

MSR-HOUSTON
2008 Race Series
Rules and Regulation

RULE BOOK DISCLAIMER: The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation from these rules is left to the discretions of the officials. Their decision is final.

The Management of MSR-Houston LLC

MSR-Houston race Series at MSR-Houston 2008 RULES

Recognizing that club racing at MSR-Houston is fairly new, the philosophy of the MSR-Houston Race Series is to provide a safe, fun and sustainable venue for anyone interested in club racing to compete with almost ANY type of car.

Disclaimer: Racing of any form is dangerous and all competitors/participants assume all risks associated with the racing and related activities. While these rules serve to run an orderly event, it cannot be assumed that participation in this type of event carries no risks. These rules are intended as a guide for the conduct of this sport and are in no way are a guarantee against injury or death to a participant, spectator or others.

Competitors can have a safe and sustainable venue for club road racing where contact on the track is rare and penalized.

This MSR-Houston series is based on the philosophy that all participants have spent lots of time and money preparing their cars to race. They want to come out, enjoy their cars and the racing, and go home with them and their car undamaged. They want to return to their families and work to race another day. MSR Houston and the race participants do not want to increase the risk of bodily harm or vehicle damage by reckless or overly aggressive competitors who are not afraid to damage his own car or the cars of others. By setting the Series up as outlined in the rules and regulations herein, we hope to make it a sustainable series where you can come out and do this at your level and continue to race for many years.

Racing and competition is encouraged but a philosophy of co-existence on the track should prevail. For example, while it is the primary responsibility of the overtaking driver to execute a safe pass the overtaken driver must allow sufficient racing room for the overtaking driver to complete a pass without putting a wheel off the track surface and corner workers will be instructed to report drivers appearing to "block" faster cars from passing. The Blue (Passing) Flag will be displayed to drivers who impede faster cars, ignoring the Blue Flag will result in a Black Flag being displayed to the offending driver. Unsafe driving will be sufficient cause for drivers to be excluded from further racing and forfeit any entry fee(s) paid.

During the day, each group will have the following track time's participation. A 10-15 minute warm-up, a 15-20 minute qualifying session, a 15 minute heat race and a 20 minute feature race.

All starts will be rolling starts. The determination of run groups and brackets will be made by the Race Committee based on qualifying times recorded by competitors during the qualifying race. In the event that a competitor fails to record a representative qualifying time, the Race Committee may assign the competitor to a run group. Any competitor failing to record a representative qualifying time and being assigned to a run group may request to be placed in a faster run group if he so elects. The Race Committee shall have the final control over any run group assignment and any protest for breaking out.

Penalty for Damage or Bad Conduct by Drivers

The "13/13 Rule":

We believe that risks to competitors and cars can be reduced by limiting racing privileges for wrecking or damaging your or any other person's car. At MSR-HOUSTON, on track conduct is the responsibility of the Race Committee. After appropriate incident review; the race committee has authority to reduce racing privileges. The Race Committee will remove any offending driver who determined to be driving over-aggressively, "over his head", or causing other drivers to avoid him to avoid incident. Remember the overall goals for each event is fun, safety and ZERO BENT METAL.

Since the objective of MSR-Houston Racing is fun and safety, there will be penalties for damaging anything, cars or otherwise, or behaving in an unsafe manner as judged by the Race Committee.

The "13/13 Rule" is the cornerstone of running safe races and has been widely adopted across the United States. It states that "anyone causing damage to a car while either on the track or in the pits during the event will be placed on probation under the 13/13 Rule. If during the 13-month period following the issuance of the 13/13 probation, the driver is found at fault for another infraction under the 13/13 Rule, the driver will be suspended from participating for 13 months. If a person returns after being suspended for 13 months and causes another incident, they may be refused entry in all future events at the discretion of the Race Director."

