

PURPOSE OF THE FLAGGING & COMMUNICATION (F&C) TEAM

The purpose of the F&C team is to provide safe course control by doing the following:

- Informing the drivers, through flags, lights, or other signals, of the condition of the course, the condition of their cars, or of any unusual conditions affecting the running of the event.
- Informing the Chief Steward and other officials, through the communication network, of the condition of the course and the competing cars, and of any situations requiring decisions and/or actions by the race officials.
- Relaying information and instructions from the Chief Steward to the persons operating the various emergency vehicles and equipment around the course (who may also be tied into Race Control via radio) as well as to the racing drivers and other personnel at the corner stations.
- Undertaking emergency action needed to protect the lives and property of the volunteers, drivers, or spectators in the event of an accident.
- Maintaining a clear course. This includes making sure there are no hazards on the racing surface by walking the course between sessions.

SAFETY: PRIORITIES WHILE ON STATION

1. **YOURSELF:** Your safety is the most important thing. Becoming a second incident while trying to deal with the first is not conducive to having a good day.
2. **YOUR BUDDIES:** Your fellow turn marshals must be able to trust you are watching their backs. Take care of the other people on your station and they'll take care of you.
3. **SPECTATORS:** This usually means keeping photographers or others with trackside credentials out of hazardous areas. Be polite, but be firm.
4. **DRIVERS:** It may sound cruel to place them last on the list, but they have accepted the risk of racing (as we have to a lesser extent) and have the car's safety features for protection. The only protection you have is a white suit and a yellow flag.

While clearing the course of debris and race cars is desirable for the smooth running of the event, this should never take precedence over the safety of yourself or others.

THE FLAGS AND THEIR MEANINGS (SIMPLIFIED)

A yellow flag is ALWAYS in the hands of the yellow flagger from the time the cars enter the course until all cars are on pit road at the close of a session. The blue flagger is responsible for the display of all other station flags.

The following is based on the SCCA General Competition Rules. Requirements for other series and organizations vary and will be explained to you at those events.

GREEN

FLAG

A race is under way the instant the green flag is displayed. This flag shall normally be in possession of the starter only, and shall not ordinarily be displayed at the flag stations around the course. When displayed, the green flag indicates that the course is clear.

YELLOW

FLAG

Standing Yellow - Take Care, Danger, Slow Down, NO PASSING FROM THE FLAG until past the area of the incident. The flag indicates that the source of danger is not on the racing surface when displayed standing. It may also indicate that a worker has moved from behind their safety barrier.

Waving Yellow - Great Danger, Slow Down, Be Prepared to Stop - NO PASSING FROM FLAG until past the area of the incident. The flag indicates that an obstruction is on the racing surface when displayed waving and that the drivers may be required to change their racing line.

Double Yellow, DISPLAYED AT ALL STATIONS - Indicates the entire course is under a full course yellow condition. Any station with an incident will display one standing and one waving yellow if there is a hazard on the track surface. SLOW DOWN, NO PASSING. Shall be used with or without a pace (Safety) car, and is required during pace lap(s). During a double yellow flag a car with a mechanical problem may wave by another driver.

NOTE: While cars are required to slow down, the difference in a car traveling at race speed and a car traveling at 9/10 of race speed may not be apparent to a Corner Worker. Report any apparent lack of control by a driver.

BLUE FLAG (blue field with a diagonal yellow stripe)

Another competitor is following you very closely or is trying to overtake you. This flag may be displayed standing or waving, depending upon the speed with which you are being overtaken.

SURFACE FLAG (alternating red and yellow vertical stripes)

Take care. The condition of the racing surface has been affected in such a manner that evasive action may be required. For example, fluid has been spilled or a slippery condition exists or debris is present on the course. This flag is displayed standing.

WHITE

FLAG

An ambulance, service vehicle, or slow moving race car, possibly with a mechanical issue, is on track. Take care. This flag shall be shown standing for two (2) flag stations prior to the vehicle. A standing white flag is also displayed during the first lap of a practice or qualifying session each day to indicate the location of the flagging stations to the drivers.

BLACK FLAG

NOTE: THE BLACK FLAG CAN ONLY BE DISPLAYED BY ORDER OF THE CHIEF STEWARD AS RELAYED THROUGH RACE CONTROL.

