

# CSRG

## 2007 GENERAL RULES AND SAFETY REGULATIONS

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**NOTE:** The rules and recommendations contained herein are for the use of members as an indicator of the limits within which cars may vary from absolutely original and still be eligible to enter CSRG events. These rules are subject to change by vote of the CSRG Board of Directors.

## I. PURPOSE AND PHILOSOPHY OF CSRG

The purpose of CSRG is to promote interest in and promote activities for historic and vintage sports racing automobiles. Primarily, CSRG provides race track events for its members. These events are for historic racing and production cars maintained as nearly as possible in their original condition and used in a sportsmanlike manner.

CSRG represents an attitude that has much to do with the appreciation, preservation and use of the car, and relatively little to do with conventional racing, which defines the car as a tool for winning at all costs.

Our racing provides a margin which accepts the irreplaceable nature of a piece of racing history as taking precedence over the individual need of its driver to win. CSRG does not and will not discourage competition, provided it is done with safety and with respect for one's fellow drivers. Cooperation between the fast and the not-so-fast is mandatory and is in keeping with the concept of maximizing the enjoyment for all.

Vintage racing, as defined by CSRG, is different from other forms of racing in that it is based upon participation, not victory. The veteran respects the beginner's right to the track and the beginner respects the veteran's right to motor to the extent of his ability and good judgment. A yearly drivers' clinic is held and is designed to help beginners improve their skills. The participant whose only purpose is winning has no place in the CSRG structure.

Drivers entering CSRG events are a unique group of individuals who have a responsibility to exhibit their historic cars as they were raced when new. The emphasis is on the cars and not on driver capability. While in many cases it takes considerable talent to operate the cars, this is not a showcase for drivers. Much time and expense has gone into the restoration of these cars. Poor judgment and/or over-enthusiasm on the part of the driver could damage or destroy his car, or worse yet, somebody else's. Proper driver attitude must be the prime concern of each member of CSRG.

As we are reminded each time we go racing: racing can be dangerous. Each driver must consider the exposure to injury each time he or she enters the race car, even though the cars are well prepared and the drivers outfitted in the latest of safety equipment.

If a driver feels that fatigue, illness, heat or emotions are impairing his/her driving capabilities, he/she should come off the track immediately for assistance.

Each driver has a responsibility to himself and the club to drive in a safe and sane manner, keeping egos and emotions in control. When it appears to the event officials that a driver is having a problem, the driver will be brought in to discuss his or her situation with the Black Flag Staff, a Race Steward and/or one or more members of the Board of Directors. This is for the benefit of the driver as well as other entrants. See Appendix B for details on driver discipline procedures.

CSRG does not discriminate as to who can become a member; however, participation in a CSRG event is, indeed, subject to restrictions. Participation in CSRG events implies agreement to abide by these and any other rules implemented by the Board of Directors, our insurance carrier, event officials or venue officials. By participating in a CSRG event, you waive the right to legal action against any individual or organization involved in the presentation of the event.

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## **II. DRIVER ELIGIBILITY REQUIREMENTS**

Acceptance of entry in a CSRG event requires the entrant/driver to have a current CSRG membership or membership in a club invited to that event; current Medical Card or equivalent; and proof of completion of a professional two-day racing school or acceptable equivalent racing experience.

A driver who is on the Vintage Motorsports Council Disciplinary List as a result of disciplinary action by another vintage racing organization may be denied entry in a CSRG event.

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### III. CAR ELIGIBILITY, CLASSIFICATION and PREPARATION

#### A. Eligibility

To be eligible for participation in any CSRG event, a car must have received Provisional Acceptance from the Board of Directors. Provisional Acceptance is granted when the Car Eligibility Chair has reviewed the written CSRG Car Submission Form for the car and its accompanying photographs and documentation, and has satisfied him/herself and the Board of Directors that the car as described in the Submission Form and documents appears to meet CSRG Eligibility and Preparation Criteria.