Incidents - Anyone involved in an incident of any kind for which they are found to be at fault, will be excluded from further racing at that event. In incidents involving car to car contact, the Race Committee will determine any drivers at fault and such drivers will be placed in the 13/13 Probation. (Often, fault in a racing accident is shared because neither driver drove to avoid the incident nor allowed sufficient road to the other driver. Drivers are expected that one may have to alter their line to prevent contact and/or damage.) In an incident, it will be up to the Race Committee to determine fault. Time permitting, statements will be taken from corner workers, other drivers observing the actual incident, and drivers involved before a judgment is reached. After a final decision, there is no appeal process.

Rules for going off track.

Drivers leaving the racing surface ("four wheels off") will be deemed to have been Black Flagged as of the time of the four wheels off and shall report to the pits on the lap that the four wheels off occurred.

Any driver leaving the track anywhere has the responsibility of establishing control over the vehicle and safely returning to the racing surface by looking to the corner workers for information on safe reentry.

Competitor's Responsibility to Comply with Rules and Regulations

It is each competitor's responsibility to obtain, understand and comply with all Rules and Regulations including Supplemental Regulations which apply to him or his car. Non-compliance may result in exclusion or disqualification. Ignorance of the rules shall not be a defense. By entering an event the owner of a car gives permission for any inspection required to insure rules compliance.

Tech inspections will be done at the track prior to the event. It should be understood that it is the driver's responsibility to make sure the car is safe from a structural standpoint. Mechanical failures causing car damage are still considered an incident and subject to the 13/13 rules.

Race classes and Groups

MSR-HOUSTON presently defines ten (10) race classes as outlined below. Race classes may be combined or divided from time to time into Run groups depending on the schedule and entries for a particular event. MSR-HOUSTON reserves the right to change the classes and/or Run groups to provide safe and fair and fun competition.

A driver may participate in multiple classes. An entry fee will apply for each class.

Bracket classes and Traditional Car classes

As the series is being started, there may be insufficient numbers of cars within any one class to allow cars to be segregated by class in the traditional method,

i.e. by similar car type or power-to-weight ratio. The Series may simply split the participating cars into classes ("brackets") based on lap times recorded during qualifying without regard to car type - Bracket Club Racing.

Classing cars based on lap times will ensure close, competitive racing without having to heavily modify the car. The Bracket Series also eliminates policing illegal car modifications. If your car does not fall into the five other car classes you may find the bracket classes are best suited to your car or the driver.

Bracket classes have been very successful in providing competition to new racers as well as cars which are no longer competitive in other racing series.

Bracket Racing classes

All bracket cars will fall into Classes ("brackets") based on lap times recorded during practice and qualifying. Drivers may do any modification they wish with their cars, provided it meets safety requirements. This includes any type of racing tire, shocks, etc. Nitrous is not allowed.

The Bracket classes have been set with a color associated with each time bracket. The classes will be as follows:

Green bracket 2:15 and over

Blue bracket 2:00 – 2:14

Yellow bracket 1:45 – 1:59

Red bracket 1:44 and 1:30

No car, which has logged a lap time faster than 1:30, will be allowed to race in any Bracket Class or Bracket Race Group. The cars running in the bracket classes may not record any race lap time less than the establish Bracket Minimum Time (BMT) of the bracket in which they are entered. If they turn a faster time than the BMT, they are considered "Breaking Out" and will not score Series Points. Series Points are only awarded during the feature race.

Posting of Bracket classes

Following the last qualifying session, the Race Committee will set classes which will be posted in the paddock for review by racers. Drivers may Choose to run in a different Class ("bracket") after Posting of classes.

Between posting of classes and the time announced over the public address system and as noted on the class list, but not less than 20 minutes before the start of Heat races, racers may change the Class they will race in by written request to the Race Committee. The Race Committee shall have final approval of any such requested Change. Competitors may choose to run in a faster bracket if their qualifying time is within 120% of the fastest time posted in the bracket they wish to move up into. If competitors so choose and are approved to move up, they will be grided for the Heat race at the back of the chosen class, except that Licensed or Provisional Drivers so choosing shall be grided in front of the Novices.

Break Out Rules

Due to race-day weather and variations in track conditions during the event, the Race Committee shall have the sole discretion over Break Out Rules for any Series or race for which Series Points may be awarded.

