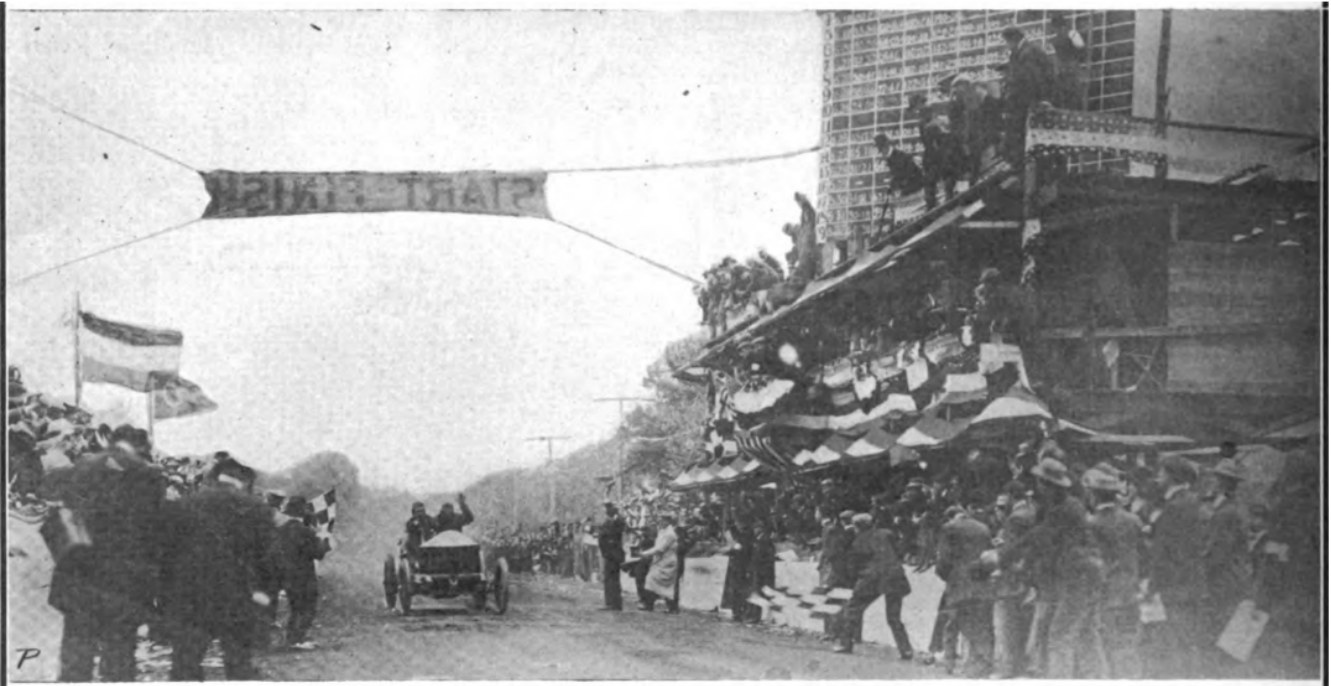
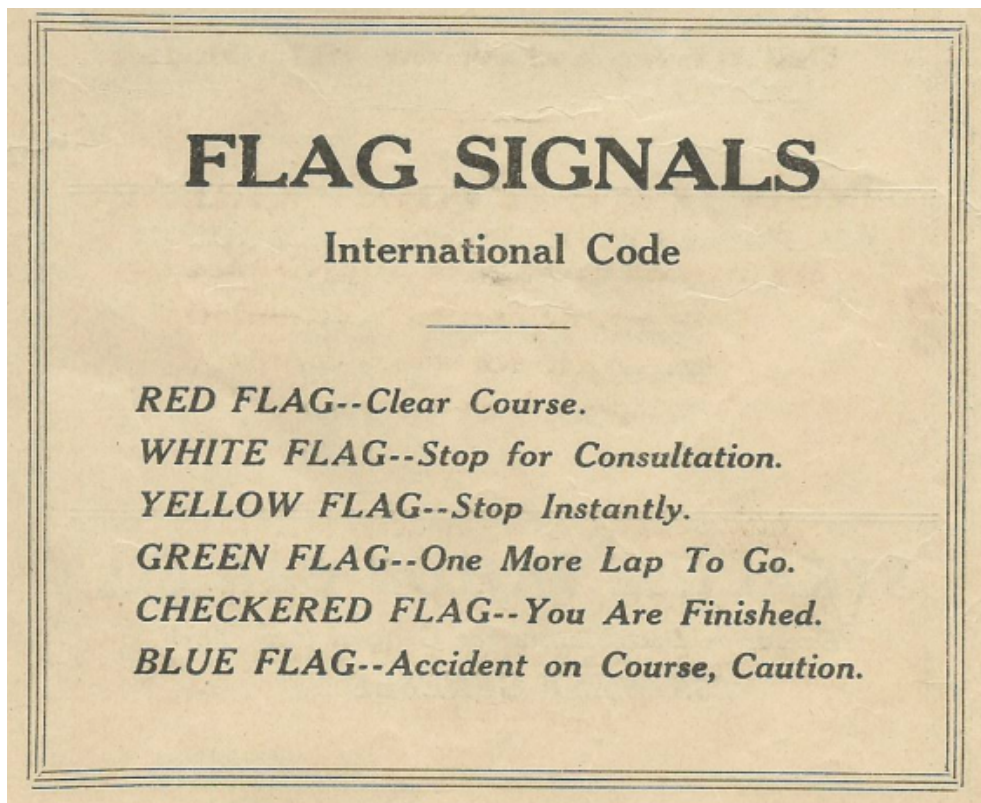