Provisional acceptance means the following things:

- At its first appearance at a CSRG event, the car must wear the letter “P” on its rear bodywork to invite scrutiny and comment by other members.
- The car is subject to examination at its first appearance and any time thereafter, to ascertain its conformity to the documentation submitted, and to the General Rules and Safety Regulations.
- It is the responsibility of the car’s owner to maintain it in the same conformity as provisionally accepted. Any change or modification in the car’s preparation, specifications, appearance, equipment, or tires must be reported to CSRG with additional documentation. Re-submission of the car may be required at the discretion of the Board or the Car Eligibility Chair.
- Provisional acceptance may be revoked by the Board of Directors for failure to comply with these requirements.
- Provisional acceptance is voided upon transfer of the car to another owner or upon the owner’s failure to renew membership in CSRG before the first event of the season.
- Upon change of ownership, a car must be re-submitted to the CSRG Board for a review of its eligibility under current CSRG criteria. Past CSRG acceptance, a CSRG Log Book or CSRG racing history are *not* a guarantee that the car meets current CSRG eligibility criteria or that it will be automatically accepted for participation in future CSRG events.

Any three CSRG members may protest, in writing, any car which they believe does not conform to the Classification and Preparation criteria. A car which has been protested will have to be re-examined before it will be allowed to participate in its next CSRG event.

Intentional falsification of the Car Submission documents or changes to the car which take it out of compliance with CSRG Classification and Preparation criteria can result in the entrant’s permanent suspension from CSRG.

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## **B. Classification**

CSRG classifies cars into eight basic categories, each with its particular criteria of car type, time period of manufacture, and degree of modification. These categories are for eligibility only and do not necessarily reflect the grouping of cars for races. Race grouping takes into consideration both car classification and car/driver performance potential.

### **CATEGORY 1: PRE-WAR CARS**

#### **All cars built and as raced prior to December 31, 1941**

This category includes all cars that have been preserved from the earliest era in racing. Cars should be presented in their original configuration and have the original type and size engine, gearbox, brakes and wheels.

Tires on cars in this category must be as close as possible to the original size.

### **CATEGORY 2: SPORTS RACING CARS—CLASSIC PREPARATION**

#### **Cars built for racing prior to December 31, 1962**

This category includes two-seat, purpose-built race cars originally run in the Sports or Modified classes, built before the end of 1962. Cars must be presented in their original configuration as raced before the end of 1962, and must have the original type and size engine, gearbox, brakes and wheels.

Tires for this category shall be molded-tread vintage race tires (Dunlop L-section or similar) or a DOT street tire with an aspect ratio of not less than 70. Tire size must be as close as possible to the original size.

### **CATEGORY 3: SPORTS RACING CARS—HISTORIC PREPARATION**

#### **Cars built for racing prior to December 31, 1965; USRRC Sports Racing Cars built for racing prior to December 31, 1967; FIA Group 4 cars and other Modified or Improved Production cars as raced prior to December 31, 1967**

This category includes two-seat, purpose-built race cars originally run in the Sports or Modified classes, built from 1963 until 1965; 1967 USRRC cars; and 1967 and earlier production cars which were modified or improved for competition under International, National and Regional rules accepted by the CSRG Board of Directors, such as FIA Group 4, CASC, Clubmans, or major Rallies. Cars must be presented in a configuration of bodywork, tires, wheels, engine and gearbox that is consistent with their respective time limit and rule sets.

Tires for this category must be fully treaded vintage-type race tires of the same size originally used on the car.

### **CATEGORY 4: FORMULA CARS—CLASSIC PREPARATION**

#### **Open-wheel cars built for racing prior to December 31, 1962**

This category includes FIA Formula 1, 2, 3 and Junior cars manufactured through the end of 1962. Cars must be presented in their original configuration and have the original type/size engine, gearbox, brakes and wheels. Cars in this category must conform to the requirements of Monoposto Racing (see **Sources of Documentation** below) except that brake and rain lights are not required.

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Tires for this category shall be molded-tread vintage race tires (Dunlop L-section or similar) or a DOT street tire with an aspect ratio of not less than 70. Tire size must be as close as possible to the original size.