Closed Black Flag (Furled) Pointed or shaken at an individual driver from the Starter's stand (optionally, accompanied by a number board indicating the car number): WARNING! You have been observed driving in an unsafe and/or improper manner. If the action continues, you shall be given an OPEN BLACK FLAG.

Open Black Flag - Displayed from the Starter's stand and the Black Flag Station, accompanied by a number board indicating the car number. Proceed directly to the pit area and the location designated by the Chief Steward or Event Supplementary Regulations for consultation with Officials. **DO NOT TAKE ANOTHER LAP.**

Open Black Flag Displayed at All Stations - The session has been halted. Practice/qualifying/racing has stopped and all cars shall proceed directly to the pit area. This flag condition shall be accompanied by an 'ALL IN' sign displayed at the Starter's stand and the sign may be repeated at stations located elsewhere on the course. Passing is permitted under these conditions.

MECHANICAL BLACK FLAG (black field with an orange ball in the center)

There is something mechanically wrong with your car. Proceed to the pit area at reduced speed. This flag and accompanying number board is displayed at the starter's stand and may be additionally displayed at another station location elsewhere on the course.

CHECKERED FLAG

You have finished the race (or practice/qualifying session). Continue cautiously to the pits. This flag is normally displayed at the starter's stand but may be displayed at another chosen location during practice sessions.

RED FLAG

NOTE: THE RED FLAG CAN ONLY BE DISPLAYED BY ORDER OF THE CHIEF STEWARD AS RELAYED THROUGH RACE CONTROL.

Displayed at each station and on the Starter's stand

EXTREME DANGER - THE SESSION HAS BEEN STOPPED. Come to an immediate, controlled stop on the right side of the track (indicated by an official at the location or as specified in the Event Supplementary Regulations). When released by a Race Official, drivers will proceed cautiously to the pit area under the open black flags at all stations.

- In addition, arrow sign boards may be used to direct oncoming traffic by pointing out the desired direction to proceed.

CORNER STATION SAFETY

Ideally, a minimum of two turn marshals are required to open a corner station.

SIGN IN

This ensures:

- That we know you were there and how to contact you
- That we know who to contact in case of an emergency

CAPTAIN'S MEETING

Your Captain will tell you what to expect at the corner station. This is also your opportunity to tell her or him what they can expect of you. Discuss incident response based on personnel capability, such as firefighting experience. The Captain will cover the things you need to keep in mind when working the particular corner station that you are assigned to work.

If you feel uncomfortable with any position or if you have any physical conditions or possible medical requirements (e.g., bee sting allergy), this is your opportunity to let them know before corner rotations are made.

Prior to declaring the corner station is ready for cars on course, all of the equipment should be checked to verify it is on location and in good working condition.

NOTE: THE USE OF CELL PHONES DURING SESSIONS IS STRICTLY PROHIBITED. It is strongly suggested that you turn off all such devices until breaks or end of day.

FLAGGING

The duty of the Yellow Flagger is to warn oncoming traffic of an unsafe condition on or off the course within the section of track that runs from the flag position of one corner station to the flag position of the following corner station.

The PRIMARY responsibility of the Blue Flagger is to provide the eyes for the corner station. They should always be facing oncoming traffic unless the yellow flag is being displayed. While learning, the Blue Flagger often requires feedback as to whether their flagging was successful. Feedback should be supplied by the Yellow Flagger, the Corner Captain or a mentor who is providing training, not by the Blue Flagger turning around to see what happened. Signaling oncoming traffic with the flags as demonstrated earlier is a further responsibility of the Blue Flagger but the safety of personnel in the corner station is foremost.

Flaggers work in pairs, one facing oncoming traffic signaling with the blue and other flags, and one facing the traffic departing the corner station, signaling with the yellow flag. Since the Yellow Flagger cannot see oncoming traffic, the Blue Flagger must act as the eyes of the Yellow Flagger and warn of any impending danger.

The flagging location must provide the turn marshals with some kind of positive protection barrier that will stop a racing car traveling at speed. At no time should the turn marshals work in front of this protection.

The blue and yellow flags should be held so as to hide the colors from the drivers when they are not needed for signaling. The other flags need to be kept close at hand to the Blue Flagger to be displayed as quickly as needed.

Cars stopping at the corner station either after spinning or after driving off the course require a response from the turn Corner Workers. The yellow flag needs to be displayed immediately, and the Communicator reports the situation to Race Control while other turn marshals respond to assist the driver and the car.

