



2020 FLAGGING, COMMUNICATION, AND SAFETY / INTERVENTION GUIDELINES

IMSA WeatherTech SportsCar Championship / IMSA Michelin Pilot Challenge / IMSA Prototype Challenge /
Porsche GT3 Cup Challenge USA by Yokohama / Porsche GT3 Cup Challenge Canada by Yokohama /
Lamborghini Super Trofeo / Ferrari Challenge

INTRODUCTION -----

2019 was IMSA's 50th Anniversary celebration year and we thank you for helping make it so successful.

There are few changes for 2020 in the structure of IMSA racing. There are, however, a couple of flagging refinements meant to enhance communications with our competitors, and both of them pertain to the start and / or restart protocols for all series.

First, in the event of a wave-off for either a start or a restart, the Starter will call it, and all stations should automatically display a single standing yellow until asked to withdraw. Display other flags, if warranted by local circumstances.

Second, for restarts only, when the Starter calls the green, any station with a car in their area of flag responsibility should wave a green for 10 or so seconds, so that all cars know that racing is restarted regardless of their locations on the race track.

Your professionalism as expressed by your willingness and ability to accommodate IMSA's standards, your flagging and communicating precision, and your unwavering service and dedication to IMSA specifically and motorsports generally, help us ensure consistency, safety, and fairness for our competitors and their teams. We know that we ask you to practice marshaling from a slightly different perspective than other sanctioning groups and it is a great feeling knowing that you will be there for us. We hope you know how valuable is your contribution to IMSA's success.

These Guidelines for 2020 are meant to help you do your jobs, but they cannot address each and every circumstance. If at any time you have questions, please be sure to ask.

Thanks so much.

FLAGGING-----

YELLOW FLAG – danger(s) ahead. Local – NO PASSING between the perpendicular lines created by the first yellow flag and the incident-following green flag. Full course – NO PASSING anywhere on track.

- Standing Yellow – for an incident: car off course **OR** backup to waving yellow. EXCEPTION: **NO FLAG** for a car off course making forward progress or following the contour of the track and / or briefly two or four wheels off and on. On starts or restarts – automatic single standing yellow at all stations for a wave-off; withdraw flags when requested by Race Control.
- Waving Yellow – car spun or stopped on course **OR** Track Services / safety boots on the ground (or anyone outside of positive protection) – REGARDLESS OF LOCATION.
- Double Standing Yellow – full course yellow called by Race Control. Withdraw flags when requested by Race Control. EXCEPTION: Station(s) with incident(s) flag as incident-appropriate.

NOTES:

- o NO FLAG for a car driving directly into a runoff without stopping, continuing to the back of a deep runoff or stopping behind protection.
- o NO FLAG for an off course car making forward progress or following the contour of the racetrack.
- o STANDING YELLOW for an off course car stopping or changing direction.
- o In addition, select locations may have Race Control-activated flashing yellow lights that supplement flags during full course yellows.

GREEN FLAG – the track is clear.

- Waving Green – all stations for the first lap of the first non-race session of the day for each series **OR** first station following a local yellow – display until the car which caused the local yellow passes, along with any other car(s) in its vicinity.

NOTE:

- o RACE STARTS – no flag;
- o RESTARTS – waving green for 10 seconds at any station(s) with cars in their area(s) when the restart green is called, unless conditions warrant another flag.

SURFACE FLAG – fluid **OR** debris on the course. Display Standing; hold for two laps unless the surface returns to normal prior to the end of the second lap. EXCEPTION: NO FLAG if off line **AND** not in danger of being hit.

WHITE FLAG – a slow vehicle that is still moving. Display for two flag stations behind the slow vehicle. Depending on the circumstance, a white flag may be appropriate when a car returns to the course.

- Standing White – slow race car, moving at more than 1/3 normal speed **OR** backup to waving white.
- Waving White – slow race car, moving at less than 1/3 normal speed **OR** moving Safety vehicle.