#### **CATEGORY 5: FORMULA CARS—HISTORIC PREPARATION**

##### **Open-wheel cars built for racing prior to the dates specified below.**

This category includes: FIA Formula 1 and Junior cars manufactured through December 31, 1965; SCCA Formula A and Formula Libre manufactured through December 31, 1965; FIA Formula 2 & 3, SCCA Formula B and Formula Vee manufactured through December 31, 1969; and Formula Ford manufactured through December 31, 1972. All cars must be presented in a configuration appropriate to a point in time within the limits of the eligible years, and must conform to the requirements of Monoposto Racing with the following amendments:

- Single-piece alloy wheels of the correct size are allowed for Formula Ford;
- Any tire approved for CSRG Historic Preparation is allowed for Formula Ford;
- Brake and Rain lights are not required;
- CSRG recommends but does not require fuel cells and on-board fire systems.

Tires for this category shall be as specified in the rules of Monoposto Racing.

#### **CATEGORY 6: PRODUCTION AND GT CARS—CLASSIC PREPARATION**

##### **Road-going cars produced and as raced prior to December 31, 1962**

This category includes road-going cars manufactured from 1945 through 1962. Preparation is limited to the specifications and modifications that were in effect during the pre-1963 period. The car's owner is responsible for documenting the period authenticity of any modifications from the car's original manufacture.

Acceptable tires for this category are described in Appendix A.

#### **CATEGORY 7: PRODUCTION AND GT CARS—HISTORIC PREPARATION**

##### **Road-going cars produced and as raced prior to December 31, 1967**

This category includes all road-going automobiles that are prepared to a point in time from 1963 through the end of 1967. This category acknowledges that during the 1960s, some production and GT cars were modified and raced for several years following their date of manufacture. Therefore this category allows cars to be prepared to a set of rules listed by a recognized sanctioning body (FIA, SCCA, or an FIA-recognized competition sanctioning body whose rules are accepted by the CSRG Board of Directors) for racing in production and GT classes, for any year through the end of 1967. The car's owner is responsible for specifying the rule set to which the car is prepared, and for documenting the period authenticity and rule compliance of any modifications from the car's original manufacture.

This category also recognizes that several cars remained essentially unchanged for some years after 1967 (*e.g.* MGB, Sprite/Midget, Porsche 911, Lotus Europa.) These continuation cars are allowed if they are prepared to the correct appearance, specifications, and permitted modifications for no later than the 1967 model year, and shall be designated as 1967 models.

Acceptable tires for these cars are described in Appendix A.

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## **CATEGORY 8: FIA 2 LITER, GROUP 6 & GROUP 7 (CAN-AM) SPORTS RACING CARS**

### **Cars built for racing in FIA 2 liter, Group 6 & Group 7 classes prior to December 31, 1974**

This category includes two-seat, purpose-built race cars originally run in and conforming to the rules of the FIA 2 liter, Group 6 and Group 7 (Can-Am) classes, built before the end of 1974. Cars must be presented in their original configuration as raced before the end of 1974, and must have the original type and size engine, gearbox, brakes and wheels.

Tires for this category shall be unrestricted (slicks are allowed) except that tire size must be as close as possible to the original size.

### **Responsibility for Documentation**

Each car's owner is responsible for documenting its period authenticity according to the applicable Category. Every member is encouraged to seek out the history of his/her car, to become familiar with the way it and its competitors were prepared and raced in their day, and to provide the Car Eligibility Chair and the Board with thorough documentation supporting its classification.

### **Sources of Documentation**

#### *Log Books, Historical Records*

A car with actual period racing history may have a record of its preparation and modifications in its records from the era. Racing programs, photographs, and published results may also provide valuable information.

#### *Factory Specifications*

Manufacturers' build sheets are good source documents. Some manufacturers also listed optional factory-available equipment while their cars were in active competition. Marque history books and marque clubs may be useful sources of such information.