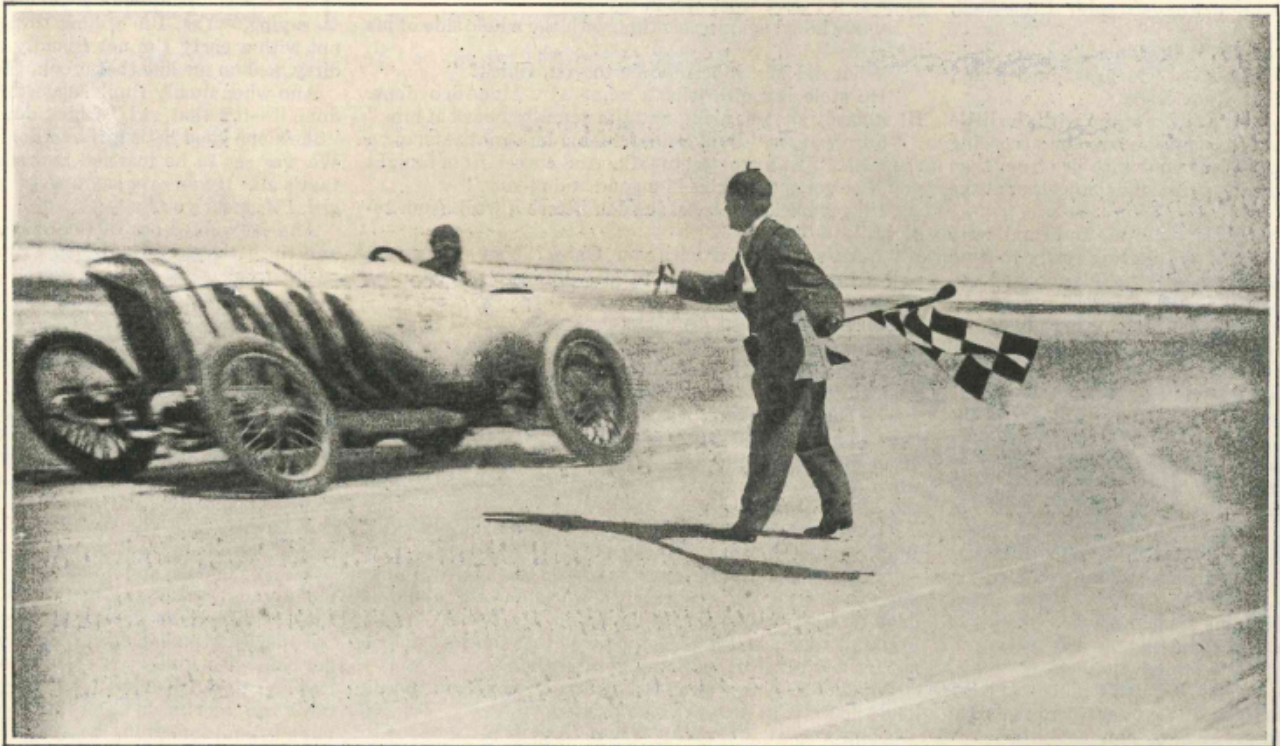
Motor Racing Flag History



October 6, 1906 Vanderbilt Cup winner Louis Wagner receiving the checkered flag. Notice there are two flagmen, one on each side of the finish line. Photo from the October 11, 1906 Motor World magazine, Horseless Carriage Foundation collection.



1911 Syracuse New York State Fair race program "Flag Signals"



Oldfield in the 200-Horse-Power Blitzzen or Lightning Benz, With Which He Made a Record of 131.75 Miles an Hour on the Beach at Daytona, Florida, 1910

March 16, 1910 Barney Oldfield receives the checkered after setting a new mile speed record of 131.76 miles per hour on the sands of Daytona Beach. September 26, 1925 Saturday Evening Post photo.

