

NWR-SCCA

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HAND-SIGNALS

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Acting Flag Chief

A corner station can be a very noisy place and distances make it all the more difficult to communicate. Hand-signals form a language used primarily by corner workers at the station, on track while responding to events and between corner stations. Your fellow corner workers will help explain the following hand-signals in greater detail.

All signals should be mirrored back to the sender. During an on-track event, the sender should face the corner station and make the signal slowly. Repeat it until the station mirrors the signal back to indicate that the message was received.

REGIONAL DIFFERENCES

Local Dialects

As a SCCA corner worker you are welcome at tracks around the country. It's likely that you will encounter local variations of the hand-signals shown on the following pages. A morning meeting at the corner station should make certain that everyone is signing the same language.

An important variation used in the Pacific Northwest and at some other tracks is the "Driver OK" signal. The official SCCA* signal is the combination of the "Steering Wheel" and "Thumbs Up" signal. Locally we use both arms waved overhead in a crossing manner. This signal has the benefit of being visible from a considerable distance.

It is very important that the motion is distinctive. Remember that hands held together stationary overhead has the opposite meaning: **A** for ambulance.

A number of signals are used to pass on information from Control to the corner workers. Prior to a session (practice or race), one or five fingers displayed indicate minutes until the start of the session. Fingers pointed downward mean "less than". During a session patting the lap changes minutes to laps. A chopping or sawing motion across the stomach, or crossed arms all indicate that the current session is halfway complete. The forefinger clapping the thumb twice and then forming an **L** indicates the last lap.

FIRST RESPONSE

Priorities

It's important to let Control know the status of disabled cars. After safety, your first priority is to report the condition of the driver. Second is disposition of the car: If it can't move now under its own power, can it be left in place safely or if not, what equipment is needed to move it? Third is the track status: Clean and if not, how long for clean up?

HAND-SIGNALS for DRIVERS

Corner workers' first responsibility is their own safety. All too often corner workers can't get to a disabled car safely. Yellow flag periods could be shortened if drivers knew a few basic hand-signals. **Flat Tow, Wrecker, Tilt-bed (rollback), and Oil** are shown on the following page.

CONTACTS

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SCHEDULE - 2010

| | |
|---|--|
| Double Nationals Restricted Regional & Vintage Pacific Raceways | May 29-30-31 (Memorial Day weekend) |
| Double Regional & Vintage with Big Island Hawaii Bremerton Motorsports Park | August 28-29 |
| Regional Races with Oregon SCCA Oregon Raceway Park | October 23-24 |

* *SCCA Flagging & Communication Manual, 2002.*



Ambulance



Wrecker



Fire/Fire Truck



Flat Tow



Tiltbed



NOW!!!



Need Help

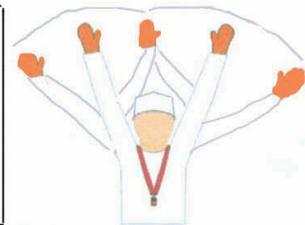


Lots of Help



Driver

OK



Driver OK
Used in NW



Surface



Standing Yellow
Flag



Waving Yellow
Flag



Double Yellow



White Flag



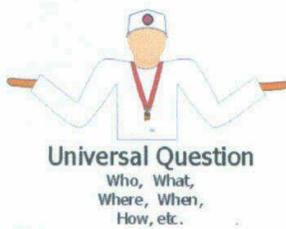
Cancel



Checkered Flag



Laps



Universal Question

Who, What,
Where, When,
How, etc.



Head Phones
Working?



Check



Time



Dragging



Smoking



Leaking



Flat Wheel



Wheel Rub



Front



Rear



Coolant



Fuel (Gas)



Pit



Pit Closed



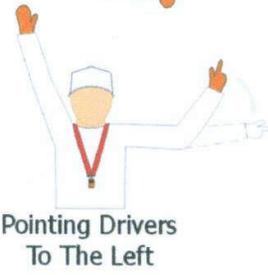
Point Please



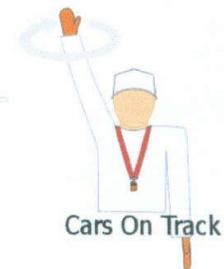
Shut Down/
Last Car



Pointing Drivers
To The Right



Pointing Drivers
To The Left



Cars On Track



Request For
Colour



Black



Blue



Red



Green



Yellow



Brown



White