

## Rules Under Other Than Green Flag Racing:

- **LOCAL YELLOW** - A Local Yellow is signified by a stationary or waving yellow flag and may be displayed at any staffed corner worker station including Start/Finish. It indicates a potentially dangerous on-track condition or incident exists between the station displaying the flag and the next staffed corner station. No passing is allowed from a point tangential to the first station displaying the waving yellow until safely past the incident, AND until such point as the racer can visually confirm that the next staffed corner station is in a green-flag (i.e., no flag) condition. This last item is important, and is intended to preclude the possibility of passing when multiple incidents exist on the same section of track.

Should a racer make an incorrect pass under yellow, he may slow and wave the car(s) back by which were incorrectly passed. Provided he does so in a timely fashion no penalty will be generally applied. However, the Competition Steward's judgement prevails and he retains full authority in determination of whether a penalty is appropriate regardless of any effort on the part of the offending driver to correct the error. The emphasis is on driver awareness and proper procedure rather than correction of errors.

- **FULL COURSE YELLOW** – Full Course Yellow (FCY) is signified by either a standing yellow flag or two standing yellow (double yellow) flags, if available, at every staffed corner station. No passing is permitted anywhere unless a car slows and provides a clear and definitive point by to other cars. Whenever possible, the Competition Steward will dispatch the pace car onto the track to gather the field. When not in an area(s) that precipitated the Full Course Yellow, drivers should make good time to close the entire field up to the pace car. Should the pace car have other cars between it and the race leader, an official in the pace car may wave cars by so that the lead car will be immediately behind the pace car. The Competition Steward will delay the restart, if necessary, to give those cars separated from the field a reasonable opportunity to rejoin the field. However, at the Steward's discretion if the separated cars are not making good time to rejoin or for other reasons, the race may be restarted without the full field being rejoined.

No pitting is allowed under a full course yellow except for mechanical or safety issues. Should this be necessary, only the particular mechanical or safety issue(s) may be addressed. Such a safety pit stop may NOT be used to fulfill mandatory pit stop requirements. Refueling and/or driver changes are specifically prohibited. A racecar that makes a "safety" pit stop under full course yellow, shall be placed at the back of the field for the restart. If a racecar is already in the pits when a full course yellow condition is declared, that racecar's pit stop may be continued and may be applied to any mandatory pit stop requirements. Any such racecar may re-enter the track and rejoin the field when it can be safely accomplished.

All restarts from a full course yellow must be accomplished in single file order with the pace car, if available. When practical, the Competition Steward will direct the starter to signal a "one lap to restart" signal with a furled white flag and a forefinger clearly displayed.

- **BLACK FLAG ALL** – Black Flag All (BFA) is signified by a standing black flag displayed at every staffed corner worker location. Passing rules are the same as for a standing yellow flag.

Cars may NOT begin their mandatory 5-minute pit stop under a BFA track condition. If a driver has already entered hot pit lane when the BFA condition is declared, that driver's pit stop may be continued and can be used to fulfill mandatory pit stop requirements. However, these cars may not exit their assigned pit until all other cars that were on track have reentered the track for the restart. Additionally, these cars will be dispatched back onto the track in the order in which they arrived in hot pit lane behind all cars that were still on track when the BFA was declared.

Except for racecars already in pit lane when the BFA condition is displayed, all racecars will enter, and remain in, pit lane in single file order unless otherwise specifically instructed by the Competition Steward in the driver's meeting. Wherever possible, the Competition Steward will

tailor the grid scheme so that ALL cars cross the pit timing loop as part of the grid scheme. However, if that option is not feasible, then ALL cars will be gridded short of the pit timing loop. Prior to every race event, the Competition Steward, the Tech Steward and the T&S Steward will coordinate a grid scheme for this possibility and will clearly communicate that scheme to the pit lane and grid staff and the racers. Regardless of the gridding scheme, all cars must remain on the same side of the T&S loop prior to being dispatched back onto the track

The driver may remain in or exit the car as appropriate. No work of any kind or driver change or refueling can be performed on the car if it was not already in the pits prior to the BFA condition. The cars will be sent back onto the track in the order in which they entered the pit lane. Cars that were already in pit lane will be sent out at the end of the line.