#### *Sports Car Club of America*

The SCCA's General Competition Rules (GCR) and Production Car Specifications (PCS) for 1962 and 1967 are very important as sources of acceptable modifications of cars in Categories 6 and 7, respectively. These rules and specifications are available for purchase from the SCCA as publication #5684, by mail order or via the web site: <<http://www.scca.org>> They may also be viewed and downloaded at the SOVREN web site: <<http://www.sovren.org/competition/competition.htm>>

#### *Fédération Internationale de l'Automobile*

Many cars were homologated with the FIA. Records of the homologation for a particular car may not always have survived but one source of this information is the FIA affiliate club of the car's country of origin.

Marque history books and marque clubs may also be useful sources of FIA homologation data.

#### *Monoposto Racing*

Cars in Categories 4 and 5 must conform to the requirements of Monoposto Racing <[monoposto.com](http://monoposto.com)> for the respective type of car. Monoposto Racing rules and regulations are available for purchase from:

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## **C. Preparation**

The following rules are in addition to those called for by each car's classification requirements and the general safety rules. Owners are encouraged to consult with the Car Eligibility Chair about issues specific to their cars.

### **General**

- Substitution of different materials or components than originally permitted is prohibited except where specifically permitted elsewhere in the CSRG rules.

### **Engine**

- Bore, stroke and valve dimensions are expected to conform to the requirements of each car's category.
- Improvements can be made to the engine oiling systems on production cars with the use of modified pans and oil pumps and coolers. Dry sumps are not permitted on any car not originally so equipped.
- Electrical systems do not need to function on production cars, but a generator must be installed.
- Ignition systems are limited to period-correct distributor and coil, or magneto if appropriate. Contact points may be replaced with a magnetic or optical trigger provided it is fully contained within the body of the distributor. Electronic rev limiters are allowed. Other electronic ignition components are not allowed.
- Roller rockers are not allowed except when period correct.

### **Chassis & Drivetrain**

- Non-period gearboxes and shift mechanisms are not allowed.
- All cars may use any brand and material brake pads and linings.
- Drilled or slotted brake rotors are not allowed.
- Driver-operated brake-bias adjustment is not allowed.

### **Exterior**

- Production and sports-racing cars must have headlights in place, or suitable blanking plates inside the original trim rings. The use of headlight openings as air intakes is not permitted. Parking and turn signal lenses may be replaced with suitable blanking plates.
- All cars which are equipped with batteries must have operating brake lights.
- Wheel arches and fender flares must be period-correct.
- Only period-correct advertising is permitted.
- Race numbers must be in a color clearly contrasting with their background, and must be at least 12 inches high.

### **Interior**

- Production cars must have upholstered door panels, a full-width period-style dash and a passenger seat.
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## IV. SAFETY REGULATIONS

### A. INTRODUCTION

These regulations regarding required safety equipment and permissible modifications pertaining to automobiles entered in CSRG events have been developed by the Technical Inspection Committee in conjunction with the Board of Directors.

It is beyond the scope of these rules to cover every situation, nor are they intended to replace the judgment of the Technical Inspection Committee and/or the Board of Directors, who retain the responsibility of interpreting these rules and rendering judgment in individual cases.

It is the responsibility of each entrant to examine these rules. If there is any question as to the eligibility of a car, the owner should contact the Car Eligibility Chair. If there is a question regarding technical or safety aspects of the car, contact the Chief of Tech. Requests for a ruling on either subject must be submitted in writing, not less than two weeks prior to the event. Late requests may not be considered.

### B. SAFETY REGULATIONS

In order to participate in CSRG events, the following safety regulations must be met.

