Classic Sports Racing Group - Vintage Racing Since 1968

CSRG 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.

INTRODUCTION

I. THE PURPOSE AND PHILOSOPHY OF CSRG

The purpose of CSRG is to promote interest in and 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 configuration 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. The race cars of CSRG have written their racing histories decades ago, and their current custodians' racing results cannot change those histories.

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's ego. 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 drive to the extent of his ability and good judgment. 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 vintage racecars 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/her car, someone else's. car, or injure another event participant. Proper driver attitude must be the prime concern of each member of CSRG.

As we are reminded each time we go on track: 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.

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, a driver waives the right to legal action against any individual or organization involved in the presentation of the event

II. DRIVER ELIGIBILITY REQUIREMENTS

Acceptance of entry in a CSRG event requires the entrant/driver to have a current CSRG Racing Membership or, if a member of an organization invited to that event, a Single Event CSRG Membership; a current Medical Card or equivalent; and proof of completion of a professional racing school or acceptable equivalent racing experience. CSRG honors competition licenses from the FIA, NASA, SCCA, PCA, and all VMC vintage clubs.

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

III. CAR ELIGIBILITY, CLASSIFICATION, and PREPARATION

A. CAR ELIGIBILITY

The fundamental purpose of CSRG race car eligibility rules, and historically of CSRG's existence, is, and always has been, to present race cars as built and raced "in their day" under the rules of a major, recognized sanctioning organization of that day. So, the rules for each race car were set some decades ago and are, in fact, “carved in stone.” The only permitted deviations from those original rules are detailed in the CSRG rule book and are allowed for safety reasons or, in rare instances, because of component unavailability.

To be eligible for participation in any CSRG event, a car must have received Provisional Acceptance from the Board of Directors, unless specifically accepted for a single event as a Guest Car. Provisional Acceptance is granted when the Car Eligibility Chairperson 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:

- The car is subject to examination at its first appearance and any time thereafter, to ascertain its conformity to the documentation submitted, to any conditions of Provisional Acceptance, 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 Chairperson.
- Provisional acceptance may be revoked by the Board of Directors for failure to comply with these requirements. Thus, the car never graduates from its “provisional” acceptance to permanent acceptance.

- 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 CSRG member may protest, in writing, any car which they believe does not conform to the Classification and Preparation criteria. A car which has been protested by at least three (3) members 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.

B. CLASSIFICATION

CSRG accepts cars in three broad classifications:

1. **Race cars** manufactured and as used in competition **prior to 1950**;
2. **Volume-produced (Production) road cars** manufactured and as used in competition prior to 1973
3. **Purpose-built race cars** manufactured and as used in competition prior to specific dates as listed in the Cut-off Date Table on Page 5.

1. To be eligible, a **pre-1950 racing car** must be as manufactured and as used in competition prior to December 31, 1949.

2. To be eligible, a **Production car & Sedan** must run on approved tires (see appendix A) and conform to one of the following sets of specifications:

1972 or earlier FIA Homologation documents for that make and model car;

1972 or earlier SCCA rules for that make and model car;

1972 SCCA A, B, C, or D Sedans and compatible cars

1972 or earlier rules of a recognized motorsports sanctioning body the rules of which are accepted by the CSRG Board of Directors.

The entrant must specify a specific rule set (example: 1962 SCCA GCR). Advantageous selection or combining specifications from different rule sets is not acceptable; however, the Board may make an exception for a car which actually raced under some other major sanction prior to the CSRG cut-off date for that Category of race car, provided that the owner can document that this is the actual race car, and that it conforms in every way to the specifications in which it raced. An example would be a race car which competed in and conforms to the rules of the European Hill Climb Championship prior to December 31, 1972.

3. To be eligible, a **purpose-built race car** must have been built in the period prior to the CSRG cut-off date for that Category of car, and must conform to the competition rules for the series for which it was built or for which it was eligible. Combining advantageous specifications from among the rules of different sanctioning bodies or formulas is not acceptable; however, the Board may make an exception for a car of historic significance as long as it is documented that it was built prior to the CSRG cut-off date for that Category of car.