In general, in order for a competitor to be judged as "Breaking Out" during any race for which Series Points, such competitor must record a race lap time faster than the BMT. Any competitor judged to have Broken Out will be assessed a one lap penalty for that race and bumped into the next faster race group for the remainder of the day and/or weekend.

Bracket Racing Theory

1. It is fairer.
2. It is safer.
3. With no technical specifications, it doesn't take a lot of technical expertise to set up a race car to win. The driver becomes more important.
4. Many drivers are expected to be Novice Drivers and will be much slower than their cars potential. Drivers who are not experienced will be grouped with like cars/drivers and will always be able to "find a race". This will eliminate drivers constantly looking in their mirrors to avoid much faster drivers in like cars. It allows inexperienced drivers to actually race. Novices can drive and build their race craft more comfortably, rather than being forced to over drive in order to keep up with similar cars driven by more experienced drivers.
5. It keeps the racing close. Close racing will make it will easy for fans or spectators to follow who is leading.
6. All drivers will be able to progress faster by close racing.
7. The penalization of drivers who "break out" of their group will prevent sandbagging during qualifying.
8. Drivers will still be able to keep their cars in the classification of other venues that they already race.
9. All types of cars can participate.

Traditional Race Classes (Non-bracket classes)

MSR-HOUSTON events feature more traditional classes of race cars. While many participants will run in Bracket classes, MSR-HOUSTON also has the following traditional car classes: Door Slammer 1, Door Slammer 2, American Muscle Cars, Current Open-Wheel and Sports Racers, Vintage Open Wheel, Spec Miata and Spec RX7. Depending on number of overall entries these classes will either run separately or concurrently within the appropriate bracket group. Example: Spec Miata fastest time is 1:49. All cars wishing to run SM must run in the bracket group for 1:49 lap times. Entrants not qualifying within the 120% cutoff will not be allowed to run for SM points. All entrants have the option of running for bracket points or class points or running for both sets of points by double entry.

Door Slammer 1 (DS1)

The fastest production based cars at the track on race Day will run in DS1. This Class will include SCCA GT-1, GT-2 and other GT cars that are faster than the DS2 fastest lap time. As well as the faster NASA Camaro Mustang Challenge series cars and SCCA AS cars. Tires are open to any size, as long as they do not protrude past the fenders.

Door Slammer 2 (DS2)

Smaller production based cars will run in DS2. Class will include cars similar to SCCA EP, FP, GP and IT classes. Tires are open to any size, as long as they do not protrude past the fenders.

American Muscle Cars (AM)

American manufactured sedans and coupes that are not classed in traditional SCCA classes. Vintage Trans AM, vintage AS and NASA American Iron are examples of cars that would compete in this class.

Current Open Wheel and Sports Racers (OW1)

Open-wheel cars or Formula cars will be granted a Run group. All open wheel cars and sport racers will compete in this race group.(only exemption is if you meet rules and specs of Vintage Open Wheel)

Vintage Open Wheel (OW2)

Vintage Open Wheel is a class for single seat, open wheeled racecars based on components from the standard Volkswagen (VW) sedan Type 1, as originally manufactured from 1961 to 2004, Formula Ford and Club Ford cars that have a current vintage race series log book.

Vehicle Eligibility

Any vehicle configured for Club Racing which meets the safety requirements, is eligible. All modifications not specifically prohibited below are permitted.

Minimum necessary preparation of cars before they will be allowed to participate, these preparations are in addition to the safety requirements.