The race clock does NOT stop.

Once course is again ready for competition, the Competition Steward will send the cars back onto the track behind a pace car, If available, under full course yellow for a single file restart. Any racecar in the grid-for-restart line that desires to enter the pits must take the green flag at restart prior to entering pit lane.

- **WHITE FLAG** – A White Flag is displayed as a standing flag and may be displayed at any staffed corner worker station including Start/Finish. It signifies that the car(s) being signaled will soon encounter a slow moving vehicle or vehicles on the track surface. This may be a disabled racecar or a support vehicle such as a tow truck. Passing is allowed but caution should be used particularly in any location where visibility of the track may be restricted. Typically the white flag is shown as a condition one flagging station immediately preceding the current location of the slow moving vehicle as an advance warning. Drivers should remain alert as it possible to have more than one such vehicle on the track at any given time.
- **RED FLAG** – Red Flag (RF) is signified by a waving red flag displayed at every staffed corner worker location. A RF signifies an EMERGENCY condition on the track. Passing rules are the same as for a standing yellow flag. Each car should gently and predictably slow to about 10 MPH, looking carefully for a dangerous on-track condition and for emergency vehicles that may be responding. The racecars should then drive, off line, to the nearest corner worker station and stop until the corner workers issue further instructions. The drivers should take particular care not to park their racecars in a location that might be a blind location to a following driver. Unless otherwise instructed, all drivers must remain in their racecars.

Cars may NOT begin or continue their mandatory 5-minute pit stop under a RF track condition. If a racecar has already entered hot pit lane when the RF condition is declared, no pit activity may begin and ALL pit stop activity already in progress must immediately cease (no service, no driver changes). Pit stop activity for racecars already in the pits can resume when the RF condition returns to full course yellow (i.e., the cars begin to return to the course for a restart). Racecars that were in the pits when the RF condition was declared may not exit their assigned pit until all other racecars that were on track have reentered the track for the restart. All racecars that were on the track when the RF was declared will be placed back onto the track first, followed by racecars from hot pit lane in the order in which they arrived in hot pit lane.

Except for racecars already in pit lane when the RF condition is displayed, all racecars will enter, and remain in, pit lane in single file order unless otherwise specifically instructed by the Competition Steward in the driver's meeting. Wherever possible, the Competition Steward will tailor the grid scheme so that ALL cars cross the pit timing loop as part of the grid scheme. However, if that option is not feasible, then ALL cars will be gridded short of the pit timing loop. Prior to every race event, the Competition Steward, the Tech Steward and the T&S Steward will coordinate a grid scheme for this possibility. Regardless of the gridding scheme, all cars must remain on the same side of the T&S loop prior to being dispatched back onto the track.

While in the pits, the driver may remain in or exit the car unless instructed otherwise by the Competition Steward or his representative. No work of any kind or driver change or refueling can be performed on the car while waiting for return to the track. The cars will be sent back onto the track in the order in which they entered the pit lane. Cars that were already in pit lane will be sent out at the end of the line.

The race clock and any pit-stop clocks stop when the red flag condition is declared. The race clock and pit-stop clocks restart when the first car leaves the pits and retakes the track under FCY.

Once course is again ready for competition, the Competition Steward will send the cars back onto the track behind a pace car, when available, under full course yellow for a single file restart. Any racecar in the grid-for-restart line that desires to enter the pits must take the green flag at restart prior to entering pit lane.

## Rules in the event of a shortened race:

- If a race is prematurely ended under Black Flag All or Red Flag track conditions, no penalty or time assessment shall be assigned to those cars which were in the pits when the track condition was declared. Similarly, those racecars that had not yet pitted prior to the track condition being declared shall not be assigned a penalty or time assessment. Racers are reminded that the decision when to pit is theirs. Any advantage or disadvantage associated with that decision is borne strictly by the racer. Timing and Scoring will consider the order of entry of on-track racecars into pit lane as to be that of the running order for the last scored lap, subject to adjustment for any improper passes executed under the BFA or RF condition.