheel to wheel over several laps;
- c) when, by his actions, a driver is aware he is about to be overtaken.

The blue flag should always be used with discretion, bearing in mind that in the wet during bad visibility it is often the best means of warning a competitor he is about to be overtaken.

13. NOTE

- i) For international events, when a decision has been taken to stop a competitor, his pit should be informed so that a stop signal can also be displayed there.
- ii) Any flag indicating the stopping of a practice or race, or of a particular competitor, may be shown at a place other than at the start/finish line should visibility, length of circuit or the speed of vehicles make it advisable to do so.
- iii) Numbers for display to competitors shall be white on a black background and not less than 200mm high by 170mm wide with a stroke width of 30mm.
- iv) A portable fire extinguisher may be shown to a competitor to indicate that the vehicle appears to be on fire.
- v) All marshal posts must be in radio or telephone communication with the preceding posts in order to operate efficiently the 'no passing' zone procedure and to give warning of danger.

14. LIGHT SIGNALS AT START

When the start signal is given by lights, a red light or lights must be used, visible from any position on the starting grid.

15. LIGHT SIGNALS DURING RACING

When light signals are used to supplement flag signals during the hours of darkness, they must comply with the following specifications:

- a) lights may replace the yellow, green and red flags;
- b) each installation must consist of a group of three lights – 2 yellow and one green – so arranged that the 2 yellow lights are easily recognisable. A red light must be mounted separately, and shall be operated solely by, or on the order of, the Clerk of the Course;
- c) the electric power supply must be backed up by an independent emergency system;
- d) preferably the lights should be flashing, but they may be continuously lit. A combination of both methods is not permitted;
- e) the lights will have the same meaning as flags of the equivalent colour. If the two yellow lights are used together, either in phase or flashing alternately, this indicates a degree of danger greater than one light alone or one flag;

- f) one yellow light at each marshal post must be shown accompanied by a yellow and red striped flag to warn of a serious deterioration in surface adhesion after dark.

16. HAZARD BOARD (Optional - usage to be specified in the SRs of the event.)

Where an incident has been cleared to the satisfaction of the marshals, but they are unable to remove the offending vehicle completely to a position behind the safety barriers and it is deemed reasonably safe to continue racing, the yellow flags will be withdrawn and replaced by the Hazard Board. The board allows the competitor to continue racing at his/her own risk in the sector concerned.