The use of signal flags and lights grew out of railroad transportation. Railroad personnel needed ways to communicate in an age prior to telephone and telegraph. Red for stop, white for move, yellow for move at low speed, green meant proceed with caution and blue marking equipment not to be moved.

1929 and 1930 automobile racing started to develop different flag signals.

THE FLAG SIGNALS

Red Flag—Starting signal and indicates clear course

White Flag—Stop for consultation

Yellow Flag—Drive with caution and maintain position

Black Flag with White Center—Car attempting to pass you

Green Flag—You are starting your last lap

Checkered Flag—You are finished

1929 Indianapolis 500 race program “Flag Signals”

THE FLAG SIGNALS

GREEN FLAG—Starting signal and indicates clear course

WHITE FLAG—Stop for consultation

RED FLAG—Stop; race is halted

YELLOW FLAG—Drive with caution and maintain position

ORANGE FLAG WITH NAVY BLUE CIRCULAR CENTER—Car attempting to pass you

KING'S-BLUE FLAG—You are starting your last lap

CHECKERED FLAG—You are finished

1930 Indianapolis 500 race program “Flag Signals”

As automobile usage grew a need to control traffic movement adapted railroad signals. In 1935 the Federal Highway Administration standardized traffic signals that are still in use today.

In 1937 automobile racing adopted the new flag signal standards that are still used today.

THE FLAG SIGNALS

Green Flag or Light—Starting signal and indicates clear course

Black Flag—Stop for consultation

Red Flag—Stop; race is halted

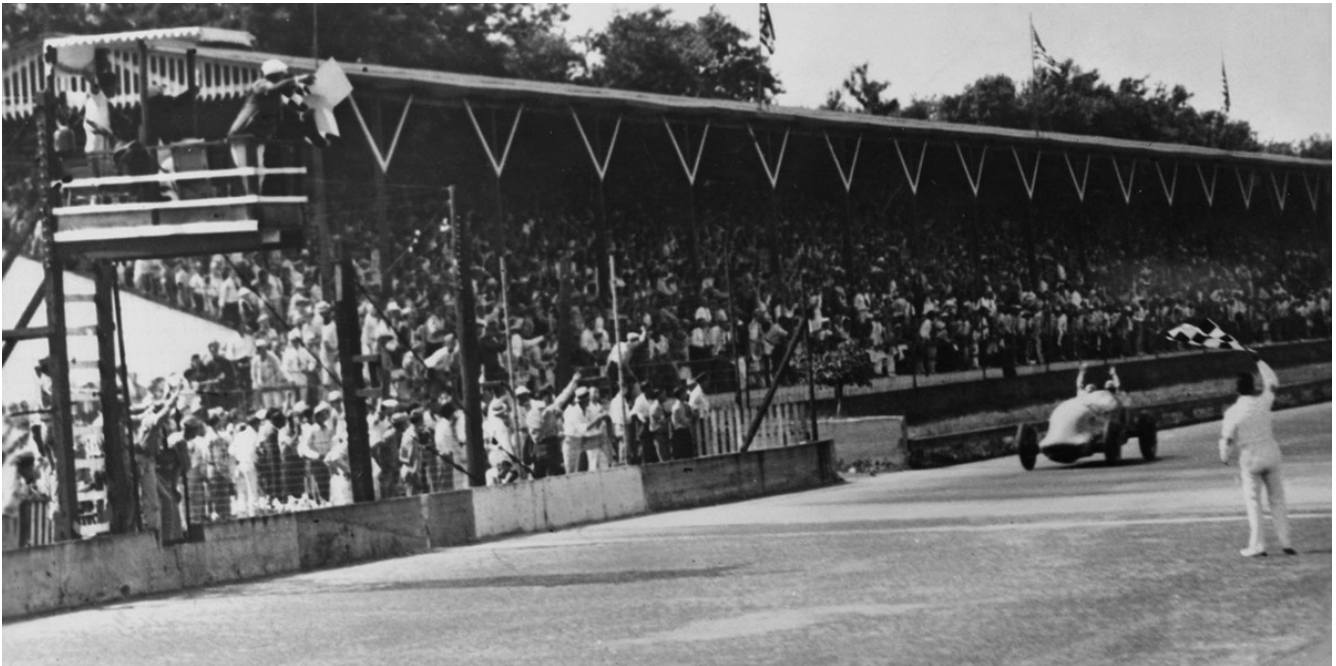
Yellow Flag or Light—Drive with caution and maintain position

Vivid Blue—Car attempting to pass you

*White—You are starting your last lap

Checkered Flag—You are finished

1937 Indianapolis 500 race program “The Flag Signals”



1937 Indianapolis 500 winner Wilbur Shaw receiving the winning checkered flag. Indianapolis Motor Speedway photo collection.

By Kenneth J. Parrotte
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