
what BLUE FLAG means???

Geschrieben von byagm - 09.12.2018 22:46

Allways have been problems about being lapped and I never saw a post about it... so:

Even though wikipedia is not a reliable source, it says this:

"A light blue flag, sometimes with a diagonal yellow, orange, or red stripe, informs a driver that a faster car is approaching and that the driver should move aside to allow one or more faster cars to pass. During a race, this would only be usually shown to a driver who is getting lapped but during practice or qualifying sessions, it could be shown to any driver. In most series, the blue flag is not mandatoryâ€”drivers obey it only as a courtesy to their fellow racers. As such, it is often referred to as the "courtesy flag". In other series, drivers get severely penalized for not yielding or for interfering with the leaders, including getting sent to the pits for the rest of the race. In Formula One, if the driver about to be lapped ignores three waved blue flags in a row, he is required to make a drive-through penalty. The blue flag may also be used to warn a driver that another car on the same lap is going to attempt to overtake them."

<https://i.ibb.co/Y0BfS7X/1421065949767.jpg>

(In my case I have aplicate today for lap somebody and for being lapped by somebody.)

Keep having fun.

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Geschrieben von Norbert Calenborn - 10.12.2018 23:00

HUGE thanks for this contribution! That is MORE than usefull! Look: the most of ABB-Users/Drivers don't use flag-signals in their GTL-configuration due to Performance-problems of their PC-system. Even if it might be true that Germany is one of the whealthiest countries of the EU, the vast amount of money is in the hands of very few, but definitely not in hand of the hard-working and effectionaly producing-class! I think in Spain, Potugal, Brazil, or wherever you want... you'll understand exactly what I'm talking about. It IS a huge difference if you're an Employee who really works to push his Won treadmill forward (offcourse without any benefit!).

So: the most of us sie xd-tool instead, but some of us are sadly still not able to read the given Informations correctly. And That's really sad! Mit it is sooooo simple!

If you see a huge PLUS/+ and the approximately Lapttime of the fastest gud's of the qualifying right beneath your own Lapttime, than let anything pass whats in your mirror! Simple as that [for the beginning).

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Geschrieben von rdjango - 12.12.2018 15:22

Hello AGM,

nice to see you once on the other side - :woohoo:

We discussed the blue flag several times in the german section in the forum in the past. You can see the blue flag only if display flags in the settings is enabled - I dont think that its a performance problem with older computer because GTL itself is 12 years old.

Anyway, to see the blue flag always show hug must be enabled because the blue flag is in GTL a little blue lamp in the speedometer (!) - not the best idea of simbin. Its very little and you will not notice it every time if its blinking a little or so.

In qualify its blinking in the first lap if someone comes behind who is hotlapping - so if you are making settings in your car to prepare your driving may be a hotlapper is ver angry because you didn't notice him behind you and the blue flag :whistle:

In race the overlapped driver has to let pass the overlapper if he sees the blue flag - how much time or laps is not sure. Perhaps its 1 minute or 1/3 of the lap or from lap to lap different. After this unknown time you will get a Stop&Go warning. If you ignore it after 3 laps (?) you get a DQ :(

We discussed also the behavior for both driver someone say to the overlapped driver: drive your line, dont' leave it to the side for no irritations.

That doesn't work all the time so Linus/Wiege had a good suggestion to me - drive your line in the curves and go a little beside on a (long) straight line so that the overlapper can pass. Perhaps you have to slow down a little (!) to let him pass. May be its a good compromise.

On the other side - the overlapper has to be a little patient and wait for this or an other moment he can overtake. Not trying it immediatly always in the first curve or similar like a bulldog ;) :lol:

But if there are more then 2 driver involved the things will be more difficult because everyone has to decide in less then a second and is filled to the bursting point with adrenaline.

Thats what i've found here and in TS - and just my 2 cents.

rdjango

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Geschrieben von janosch - 12.12.2018 17:42

what BLUE FLAG means???

A drunken Guy on the Track.

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Re:Aw: what BLUE FLAG means???

Geschrieben von byagm - 12.12.2018 18:54

janosch wrote:
what BLUE FLAG means???

A drunken Guy on the Track.

a NUDE drunken guy on the track.

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Re:what BLUE FLAG means???

Geschrieben von byagm - 12.12.2018 19:15

Ty Rdjango and Calenborn for your 2 cents ;)

Thats what I'm trying to do with this post. Look at for different versions on how people feels the blue flag, nor from the backside, nor for the frontside.