RED FLAG – interrupts or stops a session or race; requested by Race Control; displayed Waving; station(s) with incident(s) flag as incident-appropriate; all drivers proceed at reduced speed into the pit lane. Withdraw flags automatically after last car pits. Flag for Safety while race cars are on track. Report any passing or unsafe activity.

COMBINED BLACK AND RED – interrupts or stops a session or race on course; requested by Race Control; display Waving; station(s) with incident(s) flag as incident-appropriate; all drivers pull to a safe and controlled stop by the side of the track and await further instruction from the Race Director; display until directed by Race Control. Report any passing or unsafe activity.

BLUE FLAG – advisory – a faster car is approaching.

- Standing (or rocked) Blue – another competitor is following closely preparing to overtake.
- Waving Blue – another competitor is rapidly overtaking **OR** the driver being overtaken seems unaware of the faster car **OR** is clearly obstructing. Report potential obstructions.

NOTES: Display blue flags with a degree of intensity matching the circumstances and the flag location visibility.

- o PRACTICE – no blue for cars running together for more than two laps.
- o RACE – ONLY blue for cars about to be lapped – NEVER blue for position. No blue flags for starts or restarts UNLESS a lapped car rejoins the field. At any time, the Race Director may request more or fewer blue flags for a particular car.

COMMUNICATIONS -----

LISTENING and FOLLOWING PROTOCOL are the keys to successful race communicating.

Please call all flag condition changes involving yellow and surface flags in “real-time” (as they happen).

INCIDENT CALLS - break into sound bites. **The first bite is Location and Flag.** The initial call (Station #, flag condition) notifies both Race Control and the net, thus prompting proper flags from adjacent stations. If there is contact (car to car) or impact (car to object), include with the first call (Station#, flag condition, with <an impact> or <contact>). Reserve phrases “HARD CONTACT” or “HARD IMPACT” for incidents when you are absolutely certain the car(s) will not continue. Report an immediate and significant hazard in the initial real-time call (such as fire); otherwise, after the initial call, pause for Race Control to reply.

The second bite is the car number(s), location(s) (on or off the racetrack, left / right / center, entrance / apex / exit, runoff), **track blockage** (if any), **whether the engine(s) is / are running.** Please do not delay your call if you do not have a car number – that can be determined subsequently – time critical response is the primary emphasis.

With your first and second reports, the Race Director will decide whether to stop the session, send equipment under local flags, or wait for further developments. Leaving gaps between calls allows Race Control to respond with further direction.

The third bite is additional relevant detail or response to question(s) from Race Control.

NOTES: Initially, where the car(s) is / are stopped is much more important than how it (they) got there. If you cannot see numbers, report the body type, color, class or category, the sponsor, the position in class – another station or Race Control can help.

PASSING ON YELLOW - Report ALL passes on yellow, even if they might be corrections. Most passing on yellow occurs during the first moments of a local or full course yellow. Please try to report passes within one lap. Driver wave-bys are prohibited unless a driver pulls out of line to allow all cars by.

SURFACE CONDITION - After the real-time surface flag and station announcement, the second report should include the car number, issue (fluid or debris), magnitude or size, material, and location. If it is fluid, all stations should look at their track to determine where the condition starts and ends.

OTHER REPORTS

Shortcuts – all four wheels off the racing surface to bypass a chicane or to the inside apex of a corner – either to pass or if you believe a time and / or distance advantage has been gained. Circumstances vary from track to track, ask for clarification whether curbing is part of the racing surface.

Off course – report only when there is a local yellow flag change **OR** if the car reenters unsafely **OR** if the car took a sufficiently rough ride that you suspect potential damage.

Safety Vehicles – announce when a vehicle leaves its station, when the first response vehicle arrives on the incident scene, when the driver is out of the car, when the last response vehicle leaves the incident scene.