1. Drivers of cars without full windshields will be required to wear full-face helmets with shields down any time they are on track.
2. Driver's and passenger side windows must remain open while on course.
3. Sunroofs must remain completely closed. Open cars must have either a full cage, or a roll bar with the top in place. T-tops or targa type tops must be in place and locked in the closed position.
4. Floor mats must be removed
5. All hubcaps must be removed.
6. Lugnuts must be steel or original equipment manufactured (OEM), with engagement at least equal to the diameter of the wheel lug studs. (suggested that studs protrude slightly from any open lug nuts)
7. All oil lines on the pressure side of the oil pump must be thread on connections equal to or better than the factory. No slip-on oil lines other than "Aeroquip Socketless fittings" will be used for oil or fuel lines that are routed inside the driver or passenger compartment.
8. Headrests, either as part of the seat, or separate, are required. The headrest must extend above the midpoint of the back of the helmet on the vertical plane of the seatback with the driver in the driving position.
9. All cars must be equipped with a metal firewall separating the driver compartment from the engine compartment capable of preventing the passage of flame and debris.
10. Drivers of water-cooled cars should use minimal anti-freeze in the cooling systems. In case of overheating or accident, glycol makes the track extremely slippery.
11. Tinting of windows is not recommended. Cars with tinted windows must not restrict the driver's visibility of the other cars on track nor the flag stations or other race control personnel.
12. Anyone in the hot pits must wear long pants and a minimum of a short sleeve shirt and shoes with a closed toe.
13. Nitrous-equipped cars or even the carrying nitrous oxide bottles are permitted on course.

Safety & Technical Requirements

1. All cars must have minimum 5-point safety harness Y-type shoulder harnesses are not allowed. The lap and shoulder belts must be 3 inches wide and the anti submarine belt(s) may be 2 inches wide.
2. The shoulder straps must be mounted such that the angle of the straps from the driver's shoulders to the anchor point must not be above horizontal or at an angle greater than 40 degrees below the horizontal. (Horizontal belts are not to be fastened to the floor directly behind the driver's seat)
3. The anti-submarine straps should not allow upward vertical movement of the lap belt due to compression of the front seat cushion in any situation. Fastening of the straps should be exactly as recommended from the manufacturer.
4. All cars are required to have a dedicated race seat with the routing for the belts. Racing seat must have a back support for the seat. Back supports should be a minimum of 12 sq. inches, with no horizontal or vertical dimension being less than 3 inches and come across the mid shoulder blade portion of the drivers seat
5. Roll bar should be a minimum 4 point roll bar, plus an angled bar by drivers door for lateral impact protection, may be bolt in.. Strongly suggested is a full roll cage. Bolted in or welded in cage or roll bar is fine. Full roll cage and window net or arm restraints in lieu of window net is required for DS1, DS2 and AM classes. Roll bar and cage specifications listed below.
6. All cars must have either a window net or the driver must wear arm restraints adjusted so that no arms or hands may move outside the open window.
 1. Window nets may be either a string or strap type and must be mounted securely with a provision for easy removal in the event of an accident. It is recommended that the net be mounted permanently on the bottom, and removable on the top.
 2. The use of either plastic tie straps or elastic cords is not allowed. The method of attachment can be brackets bolted around the upper window frame. It is strongly recommended that any window net be attached to the roll cage instead of the door.
7. SA 2000 or higher helmet is required. Drivers with facial hair must wear a fire resistant hood ("balaclava"). Head Supports: It is highly recommended that all drivers wear a neck support device. "M" rated (Motorcycle) helmets are not allowed. The driver's name, DOB and any special medical information should be clearly labeled on the back of the helmet.
8. Driving suits that effectively cover the body from the neck to the ankles and wrists are required. One piece suits are highly recommended. Underwear of fire resistant material shall be used except with suits carrying FIA standards of 8856-2000 or SFI 3-2A/5 or higher (e.g., /10, /15, /20) certification patch.
9. Electrical disconnect specifications. All cars must have an electrical disconnect which will kill the engine and shut off any electric fuel pump. The disconnect should be located in an area of the car that is easily visible. A sticker, easily available from racer supply, which says OFF and has a lightening bolt, should denote it. If the switch is not easily accessible to the exterior of the car, a cable may be taped in place which can be pulled to activate the electrical disconnect. In the event of an accident, a person outside the car must be able to turn the car off from the outside of the vehicle.
10. Towing eyes: All cars should have a dedicated towing eye or other means to attach a tow strap to the front of the car. A similar device is recommended at the rear.
11. Fuel Cells: It is suggested that all cars have a fuel cell that meets FIA FT-3 specification. Fuel cells are mandatory in all open wheel and sports racer cars.
12. Fire Extinguishers: All cars must be equipped with a dry chemical or Halon fire extinguisher of at least 2 pounds securely mounted with a metal quick-release device in the cockpit within reach of the driver. On-board fire suppression systems are highly recommended. On board systems can be either pressure type or CO2 charged. Pressure type must have a visible gauge and be fully charged.