- Every car must pass a technical inspection for each event. If a car is involved in an incident on the course or in an off-course excursion, the car must be re-inspected.
  - Each driver must present his safety gear at tech inspection while the car is being inspected.
  - It is the responsibility of the owner/driver to make sure that each driver signs all liability releases and that this is noted on the technical inspection form.
  - It is also the responsibility of the owner/driver to make sure the car is in race-worthy condition, ready for tech inspection.
  - CSRG strongly encourages its members to take advantage of all available safety precautions and equipment.
  - All cars must be presented at technical inspection in race-ready condition, with a vehicle log book and medical cards for each driver entered.
  - The car and all mechanical elements must be clean and tidy, so that an effective inspection can be made.
  - The engine, gearbox, differential, tanks and reservoirs must be free of leaks.
  - Separate catch tanks, each of one quart capacity, are required: one for the coolant system; one for the engine; and one for the transaxle type gearbox, if applicable. They must be securely mounted and easily accessible for checking and emptying.
  - All suspension and steering components must be properly fitted without excessive play. It is strongly recommended that all suspension parts be magnafluxed each year prior to the race season and after any off-course incident where the suspension may have been damaged.
  - The brake system must be in good condition, with fresh fluid at proper levels. All brake lines and hoses must be in good condition and protected from abrasion. No seepage is allowed.
  - Tires must conform to the FIA or SCCA regulations that were in effect in the time period for each category and must have a molded tread pattern. At least 1/16" of tread depth is required. Old, dry, cracked tires will not be accepted. See also Appendix A.
  - Quick-release fuel or oil fillers must have provisions for a positive lock or must be safety-wired so as not to open under impact. Fuel cells are strongly recommended in all cars.
  - All cars must be equipped with a dry chemical type fire extinguisher (minimum 2-1/2 lb.) securely fastened and readily accessible in the cockpit. An on-board fire system is a strongly recommended alternative. The driver is responsible for up-to-date certification.
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- All drain plugs must be safety wired or paint striped.
- It is recommended that each car have a master electrical cut-off switch which is clearly marked and accessible from outside the car.
- Batteries must be securely mounted. Batteries located in the cockpit must be covered or enclosed in a container. Battery terminals must be covered.
- Each carburetor must have a separate return spring (internal is acceptable) in addition to a return spring for the throttle linkage.
- Wheels must be free of cracks, corrosion and other faults. Alloy wheels are to be free of corrosion, and it is strongly recommended they be crack tested each year. Wire wheels must have all spokes and be properly tensioned. After-market wire wheel adapters are not permitted.
- Firewalls (a nonflammable panel with a minimum of holes) must be provided between the cockpit and engine.
- Undertrays must have drain holes wherever fluids might collect.
- All cars must have at least one mirror with a total area of no less than eight (8) sq. inches.
- All hoses, cables and wires must be clipped or secured to prevent movement and abrasion.
- All hoods, deck lids and body panels must be securely fastened.
- It is recommended that all cars have an eyebolt or equivalent securely mounted on the front and rear of the car to attach a tow cable.
- A functioning brake light is required, except on cars in CSRG Category 4 and 5.
- Rollbars and shoulder harnesses are strongly recommended in all cars.
- Seatbelts with metal-to-metal fasteners are required in all cars. Seatbelts are to be competition type, of nylon webbing at least three inches wide. Mounting must be to a frame member or through the floor pan to load distribution plates. A 5 or 6 point harness is strongly recommended in cars with rollover protection. A two-inch lap belt, used with a two-inch shoulder harness and an anti-submarine strap, in conjunction with three inch wide pads located in critical areas, is also acceptable. Y-type shoulder straps are not allowed. Seatbelts should be replaced at least every 5 years.
- The use of Glycol in cooling systems is prohibited.
- Tonneau covers must be removed or secured by locking fasteners.

**Personal safety gear** is required for each driver as follows:

- A **helmet**, rated Snell SA2000 or later. No M-rated helmets are permitted. Full face helmets are strongly recommended. **Eye protection** is required in all cars.
  - A one-piece **driving suit** made of Nomex or equivalent fire-protective material. One- or two-layer Nomex suits require Nomex underwear; three-layer suits do not require Nomex underwear, although it is highly recommended. Two-piece driver suits are not acceptable.
  - A **balaclava** is strongly recommended, especially for those drivers with long hair or facial hair.
  - **Gloves** made of leather or Nomex or equivalent material, and specifically designed for race use.
  - Nomex or Leather **shoes** specifically designed for race use, with Nomex or equivalent **socks**. **Arm restraints** are recommended in all open cars.
  - **Window nets** are recommended in closed cars as an alternative to arm restraints.
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## APPENDIX A: TIRE SPECIFICATIONS

The Board of Directors of CSRG continues to give consideration to the question of suitable and acceptable tires for vintage cars. The overall goal is to ensure that our cars run on tires which are representative of the time-period that the cars represented when new. This needs to be balanced against the reality of the tires available today, and the safety aspects of the sport.