Displaying the yellow flag requires a set procedure from both flaggers. The Yellow Flagger, looking beyond the turn, sees and assesses the incident as it occurs and immediately turns to face oncoming traffic and displays the appropriate flag. The Blue Flagger moves to the side of the Yellow Flagger away from the course, faces the course downstream and observes the resolution of the incident, keeping the Yellow Flagger informed. If another flag must be displayed (surface or white) the Blue Flagger moves slightly in front of the yellow flagger, continuing to face downstream, and displays the appropriate stationary flag. It is the Yellow Flagger's responsibility during this procedure to watch and warn the other workers of a car approaching the corner station.

During a yellow flag situation all Flaggers should watch oncoming competitors very closely and report to the Corner Captain any driver who passes another competitor between the point where the yellow flag is being displayed and the area of the incident. The Communicator will relay the information to Race Control. Passing Under the Yellow Reports must include: the numbers and colors of both cars, a confirmation of the number of workers witnessing the pass, and any unusual circumstances. If you believe a pass is about to take place notify the others at your corner station.

COMMUNICATING

The Communicator must be in a location where all of the area within the jurisdiction of the corner station can be seen. The Communicator wears the head set and never leaves it for any reason until relieved by another Flagger. The Communicator reports all pertinent information about corner conditions to Race Control and relays incoming information to the Corner Captain and fellow workers. The Communicator should NEVER leave the station to respond to an incident. It is common practice to rotate workers on the head set immediately after a course clearance.

INCIDENT RESPONSE SAFETY

This section covers hand signals for ambulance, fire, wrecker, flat tow and help.

ASSESS THE SITUATION

Sometimes the best response is no response. When responding to an incident, you must first ask yourself these five questions:

1. What, if anything, do I need to accomplish?
2. How am I going to get to an incident safely?
3. How can I accomplish the task at hand?
4. How will I get back safely?
5. Do I have authorization from my captain to respond?

If you cannot answer all these questions, DON'T RESPOND! If you can't respond to an incident because it's not safe or you can't accomplish anything, be as much help as possible from your current location (e.g. directing traffic, signaling necessary information, etc.).

APPROACHING THE INCIDENT

Ideally, respond to on-track or cross-track incidents in pairs, allowing one set of eyes to look upstream and one set to deal with the incident. One corner workers may respond to a vehicle well off the racing surface, but much of their attention must be directed toward oncoming traffic. Ideally, there will be 4 or more corner workers at each station. On a 3-man station, the Blue Flagger is the responder, since the Yellow Flagger will be facing upstream during the incident and there will be no need for the blue flag. For on-track or cross track incidents, the Yellow Flagger can pass the yellow flag to the Communicator and respond also.

Make sure you have an adequate amount of time to respond to the driver and car. You have already timed how long it takes cars to get to you, haven't you? Ask for a point if your upstream visibility is at all obstructed or limited. If unsure, don't cross. If you do cross, make sure a yellow flag covers you.

Your fire extinguisher is your best friend (besides the other people on the corner with you). **TAKE IT WITH YOU ON EVERY RESPONSE.** Don't carry the fire bottle by the handle, swinging it beside you as you run; legs have been broken in this way. Cradle the fire extinguisher like a baby. If the incident requires a long trot, one responder can carry the fire bottle and hand it off to the second, fresher responder to use if required. When responding to an incident involving an open wheel vehicle take a towrope as well, if possible.

Approach the incident from downstream or skirt around it so you can keep an eye upstream. Place the car(s) between you and oncoming traffic for protection, even if this means talking to the driver through the passenger window. Once at the incident, one turn marshal must always keep their eyes upstream while being mindful of any signals from the Corner Captain. Try to approach the car in a manner that makes you visible to the driver. Make contact with the driver as soon as possible for two reasons. One, to let her or him know you're on the way (don't run over me), and two, to ask her or his condition. If the car is clearly disabled and the driver is alright then ask her or him to get out of the car, turn off the electronics (kill switch) and leave the car in gear, depending on the location and the number of laps left in the race.

Check the driver's condition quickly and report it back to the corner station. Remember, a driver who has just been knocked out of a race, but is uninjured may not be happy, so don't take offense if the driver is less than courteous. Rather than asking, "are you OK?" ask specific questions, such as "Do you hurt anywhere?" If the driver seems dazed, ask her or him where they are or what day it is to get a feel for their condition. If the driver appears to be uninjured, help her or him exit the car and move to a safe location. Keep someone with the driver to observe her or him. If the driver complains of neck or back pain, or is obviously injured, call for an ambulance. Keep an injured driver in the car if possible. Only remove a driver's helmet if their airway is compromised.

