



2021 INDYCAR FLAGGING, COMMUNICATIONS, AND SAFETY / INTERVENTION PROCEDURES

These apply to all NTT INDYCAR SERIES and Road to Indy sessions.

INTRODUCTION -----

Welcome to the 2021 INDYCAR season! 2020 was the oddest year ever for our generation, on so many scales. Congratulations for making it through, coming out the other side (even though, that other side still doesn't look quite like it used to), and hanging in with INDYCAR. We appreciate you, your loyalty, your professionalism, and good judgment. We rely on you to help safely manage our events. We know that even on the easiest days, good Marshaling can be difficult and challenging – and we also know that we routinely ask that you approach Marshaling in ways that may not be what you originally learned or practice at other kinds of events. So we are grateful that you accommodate practices and protocols core to INDYCAR event operations but which may be unfamiliar to you. Marshaling at INDYCAR events has evolved and this document is a guideline to give you the tools you need for success. There will always be exceptions, based on track layout and immediate circumstance; and we'll work these out together. Always feel free to ask whatever questions you have about anything INDYCAR. Thanks!

FLAGGING-----

GREEN FLAG – the track is clear ahead; always display WAVING.

- Next station following a local yellow – display until the car which prompted the local yellow passes, along with any other car(s) in its vicinity
- All stations for the first lap of the first non-race session of the day for each series, unless conditions warrant another flag

YELLOW FLAG – Danger ahead or full course yellow. NO PASSING between perpendicular lines created by the first single yellow flag and the following green flag.

STANDING YELLOW

- Backup to waving; automatically back up any waving yellow with a standing yellow
- A car **stopped** off course or in a runoff, or **turning around (no flag unless the car either changes direction or stops; no flag when a car is off course, still moving, following the contour of the track)**

WAVING YELLOW

- A car or safety vehicle(s) stopped on course
- Safety team attending to a car on or off course (boots on the ground)
- Anyone outside of positive protection / barrier

EXCEPTIONS / NOTES:

- **NO FLAG** for a car driving off course and stopping in a safe location
- **NO FLAG** for a car making forward progress with briefly off and on (two or four wheels)
- Wave the flag vigorously to assure visibility and continue to wave it vigorously until the situation is resolved or the flag is downgraded

DOUBLE STANDING YELLOW

- Invoked and withdrawn at Race Control direction only
- Full course yellow / no overtaking or passing either before or after any station's flag
- Station(s) with incident(s) continue to flag the incident(s) as appropriate; backup standing yellow and succeeding green upgrade to double standing
- Flag for moving (white) and stopped safety vehicles (waving yellow) during FCY
- LIGHTS – some stations may also have a flashing yellow light (operated by Race Control) which supplements flags during full course yellows

RED FLAG – always display WAVING

- Invoked by Race Control to interrupt or stop practice, qualifying, or racing
- Station(s) with the incident(s) flag as appropriate; backup standing yellow and succeeding green upgrade to red
- Drivers continue to the pits at reduced speed; report passes under red or unsafe activity
- Flag for moving (white) and stopped safety vehicles (waving yellow) while there are competition vehicles on course
- Practice or qualifying – automatically withdraw the red when the last moving race car pits

BLACK FLAG – WAVING at start and at a designated flag station (with a number board) at the request of Race Control to bring a particular car into the pits

BLUE FLAG – Display STANDING, ROCKING, or WAVING, depending upon the immediacy of the circumstance; an ADVISORY to a driver being overtaken

STANDING or ROCKING BLUE – another competitor following closely is preparing to pass; a slower car should see several STANDING or ROCKING blue flags before being overtaken

WAVING BLUE – another competitor is rapidly overtaking; give extra emphasis if it appears that the overtaken driver is unaware or obstructing

NOTES:

- PRACTICE / QUALIFYING – do not show a flag for cars running closely for two laps
- RACE – NEVER blue flag cars racing for position; blue only for lapped traffic
- The Race Director may request more or fewer blue flags for a particular car
- Control will update the order regularly – please relay the information to your blue flagger; please assign a single individual to blue flag the full race

WHITE FLAG – a vehicle ahead is moving slowly; also shown from Start to indicate last lap of a race

STANDING WHITE

- A slow race car moving at more than 1/3 normal speed
- To back up the next downstream station's waving white

WAVED WHITE

- Slow race car moving at less than 1/3 normal speed
- On ROAD COURSES, when a car that has been briefly off course continues, if it is slow
- Moving safety vehicles while competition vehicles remain on course between sessions, during a session stoppage, or during a full course yellow
- To cover a car returning from the runoff onto the track, especially when there has been no yellow flag

SURFACE FLAG – the surface has changed since the last time by; displayed standing

SURFACE

- Deterioration of adhesion from liquid
- Debris that can be driven over
- Yellow may be used if the debris is in the line **and** sufficient to cause an incident

NOTES:

- NO FLAG for fluid or debris off-line and not in danger of being hit
- Display the flag for two laps unless the surface returns to normal sooner

CHECKERED FLAG – the session is complete, cars return to the pits on the current lap

WAVED checker – always at start; for practice / qualifying at the last timeline prior to pit in

COMMUNICATIONS -----

LISTENING and FOLLOWING PROTOCOL are key to successful race communicating. INDYCAR relies on turn comms to share information with their crews and to provide useful information to Race Control. **Please call all yellow, surface flag condition, and clear in real time as they happen.**

INCIDENT CALLS – break information into sound bites. The first bite is the location and flag – and is one of two real time calls. The format (Station #), (flag condition) notifies both the net and Race Control – and prompts proper flags from adjacent stations. If there is contact (car to car) or impact (car to object), include it in the first call: (Station #), (flag condition) with (an impact OR contact). Then, pause for Race Control to reply.

The second bite is car number(s), location(s) of the car(s) (right, left, center, apex, entrance, exit, runoff), track blockage (if any), and whether the engine(s) is / are running. If there is an immediate and significant hazard, this can be part of the first call. Drivers in all series are advised to raise a finger if the engine is stalled. 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.

Keep all transmissions brief and leave breaks between reports to give Race Control the opportunity to transmit instructions, should the session be stopped. This is particularly important if the comm system is radios, because only one person can speak at a time.

The third bite is CLEAR, should the car continue. This is also real time; again, so that adjacent stations can drop their flags and Race Control can stand down.

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

NOTES:

- The location of the car is more important than how it got there.
- Identify cars by sponsor and color if the number is not visible.
- INDYCARs have no onboard starter, but do have reverse.
- Every Road to Indy car has both an onboard starter and reverse gear.

SURFACE CONDITION CALLS – after announcing your surface flag in real time, your next report should include the car number, issue – fluid or debris, size and location, reaction of cars (driving over it or avoiding, losing traction), and an evaluation (watch it, flag two laps, need clean up / remove now). If fluid, all turns should look at the track to determine where it starts and ends. Display surface at the FIRST SIGN of rain affecting adhesion; if the rain is sufficiently sudden and heavy, request a backup surface from the station upstream. Do not display surface for rain throughout the entire circuit.

OTHER REPORTS

- SHORTCUTS – immediately report four wheels to the inside apex of a corner to make a pass or if there is a possible time or distance advantage gained as a result
- FOUR WHEELS OFF – four wheels (not two). Report flag change in real time, and then (Car # off), (right or left), continued; if there was no flag change – then no report is needed unless the reentry was unsafe or the car took a sufficiently rough ride that you suspect possible damage