13. Electric fuel pumps: It is recommended that all cars equipped with an electric fuel pump be also fitted with an oil pressure controlled cut-off switch. (NAPA 701-1577)

Roll Bar Specifications

All vehicles competing in the MSR-Houston Race Series must be equipped with an approved roll bar.

1. The roll bar must be securely mounted to the floor and/or longitudinal members of the unibody with the top of the main hoop as close to roof as practicable. If roll bars or cages are bolted in, they must have plates on the outside of the car equal to the size of those inside the car, attached to the bar/cage.
2. Mounting plates must be of minimum thickness of 3/16". The bar or cage must be mounted directly to the metal of the car and have no carpet or padding in between.
3. One minimum cross (transverse) brace must be present on the vertical hoop behind the driver.
4. There should be 2 forward/rearward directed braces from the top of the hoop, attached as near to the top of the hoop as possible and at an included angle of at least 30 degrees, reaching far to the rear of the car, but not necessarily all the way.
5. An inspection hole 3/16" in diameter must be provided in a non-critical area for verification of the tube thickness.
6. Any portion of the roll bar or cage, which may come in contact with the driver, must be covered with high-density foam padding 1" thick. It must be held securely in place.

Roll Cage Specifications

For cars with roll cages, the main and front roll hoops must have the following minimum diameters and thickness.

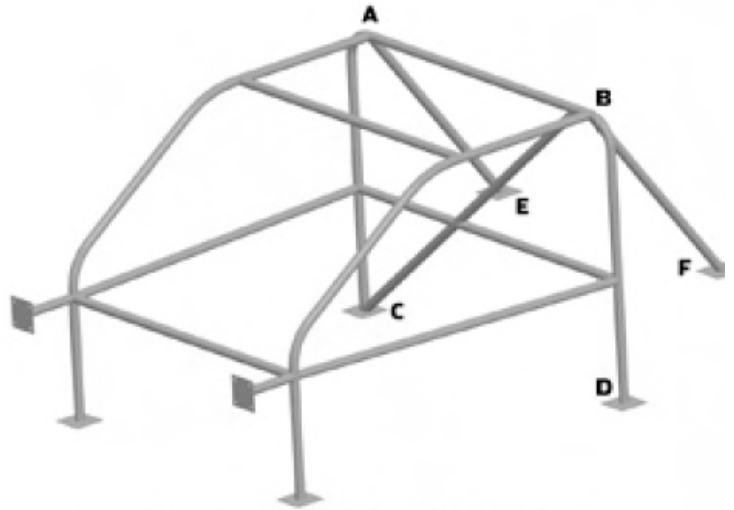
Cars up to 2500 lbs

Mild Steel 1.50" X .095"
Alloy Steel 1.375" X .095"

Cars over 2500 lbs

Mild Steel 1.75" X .095" or 1.50" X .120" or 1.65" X 1.20"
Alloy Steel 1.50" X .095"

An example door slammer cage is pictured right.



Safety Requirements - Vintage Racing Cars

While strongly urged to comply with MSR-HOUSTON regulations, as a minimum requirement, competitors with historically-significant vintage cars, and not wishing to alter the vehicle from its original homologation, may pass the Tech Inspection by (1) producing copies of the current regulations of an Approved Sanctioning Body in which the vehicle participates and (2) complying with all regulations contained therein, or (3) having a current Vintage racing logbook with an approved tech entry during the prior ten (10) months and passing the MSR-Houston safety inspection.