CSRG ACCEPTABLE CARS	CUT-OFF 12/31
Pre-1950 Race Cars	1949
Sports Racing Cars, Clubman Cars,USRRC cars and Modified Production Cars not complying with **Production car** requirements above	1967
Classic Improved Production & GT (SCCA, FIA Group 4, CASC, etc.)	1967
Historic Improved Production & GT (SCCA, FIA Group 4, CASC etc.)	1972
FIA Formula 1, 2, 3	1985
SCCA Formula A/5000	1976
SCCA Formula B	1969
SCCA Club Formula Ford	1981
SCCA Formula Ford	1972
SCCA Formula Libre	1965
SCCA Formula Super Vee	1988
SCCA Formula Vee	1972
SCCA/FIA Formula Junior	1963
SCCA/IMSA Formula Atlantic	1986
FIA 2 Liter, Group 6 and Group 7, SCCA Can-Am and Sports Racers	1978
Sports 2000	1993
Vintage Spec Miata	1997
Significant Race Cars as raced under other recognized sanctions	1997

IN GENERAL, RACE CARS MUST BE PREPARED IN CONFORMANCE WITH THE RACE SANCTIONING BODY'S COMPETITION RULES FOR THE MAKE, MODEL, AND YEAR OF PRODUCTION FOR THAT INDIVIDUAL RACE CAR.

Responsibility for Documentation

Each race 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 Chairperson 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 Vintage and Historic General Competition Rules (1972 and older)
- These rules and specifications are available for purchase from the SCCA as publication #5684, by mail order or free via the web site: http://www.scca.org. as a PDF download.

- 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 sources of FIA homologation data.

C. PREPARATION

The following rules are in addition to those specified by each car's classification requirements and the general safety rules. Owners are encouraged to consult with the Car Eligibility Chairperson 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

• Engine internals concerning durability are free.

• Bore, stroke shall 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

• Production car ignition systems are limited to choices on the following list:

1. Period-correct distributor & coil with points and condenser (magneto if appropriate)
2. Points replacement such as:
    a. Pertronix
    b. Lumenition Magnetronic

3. Capacitive discharge systems. No digital systems or externally adjustable systems. No adjustable advance curves. Systems allowed are:
    a. Lucas HEI
    b. Crane XR700
    c. Crane XR3000
    d. MSD 6A or 6AL (with rev limiter)
    e. Mallory Hyfire 6A
    f. Lumenition Optronic
    g. Accel 300+

Systems will still use a distributor for triggering and distribution. Crank-triggered ignitions, coil-on-plug or individual coil ignitions are all not allowed. Electronic rev limiters are allowed.

Chassis & Drivetrain

- Gearboxes are free, but must have the same number of forward gears as original.
- No sequential shifters unless allowed by applicable GCR or other eligible ruleset.
- All cars may use any brand and material brake pads and linings.
- Drilled or slotted brake rotors are not allowed except when specified as original equipment.

Exterior

- Production and sports-racing cars must have headlights in place, or suitable blanking plates inside the original trim rings. 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, and a full-width period-style dash.

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.

The Chief of Tech may require changes or modifications to improve safety of any car. Any participant in disagreement with these requirements may appeal in writing to the Board of Directors.

A car in an incident or accident resulting in damage of any kind to the car, either on-track or off-track, must be given a thorough re-inspection by a Tech Inspector, or other approved designated person, before any further on-track racing activity. Any damage to a car must be noted in the car's logbook.

CSRG's safety regulations have been developed to address most situations; however, at the discretion of

the Chief of Tech or the Board of Directors, an exception may be approved for special circumstances.

Approved exceptions must be noted in the competitor's logbook and may be revoked or modified at a future time if deemed necessary.

