



**Our Flags** 

# The Flag Rules

Here is a comprehensive guide to the CAMS flag rules and some information on how they can be interpreted. Instructions in this manual regarding flag signals may be amended at any time by race control.

# YELLOW FLAG



(Danger ahead - slow and prepare to take avoiding action)

## SOP\*

This is a signal of danger and should be shown to drivers in two ways with the following meanings:

**Single waved:** Reduce your speed, do not overtake and be prepared to change direction. There is a hazard beside or partly on the track.

**Double waved:** Reduce your speed, do not overtake and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track.

Yellow flags should normally be shown only at the marshals' post immediately preceding the hazard. In some cases however the Clerk of the Course may order them to be shown at more than one marshals' post preceding anincident.

Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.

Yellow flags should not be shown in the pit lane unless there is an incident of which the driver should be made aware.

# **Further Information**

There are designated mirror points at CAMS events. This replaces the stationary yellow flag pre-warning used previously in the CAMS rules. The mirror point 'copies' the yellow flags being shown at the following point. At some tracks, there are permanently allocated mirror points.

For example: Sandown; 0.5 mirrors 1 and 5.8 mirrors 6; Phillip Island; 1 mirror 1.1 mirrors 1.2; and 9 mirrors 9.1 mirrors 9.6. Additional mirror points may be added at the discretion of the clerk of course. In addition to these, the Clerk of Course may request a flag point to mirror for a specific incident or for the meeting. A question that has been asked previously is, "what should I do if my point is not a mirror point, but there is a particularly dangerous incident in the next sector, perhaps only just after the next flag point, for which I believe the drivers need a pre-warning?". If you think the yellow is required, then put it out (it must be waved). If race control disagrees, they will request you withdrawit.

With yellow flags, it can take quite a bit of experience to be able to assess whether a car is in a position which needs aflag displayed or not. This is compounded by many factors which need to be taken into account when making the decision — is it wet or dry, is the driver in the car, out of the car but still trackside, or is he over the fence, are there officials working in the area, etc. Unfortunately, there is no straight answer for this. It is best to review each point you get to, identify race line, danger areas on and off the track, how far off the track you think a car needs to be to be safe, taking into account the conditions on the day. Discuss it with others at the point and if you're unsure, stop the chiefs on their morning track inspection and talk it over with them. That will give you a guideline to follow for that point for that weekend.

Double waved yellows may also be used when the track is not blocked to indicate 'multiple' hazards and hence to provide an increased level of protection. For example, if there is an incident which requires the use of a single waved yellow flag, and then officials go onto the track to push a vehicle, the flags could be upgraded to double waved yellows whilst the people are ina position of danger. A yellow flag should be waved at the post immediately prior to the grid when marshals are on the track lining up the vehicles for a race start. It should also be used whenever there are people on the track (this includes between events when officials are working on track).

\*SOP = Standard Operating Procedure







#### SOP

This should be shown waved only on instruction from the Clerk of Course when it becomes necessary to stop a practice session or the race by other than the chequered flag. All drivers are required to slow down immediately and proceed to the pit lane (or the place foreseen by the regulations of the event), and must be prepared to stop if necessary. Overtaking is not permitted.

#### **Further Information**

When the red flag is displayed, additional flags may also be displayed. At the point of incident which necessitated the red flag, a yellow flag will also be displayed to warn drivers of the danger in that sector. The use of a white flag is recommended to warn drivers of moving service vehicles in the sector.

If you do not have radio communications, the red flag will be displayed at the starter's box and should be displayed by flag points around the track by line of sight. That is, the points prior to and after the starter's box put out their red flag when they see it in the starters

box, then the next points in either direction do the same when they see the red flag, etc. so that the red flags are displayed progressively in both directions until all points are showing the red flag. The red flag should be displayed

## **BLUE FLAG**

(Overtaking signal)

#### SOP

This should normally be waved, as an indication to a driver that he is about to be overtaken. It has different meanings during practice and the race.

**During practice:** Give way to a faster car which is about to overtake you.

**During the race:** The flag should normally be shown to a car about to be lapped and, when shown, the driver concerned must allow the following car to pass at the earliest opportunity.

**Pit Exit (at all times):** A stationary flag should be displayed to a driver leaving the pits if traffic is approaching on the track.

#### **Further Information**

In normal circumstances during racing, the blue flag is used for lapping cars only, not cars moving through the field, even if they are faster cars who qualified at rear of grid or who have had a mishap and are coming back through the field.

At some meetings, such as historic races, there is a great disparity of speed between cars in particular categories. To assist the drivers at these events, the Clerk of Course may advise that a stationary blue flag can be used to indicate to a driver that a much faster car is approaching and that he will be overtaken in the next sector. If a stationary blue is to be used, the Chief flag marshal will advise you at the briefing.

A stationary blue flag will also be shown at pit exit to advise drivers entering the track that they will be merging with faster cars on the main straight.

# YELLOW WITH RED STRIPES /

(Deterioration of adhesion / slippery surface)

#### SOP

This should be shown motionless to inform drivers that there is a deterioration of adhesion due to oil, water, dirt etc. on the track in the area beyond the flag. This flag should be displayed, for at least (depending on the circumstances) four laps unless the surface returns to normal beforehand. It is not necessary for the sector beyond where this flag is being shown to show a green flag.

#### **Further Information**

Note that this flag is NOT used to cover any debris on the track that is likely to cause damage to a vehicle if they ran over it. In this instance, the appropriate level of waved yellow flag should be used.

Remember this rule: If you can drive through it, you use the 'lack of adhesion flag', if you have to drive around it, then wave the yellow flag.







# WHITE FLAG

(Slow moving vehicle or service vehicle on the track ahead)

#### SOP

This flag should be waved and is used to indicate to the driver that there is a much slower vehicle on the sector of track controlled by that flag post.

# **Further Information**

This flag is used for any moving service vehicle on the track or a slow moving race vehicle. Note that if the vehicle stops, the white flag should be withdrawn and the appropriate level of yellow flag displayed.

# **GREEN FLAG**



(All clear ahead)

## SOP

This should be used to indicate that the track is clear and should be waved at the flag post immediately after the incident that necessitated the use of one or more yellow flags.

It may also be used, if deemed necessary by the Clerk of Course, to signal the start of a warm-up lap or the start of a practice session.

Flag(s)?

# **Further Information**

The green flag at the post following a yellow flag should be waved until the last car that saw the yellow flag has passed the green flag.

The green flag is also used at the conclusion of a safety car period – see separate section for safety car flag signals.

RE-ENTERING THE CIRCUIT..."

Flag(s)?

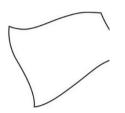




**BLUE**Overtaking signal



GREEN
All clear ahead



WHITE
Slow moving vehicle
or service vehicle
on the track ahead



BLACK & WHITE DIAGONAL

Warning flag, displayed to a driver behaving in an unsportsmanlike manner



**YELLOW** 

Danger ahead – slow and *be* prepared to take avoiding action



BLACK WITH ORANGE DISC

Mechanical problems: stop at pit on the next lap



YELLOW WITH RED STRIPES

Deterioration of adhesion / slippery surface ahead



BLACK

Enter pit lane on the next lap



**RED** 

Stopping the *race* or practice



# BLACK & WHITE CHEQUERED

Finishing flag
— end of race or
practice