Race Committee (RC)

The Race Committee shall be comprised of the Race Director (James Rogerson), Chief Steward (Lowell Huston), and the Chief Corner Marshall (Scott Johnson) and up to Two (2) competitors registered for the series. Communications between the Race Committee members need not be face-to-face, but may be conducted in any manner deemed appropriate by the RC.

At each race, all licensed drivers are eligible to participate in the race committee. Provisional and Novice drivers are not eligible to participate as part of the RC. These 2 people will serve as the RC for the day. There will be 2 alternates that will be available should one or both of the RC drivers, become involved in an incident. Members of the RC may not pass judgment on an incident they are involved in. An alternate must be used. No licensed drivers are excused from serving on the race committee. If they are involved in an incident and finished for the day, they are still required to stay and serve on the committee until the end of competition for the day.

The duties of the RC shall be to rule on incidents, assigning fault for those incidents and removing people who are judged to be at fault, assign classes, BMT and run groups. Even prior to an incident, the RC may by unanimous vote to remove any racer deemed to be extremely dangerous to himself or the other competitors.

The RC shall use all evidence available to them to make decisions, in-car camera data, corner worker reports, driver statements, and race control reports. Input from other drivers in the same group should be obtained if available. Input from general spectators shall be disregarded.

The RC along with the driver(s) involved and any video available must meet at the drivers Lounge, immediately following the end of the race. Radio communication is permissible for obtaining corner worker input. If necessary, time may be allowed to pick up incident report forms from the corner station before the next run group begins. If one of the RC is in the next run group, The group will either be held, or that member will interview those involved after the session. (Holding the run group will further instill the importance of everyone driving safely.)

Determinations of Fault in Incidents involving Damage

In incidents involving damage to only one car, that driver will be automatically sanctioned, and the RC only needs to inform the driver. The only incident in which damage may occur and not have a sanction invoked is when a spoiler makes excessive contact with the ground or the racetrack itself, causing damage to the spoiler. In multiple car incidents, all drivers involved will be sanctioned, unless the RC unanimously agrees that less than all drivers were entirely at fault. Similarly, by unanimous agreement, the RC may find a driver in a single car incident not at fault due to situations beyond his/her control. If by unanimous decision the RC finds a driver sufficiently in violation of the Rules, the Race Committee may sanction the driver by exclusion from further competition for the day/weekend and/or asking the driver to "put the car on the trailer" and leave the premises.

Cheating

The Race Committee must invoke the 13/13 Rule, either as probation for 13 months or a prohibition from racing for 13 months, if in the unanimous opinion of the Race Committee a driver is found to have used radio communications with crew or any in car timing device during any bracket class session to unfairly manipulate his lap times to gain advantage in his race bracket to either win the race or secure series points. Drivers with cars equipped with lap timing equipment may be required to disable or remove that equipment if in the opinion of the RC they are turning times too consistent for the on track conditions.

Licensing

Provisional licenses

Competitors possessing any racing license issued by an approved sanctioning body will be accepted for a provisional license. After one MSR-Houston club racing event if they have no incidents competitors with provisional licenses may obtain an MSR-Houston racing license. If they do have an incident during their first event, they are placed on 13/13 Probation and must attend novice orientations during their 13/13 probation period. All other rules apply if a second incident occurs.

Novice license

Before being granted a novice license a driver must attend a MSR-Houston series orientation and must have completed four (4) hours of on track time. The track time may be done at either a drivers education put on by another recognized sanctioning body or during one of the education days held on the Friday before a race. The orientation will be given the day of the event. Applicants that have completed the track time requirement with a drivers education program must obtain signatures from three licensed drivers that have driven with them on course and will certify in writing that the applicant is in their opinion capable of participating the in the series and following the MSR-Houston club racing rules and guidelines. Signatures must appear in the form of a clearly printed or preferably a typed statement in substantially the following form:

I, (printed name), have evaluated (printed name) during _____ (number) on-track sessions in car / from another car (circle one). I feel he/she is comfortable and proficient in driving their car at speed and could participate in the MSR-Houston Road Race Series. By this statement, I do not intend a professional opinion or any expression of a legal nature, but only in my opinion that I would feel comfortable racing with (Novice Applicant).