- CONTACT / IMPACT – report car to car contact or car to stationary object impact; specify car number(s), point of contact (left or right, front or rear), damage as a result, change of position; if appropriate, observation regarding attentiveness to mirrors and flags
- SLOW CARS – call only if there is a flag condition change or if there is suspected mechanical difficulty; downstream stations report if the car returns to speed
- MECHANICAL – smoke, hot odors (motor oil or gear lube), leaks – report surface condition, only one confirmation is needed after the initial report; INDYCARs regularly bottom, which looks like smoke: smoke or spray is typically constant, bottoming is intermittent
- PITTING CARS – the station closest to pit in should call cars into the pits which have been observed , penalized, or black flagged, first (“cars are pitting”) and last car, leaders pitting under green during races, or cars entering a closed pit during race FCY
- PASSING ON YELLOW – report all passes, even if they might be corrections; the greatest potential for passing on yellow is when a yellow is first displayed – either full course or local and drivers will sometimes correct their errors; call all passes during the lap observed; wave-bys are not allowed, unless a car pulls out of line to allow other cars to pass
- SAFETY VEHICLES – report when the first response vehicle is on the scene (waving yellow for boots on the ground), when the driver is out of the car, and when the last vehicle clears
- WRITTEN REPORTS – are needed only upon request

RACING-----

Please review these procedures well before engine start and ask any questions that come up.

PARADE / PACE laps – no flag, except for surface if needed, or to cover car(s) falling out of grid order

STARTS

- Race Control announces lights out on pace / safety car
- Start calls the flag; after the green, all turns NO FLAG, unless for an incident
- If waved off, all stations display SINGLE STANDING YELLOW until asked to withdraw
- The first station with good visibility after the start stand calls the leader

FULL COURSE YELLOW

- Race Control will call for DOUBLE STANDING YELLOW [the station(s) with the incident(s) flag appropriate to the incident]
- Call all passes under yellow
- Prior to restart – Race Control will announce withdrawing double yellow flags when lights go out on the safety car (“Lights out, flags down”)
 - o A change for 2021 is that the pace car lights along with all fence lights will go out at the “1 to go signal” from the Starter OR the “green this time” announcement from Race Control. You will still hear “Lights out, flags down”.
- Start calls the flag; no passing until the green; all turns NO FLAG except for an incident
- If no start, return to DOUBLE STANDING YELLOW

NOTES:

- The last station prior to pit in calls the leader(s) into the pits, particularly if prior to the start / restart OR under green flag conditions, penalty cars, first and last car in every session, cars with mechanical issues (for all sessions)
- The race order will be announced regularly and should be shared with others on the turn
- Stations are asked to call leader changes during races “(New leader) (Car #)”.

INTERVENTION-----

For your safety, **do not go onto the course, into a runoff, or outside a protective barrier without advance clearance from Race Control either during (including during red flags or full course yellows) or between sessions.**

BEFORE RELEASING ANYONE to a stopped car, advise Race Control if it can be safely moved by Marshals, then wait for Race Control to respond. ONLY send personnel with Race Control approval.

Safety is the standard first incident response. Physical assistance from Marshals will be requested only if needed. Please report fluids, debris, or damage to barriers as soon as possible.

FIRE SAFETY-----

Only fight a fire when there is no one else to do it; fires are difficult to extinguish and you do not have equipment / clothing protection; put your safety first, then the driver’s – not the car.

Flames are visible - USE THE WATER EXTINGUISHERS ONLY since they contain the Cold Fire additive which foams to smother the racing fuel, while the water dilutes ethanol. Dry chem will not extinguish an ethanol fire.

BEFORE AND BETWEEN SESSIONS-----

At street courses – check each day to be sure the blocks are pinned, and that the landline wire has not fallen between the curb and the block (if the block is hit – the landline will be severed).

At the beginning of each day and between sessions when there is no traffic – after checking with Race Control, make a routine inspection of the course to be sure the surface is clear, barriers are intact, and banners are in place; pick up small pieces of debris that were unseen during the session; notify Race Control that there are individuals walking the track and be prepared to flag for them; ask a Marshal to watch upstream and be prepared to signal to those inspecting to clear the track.