MOVING CARS

If you can safely move a disabled car to a safer location or 'push' start a stalled car, do so as quickly as possible. Let the driver know what you want her or him to do. If the driver doesn't cooperate, tell her or him that they are on their own and get back to safety. Report to your Corner Captain why you abandoned the incident. Let the Stewards deal with the driver later. Using a towrope to pull a car forward or backward can be safer than pushing or pulling, especially if it allows you to face traffic. Look for "tow eyes" on closed wheel cars. Be especially careful pushing open wheel cars from between the wheels, as the rear wheels can easily trip you or do worse. NEVER push from between the wheels! High centered cars or cars in gravel traps pose particular problems and may require the need for a flat tow/wrecker now. You may be able to free lighter weight cars (Formula cars, Spec Racers) by rotating them rather than pushing. Remember, some cars have no reverse gear (Legends, Baby Grand and some DSRs).

FLAT TOW HOOKUPS

The flat tow driver knows what to do. Let her or him! Provide any assistance requested. Generally they loop the tow strap around the roll cage, twist it and let the driver hold on. The driver must be wearing their gloves, helmet, and lap belt. Most flat tow drivers find it helpful if you hold the tow strap overhead, within her or his view (in the mirrors) but not directly between the two vehicles, lowering the strap as tension is picked up by the flat tow and dropping it when the disabled car is about to move. A driver should never use a flat tow to restart the car. Such incidents need to be reported to Race Control.

WRECKER HOOKUPS

Assist the wrecker crew in positioning the wrecker. Safety is the first goal with speed being a close second. Assist the wrecker crew in performing a minimal safe hookup to clear the car from the track and then secure it further for transport if required. Remember, when the wrecker driver is out of the truck and hooking up, you are their upstream eyes.

FIRES AND EXTINGUISHING THEM

Check your fire extinguishers at the beginning of each day.

- Check the pin. Is it there? Is the pin properly secured with a breakaway tie wrap?
- Check the gauge. Is it in the green or has it dropped to the red?
- Pick up the dry chemical fire extinguisher and shake it upside down. Make sure you can feel the powder move around. If necessary then bump it against something to loosen up the powder. Does the weight feel right or does the extinguisher feel light?
- Check the nozzle for obstructions. Mud daubers seem to find fire extinguisher nozzles particularly attractive.

Get as close as possible to the fire before discharging the fire extinguisher. Use short bursts. You only have 10-15 seconds of discharge, so use it wisely. Spray the source of fire, not the flames or exterior. Almost all race cars have openings through the wheel wells or other areas. Find an opening to stick the nozzle in. **NEVER OPEN THE HOOD QUICKLY!** This is a sure way to get a face full of fire. If you must open the hood then have your partner crack it open a few inches and stick the hose in. Find the Kill Switch and use it. Normally you will only trigger the onboard fire system in extreme cases.

RACE COMMUNICATIONS

Generally, Race Control repeats most radio calls to verify they have correctly understood the information given and to ensure all **corner** stations know what's going on. Included below is a guideline to the form and information needed.

RADIOS ARE ONE-WAY

Make sure there is no communication in progress before transmitting a call. Whenever you press the microphone button, no one else can communicate. Therefore, it is critical to keep the radio available to all as much as possible. Always keep this in mind when working communications at a track that utilizes radios. Keep your calls brief and succinct. Waving yellow calls take precedence over all other calls. Landlines (such as on street circuits and Waterford Hills) allow two-way traffic.

COMMUNICATORS SHOULD KEEP PEN AND PAPER AT HAND

During a race, car numbers and other information can be quickly forgotten, especially if you have to hold a call. Write down information so it may be accurately relayed to Race Control. Paper and writing instruments are in the corner station packet.

MINIMIZE THE TIME THE TRANSMIT BUTTON IS PRESSED

Play by play commentary is strongly discouraged. Decide what you're going to say before you press the button. If you need to inform Race Control of a situation, but don't have all the details, tell Race Control you "will inform" and release the transmit button. Once the details have been collected, then transmit them to Race Control.

CONFIRMATION OF CALLS REGARDING A CAR BY OTHER STATIONS ("car six two silver smoking heavily") Generally, the initial call plus one confirmation is all that is required. It is not necessary for all stations to confirm unless a change in the situation has occurred ("car six two silver is now smoking heavily and dumping fluid on the track").