The use of today's available vintage type race tires is encouraged and preferred, but modern street tires from any manufacturer are acceptable under the following restrictions.

### **Tire Eligibility**

Tire size and type must conform to the FIA or SCCA regulations that were in effect in the time period for the car as defined in Section III B. In the case of Formula cars, the tires must conform to current Monoposto Racing regulations. The safety requirements for tire condition are outlined in Section IV.

The following manufacturers produce acceptable treaded vintage racing tires:

Avon  
Dunlop  
Englebert  
Goodyear  
Hoosier  
Michelin

Examples of acceptable DOT-approved tires:

Any tire with an aspect ratio of 70 or greater for Classic Preparation or 60 or greater for Historic Preparation cars and a wear rating greater than 40.

Imported radial tires not approved by DOT may be acceptable case by case. Ask the Car Eligibility Chair before investing.

The Sumitomo/Dunlop Formula R D93J radial is acceptable even though not DOT approved.

Examples of DOT-approved tires that are **not acceptable**:

BFGoodrich g-Force T/A  
Goodyear GSCS  
Hoosier Radial  
Any other new tire with a wear rating less than 40.

**CSRG reserves the right to exclude any tire that does not fit the spirit of Vintage Racing.**

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## **APPENDIX B: DRIVER DISCIPLINE PROCEDURES**

The sole purpose of driver discipline is to keep attitudes consistent with safety and the stated aim of CSRG as expressed in the introduction to this publication.

Disciplinary action by the Chief Race Steward, Race Chairman or the Board of Directors is not subject to appeal. The offending driver may discuss the matter with the officials, but only for the purpose of clarification and not as an appeal.

### **A. CO-OPERATION**

In the event of a concern on any driver's part as to the on-track behavior of any other driver, the first course to follow is direct driver-to-driver discussion. This is done without any official participation and is usually enough to produce a satisfactory outcome. These discussions should be of a positive and helpful nature and may be brought up, for example, by either slower drivers being overtaken in a startling manner or by faster drivers not being given reasonable opportunity to pass safely. If this direct discussion fails to resolve the problem, both parties should meet with the Race Chairman (who is a member of the Board of Directors) or the Chief Race Steward. A private three-way conversation will ensue in order to resolve the problem. The Race Chairman and/or the Chief Race Steward may be contacted through the official headphones at the head of pit lane.

### **B. OFFICIAL INTERVENTION**

If the Chief Race Steward or other authorized observer determines that any driver is behaving in an unsafe manner, the driver will be brought in to the Black Flag Station and the situation will be discussed in private with the Race Chairman or a Race Steward. In some cases, instead of being called in, the furled black flag will be displayed. If the driver then corrects his behavior, no further action will be taken at that time.

If a driver is brought in to the Black Flag Station twice during one weekend, he may be suspended for the remainder of that event.

### **C. ACTION BY THE BOARD OF DIRECTORS**

Repeated or flagrant violations at one event or over the course of several events will result in sanctions by the Board of Directors against the driver. The severity of the offense will determine the action applied. Disciplinary actions include one or more of the following:

- A. Verbal warning.
- B. Written reprimand.
- C. Under Observation. Notification in writing.
- D. Probation. Notification in writing.
- E. Suspension for one or more events. Notification in writing.
- F. Suspension for one season. Notification in writing.
- G. Permanent suspension. Notification in writing.

### **D. INCIDENTS INVOLVING CONTACT**

In the event of any vehicle contact incident, a committee comprised of the Race Stewards and at least two Board Members shall determine fault (if any) by a majority vote. If a driver is determined to be at fault, neither that driver nor that vehicle shall be allowed to return to racing activities during the remainder of the race weekend. The offending driver will, at the minimum, be placed on probation for his or her next

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three CSRG race events. If the driver is involved in another at-fault contact incident during the probation period, he or she will be subject to a 13 month suspension of all racing privileges.