Contacts and Impacts – car numbers and colors, the contact site on the cars, whether the contact resulted in a change of position, condition of cars and course. Impact location on car, if car continues – damage to car, damage to barrier. Debris field and fluids.

Slow cars – only if a flag change or possible mechanical problem; also report the car back to speed.

Mechanical – smoke, leaks, or odors (hot, motor, gear oil), and whether the track surface is clear; only one confirmation of a mechanical problem is needed after the initial report.

Non-functioning head, tail, and brake lights – minimum one brake light required at all times. In darkness – minimum one head light, one tail light, one brake light.

The station nearest PIT-IN calls leaders, cars being observed, penalized, or black flagged into the pits; along with leaders making green flag pit stops, and any car entering a closed pit during full course yellow.

Written Reports – a written report is needed only when requested by Race Control.

RACE INSTRUCTIONS-----

Please review these instructions with your teams well ahead of engine start and ask any questions you or your fellow Marshals may have.

START SEQUENCE – In addition to the number of pace (formation) / parade laps / race laps, Race Control will announce engine start, release of parade cars, release of Safety Car and field. During formation lap(s), no car may improve its position.

NO FLAGS for any pace laps, unless surface or other conditions warrant.

Towards the end of the last formation lap, the Safety Car lights will be extinguished.

START CALLS THE FLAG. If green, NO FLAG; if waved off, SINGLE STANDING YELLOW until asked to withdraw. Race Control will designate the stations to call the leaders (leaders only, not the Safety Car) to Start and will call the leader after the initial green; stations should call any subsequent leader changes when they occur on the racetrack.

FULL COURSE YELLOW SEQUENCE – should there be an incident, be prepared for the Race Director to dispatch the Safety Car. If so, Race Control will request DOUBLE STANDING YELLOWS at all turns, except where the incident is located – that station flags as incident-appropriate. No following greens during a full course yellow. Watch for passing and report as the network allows.

As the incident is being managed, during endurance races there are various competition-related activities on course and in the pits which assure orderly pit stops and enable class leaders to restart ahead of the other cars in their class. WeatherTech and Michelin Pilot Challenge have two kinds of full course yellows, depending on when in the race it falls and how long it has been since the last full course. In a **STANDARD** FCY, all cars pack up behind the Safety Car; any car(s) in the pack ahead of its class leader(s) will be **passed around**; the pits are opened (WeatherTech – first to DPi and LMP2 only, then to GTLM and GTD only; Michelin – first to GS only, then to TCR only); then, any car(s) in the pack ahead of its class leader(s) will be **waved by**; and finally, the **class split** (WeatherTech – DPi cars to the front of the pack; Michelin – GS cars to the head of the pack). A **SHORT** FCY involves a packup, pass-around (if needed), and class split; the pits are closed until the Safety Car and the field are coming to the restart.

All cars passed-around, waved-by, or class split must remain in single file; passing within the transiting group is prohibited.

In IMSA Prototype Challenge, the FCY period is equivalent to the **Standard** FCY, as described above.

RESTART SEQUENCE – Race Control calls Safety Car lights out and asks stations to withdraw flags (“Lights out / flags down”). Race Control designates stations call leaders (leaders only, not the Safety Car) coming to the restart. Start calls the flag: if green, stations with cars display waved green for about 10 seconds; if no restart, double standing yellow until asked to withdraw flags. No passing until Start calls the green.

SAFETY / INTERVENTION-----

For your safety, do not go out from behind a protective barrier onto the course, into a runoff without ADVANCE clearance from Race Control.

BEFORE RELEASING ANYONE to a stopped car, advise Race Control if it can safely be moved by Marshals, then WAIT for Race Control to respond. ONLY SEND PERSONNEL WITH RACE CONTROL APPROVAL.

Track Services is the standard incident first response. Assistance from Marshals will be requested only if needed. Please report fluids, debris, or damage to barriers as soon as possible, and report the progress of the intervention at regular intervals.