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 Chairperson. 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 mandatory safety regulations must be met. Included in this Section IV of the Rules & Regulations, are additional recommendations that are not mandatory but are informational for competitors to consider.

1. MANDATORY CAR SAFETY REGULATIONS & ANNUAL TECH

- Every car must pass a technical inspection. If a car is involved in an incident or is compromised in any way, the car must be re-inspected.
- Tech inspections are valid until the end of the current racing season, or until the car is otherwise compromised and requires re-inspection. Re-inspections are at the discretion of the Chief of Tech.
- Each driver must present his or her personal safety gear at tech inspection. It is the responsibility of the car owner/driver to ensure that they sign all liability releases at Registration.
- It is also the responsibility of the owner/driver to ensure the car is in raceworthy condition.
- All cars must be presented at technical inspection in race-ready condition, with a completed technical inspection form, a vehicle logbook, and competition licenses for each driver entered.
- FIA or SFI approved seat belts, shoulder harness, single ("five point harness") or double ("six point harness") submarine belt(s) and arm restraints or window nets should be used in cars with rollover protection. Y-type shoulder belts are not approved.
- FIA & SFI approved belts/harnesses must be replaced in accordance with the manufacturer guidelines.
- 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.
- 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 CSRG regulations. At least 1/16" of tread depth is required. Certain types of cars may have been granted an exception and may be fitted with “slicks”. Old, dry cracked tires will not be accepted. See also B. Classification and 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
- 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. This style of extinguisher must be certified every 2 years. This is a minimum requirement. A car with a plumbed onboard fire suppression system such as Halon, ABF foam, FE36, Novec etc. does not need a dry chemical extinguisher. All fire suppression systems and extinguishers must be kept in good working order and serviced & certified according to the manufacturer guidelines.
- All drain plugs & oil filters must be safety wired.
- Batteries must be securely mounted. Batteries located in the cockpit must be covered or enclosed in a container. Battery terminals must be covered with an insulating material.
- 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 defects. Alloy wheels are to be free of corrosion. Wire wheels must have all spokes and be properly tensioned. Aftermarket wire wheel adapters are not permitted.
- Firewalls (a nonflammable panel) must be provided between the cockpit and the engine.
- Under-trays 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) square inches.
- All hoses, cables and wires must be clipped or secured to prevent movement and abrasion.
- All threaded fasteners (bolts with nuts) must have at least one thread visible and be securely tightened. Wheel lug nuts must have adequate thread engagement to ensure the wheel will not separate from the hub when the car is in operation.
- All hoods, deck lids, and body panels must be securely fastened.
- Seatbelts (FIA or SFI Approved) with metal-to-metal fasteners are required in all cars. Seatbelts are to be competition type, of nylon webbing. Mounting must be to a frame member or through the floor pan to load distribution plates. Y-type shoulder straps are not allowed.
- The use of Glycol antifreeze in cooling systems, or of any other coolant additive that if leaked or spilled could create a hazard for other cars, is prohibited.
- The battery shall be non-vented & non-serviceable. (Sealed wet cell, AGM, LiPo)
- Tonneau covers must be removed or secured by locking fasteners.
- A functioning brake light is required, except for the cars exempted in CSRG eligible cars, where a brake light is only recommended.
- Exhaust must exit behind the driver

2. RECOMMENDED ADDITIONAL CAR SAFETY REGULATIONS

- CSRG strongly encourages its members to take advantage of all available safety precautions and equipment.
- All suspension parts should be Magnafluxed each year prior to the race season and after any off- course incident where the suspension may have been damaged.
- Cars should have an eyebolt or equivalent securely mounted on the front and rear of the car to attach a tow cable.
- Cars should be fitted with an SCCA-type roll bar. The top of the main hoop must not be less than two (2) inches above the top of the driver's helmet with the driver seated normally and restrained by seat belt/shoulder harness.
- Fuel cells are strongly encouraged. If installed, a fuel cell must have a rollover check valve so that fuel cannot be released from the cell if the car is upside down or on its side.
- An onboard fire suppression system is a strongly recommended alternative to an onboard fire extinguisher, with the fire system activation control marked externally with an appropriate style marking (decal).
- A master electric system cut-off switch, which is clearly marked and accessible from outside the car and is marked with an appropriate style marking (decal) should be fitted. The master electrical cut-off switch should have insulated coverings over the contacts.
- All wheels should be crack tested each year.