Political things apart... XD ... True that nowadays everyone can run this game with the lowest laptop today... I have participate several times at 720p without antialiasing (I was like playing mario kart on N64) so, yes, probably is more what people wants to see than what they see.

Ok, you cannot see that little blue light, but...

Situation 1: one car is behind you a "liiittle bit" faster and XDtool says that your previous car is to 5 secs... "what could be??? Ooh! I'm gonna be lapped. I'll lose 0,5 secs and decelerate (not brake!) or go to the slow line of the road."

In the other side...

Situation 2: "I have lapped someone but now I'm losing a lot of time, now he's faster... I'll let him to be unlapped, probably both will go faster."

The particular case...

Situation 3: its ETCC. Last 3 turns. I'm gonna be laped 500m before the end... RUN FOOLISH RUUUUN like there was no tomorrow!!!" XD

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Re:Aw: what BLUE FLAG means???

Geschrieben von byagm - 12.12.2018 19:44

rdjango wrote:

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rdjango

Ask Manfred about losing a beauty big fight in the last 4 turns of the race because a laped alone car.

I really dont want to put a video on this post, but... if you wanna check: VIDEO

I remember that moment "what is byAGM doing?!?!" (youtube comment) posted on LeMans ETCC VIII. Epic. My team had been lapped, and on that race (the 4th) I was faster than the leader, its difficult to unlapp somebody when you are just a little faster...

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Re:Aw: what BLUE FLAG means???

Geschrieben von rdjango - 12.12.2018 22:14

Hi AGM,

its like real racing - look at the F1. And

together - friendly - unforced

despite adrenaline we'll try it B)

rdjango

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Geschrieben von DerOlf - 13.12.2018 10:18

I don't watch for blue flags ... i watch my mirror (frequently).

Then there is only one thing to decide. Is the following car in front of or behind me (regarding the leaderboard).

Its not only about faster cars/drivers. If you are on p7 and a faster p8 approaches, it is up to him, to find a way past you ... totally different if its a p3.

No matter flags waved.

Its rather easy to tell, if someone is lapping, or just trying to overtake.

Take a look in the mirror, and if there is a car faster than you, a short look behind tells its race position.

This is telling you, if you'll have to make way, or are allowed to fight.

You simply don't need the blue flag during the races.

I practice/Qualifiing its a little different of cause.

in those sessions, I simply let everyone pass, that seems to be in a fast lap ... as long as i'm not triing to do a hotlap myself.

Unlapping is a wierd situation for sure. Im allways a bt confused about how to handle that properly (luckily that doesn't occur very often).

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Geschrieben von CasparGTL - 13.12.2018 11:52

DerOlf schrieb:

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In qualy it's different indeed.

I regularly come up behind a slower car in qualy and that guy is doing qualy to so it's my job to find space for my hotlap, even in 15 or 5 minutes qualy.

If I don't succeed , tough luck. I start further back.

I see several people going out of the way for me and I suspect it's not needed. Some even go off track!! Even in race! DON'T do that. :)

I can't know if they are trying to set a time/improve pervious lap/ are on a hot one!

So I wait and try to make it the next lap.

Of course I am grateful for people who let me by but please, don't do it when you are trying yourself!!!

Of course I make way for faster drivers when I am on a slow/given up lap/outlap. But when I am trying hard on a good chance I don't give room to the fasties and I hope they will, and many do, are patient. If I am happy with my chance and the patience of the other guy I let them by next lap where both of us don't lose time or I give up so they can have a chance that lap.

It doesn't always work perfectly but most important, don't wreck your line/drive because there is someone faster behind you. :)

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Geschrieben von DerOlf - 15.12.2018 20:22

CasparGTL schrieb:

It doesn't always work perfectly but most important, don't wreck your line/drive because there is someone faster behind you. :)

Don't get that wrong ... i will only give way, if i am NOT on a trial for a fast lap.

And thats exactly as you described ... I let people pass in warmup-lap, or after a fault (spins, "bad" line or even a little "garden work") or if i had a cut-warning.

If none of this fits, i don't give a fuck ... i mean, its not my job to secure someones hotlap by giving up my own Q-laptime.

I think its most important to "watch your back".

Check the mirrors, look behind ... and

"try not to hinder someone, if you don't like to be hindered yourself" (strictly Kant ... or something like that).

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