

Flagging & Related Rules

Lineup

At the commencement of a race, cars shall be lined up 2 by 2 and side by side – (Delaware start). For a restart following a caution, the leader shall be solo at the front of the pack and in a double file formation as above. If a full lap is not completed after a Delaware restart, another Delaware restart shall take place. After 3 Delaware restarts are done within one heat/feature, cars line up for the 4 restart shall revert to single file.

On a caution, vehicles will be lined up according to the last lap completed as recorded by the transponder system. If the leader has passed the flag stand and the transponder indicates that a new lap has started after the caution is called, this will be considered a lap. Therefore, all cars on the lead lap will be considered to have completed that caution lap. However, any vehicle that is a lap down at the time of the caution, irregardless if they have passed the flag tower during the caution lap, they will be considered to remain a lap down. The lapped vehicle will also be deemed to remain a lap down even if they have passed the lead vehicle but have not completed a full lap prior to the caution. .

Green Flag

Once the cars are all on the track and in formation, the flagmen at his discretion may give the signal that there is one lap to go.

The Flagmen may throw the green flag to commence the race when the lead cars are in the middle of corner 4.

Any vehicle that jumps the start shall bring out a caution and be sent to the back of the pack.

No car shall be allowed to pass another car on the start of the race prior to clearing the flag tower. This also applies to restarts.

If a car did not start a race, it cannot enter the track after the green flag has been brought out and the race officially started.

Passing:

When passing another vehicle for position, the vehicle doing the passing shall be considered to have the right of way once it has it's "A" pillar past the front bumper (nose cone) of the other vehicle.

2 Spin Policy – Mechanical Flag v. Flying Black:

If a car spins out twice during a heat/feature race and both times causes a caution to come out, that car will be black flagged for that race. The Flagmen have the discretion to throw a mechanical flag if they believe the spins are attributable to track conditions or a mechanical issue to have the driver leave the track. They should also radio that the driver is not to return to the track for that race because of the 2 cautions being brought out. This way the driver will receive a DNF and retain last place points rather than a flying black which will indicate loss of all points for that race. The Flagmen may want to throw the flying black if they believe that the driver is out of control or is driving in a dangerous or reckless manner.

Spin on Last Lap:

In the event a car makes contact with another car on the white flag lap, and causes it to spin and/or lose position, the offending car that initiated the contact shall be issued the flying black flag at the discretion of the flag tower, and result in a disqualification for that heat or feature.

Cars Leaving the track:

Any vehicle may leave the track during the race for any reason, and may only be allowed to re-enter the race at the discretion of the flagmen and when safe to do so.

Any vehicle that leaves the track by any direction other than the off ramp exit, will not be allowed to return to the track during the race in which they incorrectly exited and will be considered to have not finished the race (DNF).

Red Flag to Stop the Race:

In the event of a serious accident, the red flag may be thrown to stop the race. All drivers shall then stop their cars where they are as far away from the accident as possible and out of the path of the emergency vehicles. Any vehicle that leaves the track during this time will be considered as a DNF and not allowed to return to the race upon it restarting.

Race Length Parameters:

The length of a heat race will be 10 laps, and shall not exceed 10 minutes.

The length of a feature race will be determined by the number of cars.

- a) The length of the race will be the number of cars times 2 plus 2. However, there will be no more than 25 laps completed, and not less than 15 laps.
- b) A feature race shall not exceed 30 minutes in length, and at the discretion of the flagmen and tower officials.

Should a race run to the time limit due to a high number of cautions or some other reason, the Flagmen have the authority to complete the race by the Green, White, Checkered process.

Abuse of Officials:

Definitions:

Disqualification (DQ):

- a) If a driver is disqualified from a heat race or feature race they will lose their points for that heat or feature. In this event, the position and points that were forfeited by the DQ'd driver will be treated as though that driver never ran the race and the other drivers will all move ahead in points and position.

Did Not Finish (DNF):

- a) If a driver is unable to complete a heat race or finish, they will retain the appropriate points for the position in which they were deemed to have finished.

Hand Signals by Flagmen:

1. Hands being moved together and apart in a sideways motion short of clapping indicates to the drivers to tighten up the field.
2. Hands being moved together and apart in a top to bottom motion short of clapping indicates to a single driver that they have a flat tire.
3. A hand sweeping in the direction of the off ramp or exit indicates to a driver that they are to leave the track. The flagman may also indicate this with a rolled up flag in his hand.

4. A hand being moved in a circular motion will indicate to a driver to pick up the pace and get in with the rest of the pack because the green will be coming out. The flagman may also indicate this motion with a rolled up flag.
5. The flagman crossing his hands over each other (perhaps with fingers pointed), and then crossing over the other way indicates for two cars to switch spots. This signal should not be necessary as this should be conveyed through the radios.
6. The flagman making a pushing motion with his hand towards the back of the track during the packing process or a caution, indicates that the drivers need to head to the top of the track.
7. The flagman may hold his hand in the air with one finger held up to indicate that there is 1 more trip around the track before he plans to throw the green flag. Holding up the rolled green and moving it lightly back and forth will also indicate that he is about to throw the green.