#### E. THIRD-PARTY REPORTING

As a member of the Vintage Motorsports Council, CSRG complies with that organization's requirement that Probation or Suspension of a driver be reported to the VMC, who then pass that information on to all VMC Member Organizations.

## **APPENDIX C: PERMANENT NUMBERS POLICY**

CSRG maintains a register of car numbers and assigns them for use by its members. Numbers are assigned according to the following guidelines.

- Numbers are only assigned for use by paid-up members. Dues must be paid on or before the entry deadline for the first race event of the calendar year. If this requirement is not met, the assigned numbers will revert to the pool.
  - The assigned numbers must be actively used. If an assigned number is not used on an entry for a period of 24 months it will revert to the pool. Members with specific hardships may apply for exemption from this requirement.
  - The number is assigned for the use of a member. It is not assigned to a specific car. When a car is sold, even if to another CSRG member, the number previously used for that car will not automatically transfer.
  - Numbers are assigned on a first come, first served basis. Members may apply to be on the wait list for any desired number. All applications must be in writing.
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## APPENDIX D: FLAGS AND FLAGGING PROCEDURES

### Command Flags:

**Yellow Flag** – Advises of a local condition which is unsafe to corner workers or a fellow competitor. Do not pass; go through the incident or situation in single file at a reduced speed.

**Waving Yellow Flag** – Same as a Yellow Flag with the added proviso: Be prepared to stop.

**Double Yellow Flag** – Same as Yellow Flag except the full course is on Yellow Flag. Usually in a race, the safety car may lead the field until the on track situation is cleared. When cleared, the race will re-start with a Green Flag at start/finish. Do not pass!

**Mechanical Black** – Something has been observed as wrong with your racecar or you are being called in for some non-punitive reason. Continue your lap at safe speed and exit at the pit lane at your first opportunity. This flag may be shown at start/finish and at selected locations around the circuit. A number board is usually shown with this flag.

**Open Black Flag** – Something has been observed as unsafe or other inappropriate behavior on your part. Continue your lap at safe speed and exit at the pit lane at your first opportunity. This flag may be shown at start/finish and at selected locations around the circuit. A number board is usually shown with this flag. Behaviors which will probably result in a Black Flag are:

- Body contact with another competitor.
- An off-course excursion.
- An on-course spin.
- Blocking.

**Black Flag All** – A situation has occurred which has caused the operating steward to call all racecars from the course. As with the Mechanical and Open Black Flag, continue your lap at safe speed and exit at the pit lane at your first opportunity. This flag will be shown at start/finish and at all other flag stations around the circuit. An “ALL” board is usually shown with this flag. The flags may be waving or stationary. Do not go by the pit entrance. Line up at the Black Flag station and wait for further instruction from pit lane or re-entry personnel.

**Red Flag** – Usually shown at start finish only, but may occur around the circuit. Look in your mirrors to assess your situation, slow safely, pull to the side of the road and STOP. Do not continue around the circuit. A course marshal will give you instructions on when and how to proceed.

**Checkered Flag** – Your practice, qualifying, or race session is over. Continue your lap at safe speed and exit at the pit lane at your first opportunity. Do not go by the pit lane entrance. This flag is shown at start/finish, conceivably could be shown at other stations around the circuit.

### Advisory Flags:

**Green Flag** – Displayed at the start/finish line, advising you the course is open for practice, qualifying, or racing.

**White Flag** – advising that a slower vehicle may be ahead of you. This could be a slow competitor, or an emergency vehicle. This flag may also be used on your first practice or qualifying lap to inform you where the flag stations are.

**Surface Flag** (red and yellow stripe) – advising that a change of track surface condition has occurred since your last lap. It might be oil, water, dirt, or another condition.

**Blue Flag** – advising that a competitor is following closely or a faster car is approaching fast. Check your mirrors and be considerate.

**Furled Black Flag** – shown at start/finish, usually with a number board. You have been reported as driving inappropriately. The next such observance could result in an Open Black Flag.

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## More on the Black Flag

The Black Flag is displayed to an individual driver in one of two ways: Closed or Open.