During a race, only the driver and no one else, including crew, is permitted to work on a disabled car or to provide outside tools or parts until the car is moved to a safe location as determined by Race Control. Fuel must not be added. A driver may go no further than 35 feet from his disabled car or Race Control may consider the car retired.

NOTE: Crew members, non-active drivers, and other team personnel are prohibited outside of spectator or designated spotter areas. Notify Race Control if a team member is beyond the spectator fence or seeks permission to go there.

FIRE SAFETY – Only fight a fire when there is no one else to do it. Fires are difficult to put out, and you do not have personal protective equipment to keep you safe. Your safety comes first, then the driver – the car is not the top priority.

IMSA sanctioned series use a variety of fuels and fuel mixtures. Either water or dry-chem extinguishers are acceptable. Do not direct the power stream from a dry-chem extinguisher at a driver's head.

BEFORE AND BETWEEN SESSIONS – Look at the track for debris or fluid. If a Marshal will be on track, advise Race Control and request flags upstream. At street circuits, check landline cables each morning and regularly throughout the day – move them so they do not lie between barriers and curbs where they may be crushed in an incident. Rotate Marshals across track only after informing Race Control.

PLEASE NOTE – The preferred color of clothing for IMSA flag / corner Marshals is white. Recognizing the unique qualities, individuality, and the international nature of our Marshals, IMSA supports identifying articles of Marshal attire indicating professional, personal, or international allegiances, but white remains the preferred predominant color. Caps, hats, gloves, and other accessories are up to the individual, though we appreciate your supporting current series sponsors. Please avoid wearing yellow or red raingear. Remember that our races are televised, please dress and behave accordingly and appropriately.

MULTI-CLASS RACING / QUICK REFERENCE-----

IMSA's endurance series (WeatherTech and Michelin Pilot) incorporate more than one class, and identifying cars can be difficult, but it is important for incident reporting, accurate blue flagging, and following the race. IMSA has a fan guide with side-view photos for WeatherTech and Michelin, and there are other visual cues.

WEATHERTECH SPORTSCAR CHAMPIONSHIP –

	# Plate*	Leader Light	Class decal*	Mirrors	Windscreen	^ Wing end plates
DPI	Black	White	Black			
LMP2	Blue	Blue	Blue	Blue	Blue	Blue
GTLM	Red	Red	Red	Red	Red	Red
GTD	Green	Green	Green	Green	Green	Green

*DPI / LMP2 – car numbers AND class decals on front and sides; GTLM / GTD – front, sides, and rear
^GTLM / GTD – center of windscreen white for the first car and black for an additional team car
GTD – headlight covers are yellow

MICHELIN PILOT CHALLENGE –

	# Plate*	Leader Light	Windscreen
GS	Blue	Blue	Blue
TCR	Yellow	White	Yellow

*Numbers on both sides, top right of windshield, and rear

LEADER LIGHTS –

Car stopped / engine running – car position and class color are displayed
Car stopped / engine stalled – brackets flashing alternating red and green
Car stopped / engine restarted – circulating ring of dashes alternating red and green
Car stopped / engine restarted / car continued – display returns to car position and class color
During and after pit stop – panel displays wheel stop length in purple until ten seconds after car crosses the pit exit loop
FCY – car position with yellow background when car crosses first timing loop after declaration
Green from FCY – car position and class color after car crosses first timing loop after clearing FCY
Lost connection to Timing and Scoring position data – car number is displayed in class color in WeatherTech and two blue hash marks in Michelin Pilot Challenge

PORSCHE GT3 CUP CHALLENGE USA / PORSCHE GT3 CUP CHALLENGE CANADA – Two classes in this series – Platinum cars use BLACK visual cues and Gold cars use YELLOW cues for number panel background, mirrors, windscreen banners, and rear wing end plates. The Canadian series also has a Silver class, whose cues for these items are SILVER.

For further information regarding the technical specifications of cars, results, points, standings, past and upcoming events, and series news, please visit IMSA.com.