RADIO SILENCE SITUATIONS (WHEN TO MAINTAIN SILENCE)

Hold routine calls during the following situations:

- A. ALERT calls (except for another ALERT).
- B. Black flag situations. Hold routine radio calls when waiting for the "call through" and acknowledgment of a black flag. Exceptions are call through-responses and changes in status of the car being black flagged or mechanical black flagged.
- C. The pace lap, the first racing lap, and the last 2 laps of a race. An exception would be a leader change on the last lap to notify Start/Finish.
- D. Call through situations, such as looking for the leader or others as requested by Stewards through Race Control.

After the situation clears then give your report to Race Control stating it occurred during a "hold". Include the time of the incident if possible. Radio silence applies to Race Control as well as corner stations.

SITUATIONAL AWARENESS

CONSIDER CURRENT RACE CONDITIONS BEFORE MAKING A CALL.

If another corner station is working an immediate response situation such as a flat tow or wrecker now, do not tie up the radio network with low priority calls, such as a slow moving vehicle or a simple spin and go. Hold the call until the high priority situation has been handled, then make a delayed call.

BLIND CALLS

Blind calls do not require acknowledgement from Race Control prior to communicating the information. Making blind calls in the following examples minimizes reaction times and minimizes the time the communication network is busy.

- A. Request for an immediate flag response from an upstream station.
Example: Turn 7 requesting a standing/waving yellow from Turn 6 for an incident upstream of Turn 7, but out of view from Turn 6. Simply state "Turn 6 go standing/waving yellow." Turn 6 should acknowledge their flag condition.
- B. Routine white flag "follow around" calls for slow moving or emergency vehicles. The first report of a white flag should be made in the normal manner. As the slow moving vehicle proceeds around the course, simply state "Turn 3 standing white for car 4." Return to no flag after a white flag does not need to be called to race control. All corner stations should call in when they display the white flag so that upstream corner stations know when to retire their white flags. If the car pits or is back up to speed then this should also be reported over the net.
- C. Notification of conditions which may impact continuing the session (e.g., "Turn 7 waving yellow – 80% track blockage").
- D. New leader (e.g., "new leader, car 7 blue, at turn 2").

GENERAL INFORMATION

- A. Race Control will make every attempt to keep all stations informed of race progress throughout the event. However, this will depend on availability of information, current track conditions, event in progress, etc.
- B. All communications should be made in a businesslike and professional manner. Please keep clever remarks to a minimum (or at least to an appropriate time. During a race is not the appropriate time).
- C. Be attentive on the radio at all times (this applies to stewards also). Course checks and acknowledgments must go quickly. Do not leave the radio unattended at any time.
- D. Confer with the Corner Captain regarding what specific information he/she wishes relayed. All instructions from Race Control should be relayed to your Corner Captain.

ALERT CALLS

In the event that an emergency (or possible emergency) situation occurs at a corner station, the Communicator notifies Race Control by declaring an alert (or emergency or mayday) in the following manner:

"Control, Control, alert at station (number) (flag condition)."

The alert call will clear the communication network of other traffic except for Race Control and the declaring corner station. Alert situations are those that are likely to involve injury, require the immediate response of emergency vehicles or cause 100% track blockage. They may include, but are not limited to, roll-overs, heavy contact between cars or barriers, or the apparent injury of a participant, turn marshal, other volunteer, or spectator.

Race Control will respond to the declaring corner station and should accept no other communication traffic with the exception of another alert. The declaring Communicator should then inform Race Control what happened in as clear and unemotional terms as possible. DO NOT SPECULATE about the condition of personnel over the communication network. The Stewards will decide what should happen next and will inform everyone through Race Control and other equipment at their disposal.

It is important that when the alert situation has cleared that the declaring corner station informs Race Control to clear the alert (theoretically, the declaring corner station has control of the communication network until this occurs):

“Control, this is station <Number> <Flag Condition>. The driver of car five is out and behind the barrier and all workers are clear of the racing surface. Please cancel our alert.”

Race Control will then ask if there were any held calls and may inquire if your corner station has any more information.

COMMUNICATIONS ETIQUETTE

A. Begin all calls with “Control, this is station <Number>, <Flag Condition>” unless it’s an ALERT.

Station: “Control, this is Turn 5 waving yellow.” (SPECIFY STANDING OR WAVING YELLOW)

B. WAIT for control to acknowledge.

Race Control: “Go ahead Turn 5.”