Signature of the Provisional/Licensed Driver _____

Novice orientation

A previously unlicensed competitor will be granted a novice license only after approval of the MSR-Houston race series in advance of the event or by the Race Committee on the day of the event. Upon being granted a novice license, the competitor shall have 2 years to complete four (4) race events without incident. Should an incident occur during the novice period the competitor will remain in the novice status until successfully completing four (4) events incident free within a two (2) year period. All novices must attend the novice orientation at each event until they are granted a full license. Novices must display an "X" on the car to denote novice status. The "X" must be 4 inches tall and be displayed on the rear, front and both sides of the car.

Other

Transponders will be used for timing & scoring in the MSR-HOUSTON.

All drivers must have a transponder mounted on the car in order to be electronically scored in a race or qualifying. AMB transponders only can be used in MSR-HOUSTON races. Rental transponders will be available at Registration.

MSR-Houston Drivers Championship.

At the end of the season, the driver(s) accumulating the greatest aggregate Series Points will be named Champion(s). The following is how drivers accumulate Series Points.

Points may only be scored in one Class per day and are scored by the finish of the feature race. Points are awarded as follows: First Place: 10 points, second place: 8 points, third place: 7 points, fourth place: 6 points, fifth place: 5 points, sixth place: 4 points, seventh place: 3 points, eighth place: 2 points, ninth place: 1 point, all others zero points. Drivers breaking out shall not be awarded any points because they are disqualified.

Race classes other than the MSR-Houston classes may have separate Championship status. Scoring shall be the same.

Flags and their meanings.

- Black with Orange Flag - Also known as the "meatball flag". Shown from either Start/Finish or the Black Flag station, usually with the car number. Your car may have a mechanical fault. Stop in the pit lane at the Black Flag station.
- Standing yellow - no passing until you see the next corner station. There is something on or near the track that dictates you use caution and drive at a more controlled pace. You may not pass after the yellow flag, until after the reason for the flag has been passed, and you are sure that there are no further incidents between that point and the next flag station. You must be able to see the next flag station and determine that its flag condition is green (no flag).
- Waving Yellow - something is obstructing the course and cars should slow down until they realize what it is then proceed with caution. The same passing rules apply as in the Standing yellow.
- Double yellow - entire course is standing yellow. Passing is prohibited on the course. Speed should be greatly reduced and drivers must be safely in control of their vehicles.
- Red – Drive safely to the inside of the track immediately and stop the car. Do not slam on your brakes while on line. Wait for instructions from the corner stations. Then proceed as directed.
- Black Flag - The Black Flag is used in different ways:
 - (1) When shown furred and pointed specifically at a driver from a corner station, the worker means to indicate a warning, probably to do with overaggressive driving.
 - (2) When shown only from Start/Finish or the Black Flag station, with or without your car number displayed, you have been "Black Flagged" for an infraction of the Rules. Drivers receiving the Black Flag shall acknowledge by an obvious signal to the corner worker and then report on that lap to the black flag station in pit lane. You are required to stop and talk to official working the black flag station before leaving the pit lane.
 - (3) When the Black Flag is shown from at all stations, the session is halted. Enter the pits as you approach them and await further instructions.
- Blue Flag with a white stripe - Advisory flag but when ignored repeatedly, will result in a black flag. Denotes that a faster car has overtaken you and is trying to pass in a safe manner. Allow them to pass. White - Advisory flag denotes an emergency, service or slow moving vehicle on the course. Proceed with extreme caution.
- Green flag - Advisory flag denotes the track is at full speed. Used sometimes after caution or red flags.
- Red and Yellow Striped - Advisory flag; "Surface" flag. There may be oil, water, glycol (very slippery!), or car parts, gravel or trash on the racing surface. Proceed with caution
- Checkered - End of the session, drivers should slow after passing checkered flag, cool down engines and brakes, and wave "thanks" to acknowledge the workers stations.