**A CLOSED BLACK FLAG** will be given for the following reasons:

- Spinning on course (all wheels on the black stuff).
- Putting two wheels off the racing surface.
- Driving in a manner inconsistent with the current on-track activity.

The expected driver response is to rein in and avoid repetition.

**AN OPEN BLACK FLAG** will be given for the following reasons:

- Passing under a yellow flag (waving or standing).
- Body contact with another car.
- Putting four wheels off course.
- Very aggressive or dangerous driving.
- Multiple closed black flag violations.
- Ignoring the mechanical black flag.

The expected driver response is to report to the Black Flag Station for instructions from the Black Flag Steward. If it is possible to report to the Black Flag Station after the incident and before receiving the black flag, DO SO.

**THE MECHANICAL BLACK FLAG** will be given for the following reasons:

- The loss of fluids on course.
- Observed mechanical problems.
- Violation of the session sound restrictions.

The expected driver response is to report to the Black Flag Station for instructions from the Black Flag Steward and/or inspection of the vehicle by a Tech Inspector.

**NOTE:** Circumstances may prevent the actual display of the Black Flag (the checker flag is out, an emergency is in progress, the driver has pitted prior to the Black Flag display etc.). This does NOT negate the violation. If the driver has not already done so, he or she must report to the Black Flag Station for instructions from the Black Flag Steward.

**BLACK FLAG AT ALL FLAG STATIONS** means that a situation has occurred which has caused the operating steward to call all racecars from the course.

As with the Mechanical and Open Black Flag, the expected driver response is to continue your lap at safe speed and exit at the pit lane at your first opportunity. This flag will be shown at start/finish and at all other flag stations around the circuit. An “ALL” board is usually shown with this flag. The flags may be waving or stationary. Do not go by the pit entrance. Line up at the Black Flag station and wait for further instruction from pit lane or re-entry personnel.

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## **APPENDIX E: CSRG FORMULA FORD RULES**

CSRG belongs to Monoposto Racing and adheres to their rules. Monoposto Racing rules and regulations for Formula Ford may be found at their web site: <http://monopostorules.homestead.com>

The rules are written to promote the vintage attitude. To successfully assemble a Formulas Ford, you must first assemble the proper attitude.

The intent of this Appendix is to highlight the Monoposto rules that CSRG would like to emphasize, stress CSRG recommendations, and list the Monoposto rules that CSRG has modified.

### **CSRG Emphasized Rules:**

Solid-state ignitions are not allowed. All cars must run with points and condenser.

Note: Rev limiting devices may be used as long as the points/condenser rule is not compromised and performance is not enhanced.

Rubber donuts must be retained unless car owner can prove CV joints are original to car.

All engine specifications listed herein.

Note: Aluminum heads are not allowed.

Minimum weight 925 lbs., including coolant and lubricants, but not driver and fuel. In other words should CSRG check weight at the end of a race, without the driver in the car it should weigh no less than 925 lbs.

CSRG will retain the "9092" compound rule. That is CSRG will only accept:

Front: Dunlop 135/545-13 CR82 9092 FF

Rear: Dunlop 165/580-13 CR82 9092 FF

### **CSRG Highly Recommends:**

Fuel cells

Add a belly pan with something between you and the track other than plastic. As minimum consideration provide a plate under your seat and feet.

Crack-checking frame, wheels, and suspension components.

Roll bars a minimum of 2" over driver's helmet and built to SCCA specifications.

### **Monoposto rules CSRG has modified:**

CSRG allows alloy wheels. These wheels must conform in size to the original steel wheels (13" x 5.5"), but offset is open.

In cases where it is documented that the car was originally so equipped by the factory, original wheel spacers wider than the 1.5" maximum permitted by Monoposto rules will be accepted.

Only steel bodied or aluminum shocks without remote reservoirs are permitted.

In addition to the crankshaft specifications listed in the Monoposto rules, CSRG will accept the "cast steel" crank such as the one being marketed by Dave Bean (P/N 470E 0333).

CSRG will allow new manufacture or remanufactured Ford OE specification blocks.

Brake and rain lights are not required but are recommended.

If it is not specifically spelled out, it is forbidden.

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