C. Give a brief description of what happened. Use this sequence to make race control logging much easier.

1) Car numbers (single digits ex: five five, not fifty-five) and color (if many colors, pick the prevalent colors).

2) What occurred –

Spun car rotated more than 90° on or off the racing surface

Slid car left the racing surface unintentionally but did not spin

Pulled off car was intentionally driven off the racing surface and parked by the driver

Drove off car was intentionally driven off the racing surface by the driver to avoid an impact or debris.

3) Where occurred – on track, off track, upstream, downstream, apex, driver’s left, driver’s right.

4) TRACK BLOCKAGE and track condition - 25%, 50%, oil, debris, etc.

5) If an upstream backup flag is requested.

Station; “Turn four go waving yellow Turn four go waving yellow”

“Control, this is station five, no flags.”

After control has asked you for your report;

“Car five four blue spun and impacted the wall driver’s left downstream of our station, is stopped on course blocking 50% of track. Will inform.”

NOTE: It is better not to give “play by play” calls that keep the net tied up. If it appears that an incident will clear itself quickly, wait a moment and the entire sequence may be covered in two calls rather than a series.

Corner Station: “Control, this is turn five green (or no flag)”

Control: “Go ahead Turn 5.”

Corner Station: “Car two one purple spun off course driver’s right and continued. We were standing yellow.”

- D. Race Control will repeat most calls back to you for confirmation of car numbers and incidents.
- E. Follow-up calls should provide the following types of information. Race Control will ask for other information they may need:
- 1) Location and condition of driver, as quickly as can be determined.
 - 2) Advise if car continued or if a wrecker/flat tow/tilt bed is needed now or at the end of session.
 - 3) If the car remains, exact location including position relative to runoff or wall openings.
 - 4) Condition of tires/walls, tires need to be restacked, wall moved, leading edge.
 - 5) If incident is ongoing, keep Race Control informed of status.
 - 6) Whether upstream station can drop its backup flag.
 - 7) Advise Race Control when the corner station is back to green flag. Back to green flag calls can be single call...”Control, this is five back to green.”
- F. METAL TO METAL calls should include following information:
- 1) Type of contact, nose-to-tail, side-to-side, etc.
 - 2) Did the cars continue? Was there damage?
 - 3) Be sure that the information is as factual as possible and not something that someone “thought” happened.
 - 4) Keep notes in case you may be required to write up an incident report after session.
- G. Words with ambiguous meaning should be avoided. For example:
- 1) Momentarily (yellow) – you either were or weren’t in that flag condition.
 - 2) Rolled/Rolling – unless a car actually was on its wheels, on its roof, etc.
 - 3) Fire (d) – as in the car has re-fired. Use re-started instead unless there is fire.
 - 4) Killed – e.g., killed his engine. Stalled works better and creates less excitement in the tower. Died is another word in this category.

HAND SIGNALS

As outlined in the SCCA flaggers' manual, there are a number of different signals used around the country, some quite complex. At a new track, always inquire if there are any signals you should know. These include:

- Ambulance or medical needed – Both hands high over your head, palms together to make an “A”.
- Fire – One arm straight out from to the side of your body with the other arm below and parallel to make an “F”.
- Rope or Flat tow – Both arms straight out to either side of your body to make a “T”, or simulate pulling a rope with both hands.
- Tilt bed (roll back) – The same signal as a rope tow, plus lean to one side so that your arms are no longer parallel to the ground.
- Wrecker – Both arms raised to either side, bent at the elbow to make a “W”.
- Hold a car for reentry – Both arms straight out in front of you palms out.
- Debris on the track – Hold your two arms in a circle to the side of your body to form an “O”.
- Additional help needed – Use one hand to pat yourself on the top of the head several times.

Make sure that you receive an acknowledgement from the Corner Captain or Communicator indicating they have seen and understood your signal.

Hand signals referred to in this section are illustrated in the Appendix.

ADDITIONAL INFORMATION

The complete version of the Club Racing Specialty Operations Manual for Flagging and Communications can be found at [Library | Mich Turn Marshals \(michiganturnmarshals.org\)](http://Library | Mich Turn Marshals (michiganturnmarshals.org)) by clicking on “SCCA Flagging & Communications Manual.”