3. MANDATORY DRIVER PERSONAL SAFETY EQUIPMENT

- A helmet which is Snell Foundation rated and dated no later than eleven years after its Snell rating. *(Example: the Snell SA2010 rated helmet is good through 12/31/2021. The Snell SA2015 rated helmet is good through 12/31/2026.)* M-rated (motorcycle) helmets are NOT permitted. Eye protection is required: either approved goggles or a face shield.
- A one-piece race suit (FIA or SFI approved) made of Nomex® or equivalent fire-protective material. One or two layer Nomex® (or equivalent fire retardant) race suits require Nomex® (or equivalent fire retardant) underwear. Two-piece driver suits are not acceptable. Three-layer suits do not require Nomex® (or equivalent fire retardant) underwear, although it is highly recommended.
- Gloves (FIA or SFI approved) made of leather or Nomex® or equivalent material, and specifically designed for race use.
- Nomex® or leather race shoes or boots (FIA or SFI approved) specifically designed for race use, with FIA or SFI approved Nomex® or equivalent socks.

4. RECOMMENDED DRIVER PERSONAL SAFETY EQUIPMENT

- A full-face, rather than an open-faced, helmet.
- A balaclava (FIA or SFI approved), especially for those drivers with long hair or facial hair.
- Arm restraints (FIA or SFI approved) in all open cars.
- Window nets as an alternative to arm restraints in closed cars.
- A properly fitted HANS device or equivalent, with shoulder harness belts installed according to the manufacturer's recommendations.

APPENDIX A: DRIVER CONDUCT AND CORRECTIVE ACTION

A. ACCEPTABLE CONDUCT BY AN EVENT DRIVER

1. A driver is expected to operate his or her race car in a manner that is safe and does not endanger another competitor or others on and off the track.

2. A driver is expected to know the meaning of, look for, be aware of and obey all flag signals.

3. PASSING: The responsibility for the decision to pass another car, and thus for the safety of the pass, lies with the *overtaking* driver. The overtaking car must leave racing room for the overtaken car, and the pass must be completed without requiring the overtaken driver to take evasive action to avoid contact with the overtaking car.

It is the responsibility of the *overtaken* driver to maintain a consistent and predictable line or course of travel, so that an overtaking driver will not find himself committed to a passing line only to have the overtaken car unexpectedly move into that line, resulting in unavoidable car to car contact.

A driver is expected to clearly indicate to a faster approaching race car driver a safe part of the track and the side to pass. The driver being passed is expected to maintain the proper racing line so as to not surprise passing cars as to intent of the driver being passed, and the passing driver is expected to follow the passed driver's indications.

4. Drivers exiting the track at the normal exit(s), slowing as a result of a breakdown, or other non-typical events, or pulling off of the track are expected to raise an arm to indicate their intent.

5. If a driver feels that fatigue, illness, heat, or emotions are impairing their driving capabilities, or believes that there may be an unsafe mechanical condition involving their race should exit the track immediately for assistance.

6. If a driver is forced to stop the car on the circuit during an event, it is the driver's first duty to insofar as possible place the car in such a manner as to cause no danger or obstruction.

B. UNACCEPTABLE CONDUCT BY AN EVENT DRIVER

1. Knowingly and willfully operating a race car in an unsafe manner, in violation of CSRG rules and regulations, or knowingly and willfully operating a race car that is mechanically unsafe. This includes the paddock area, the pit area, and the race circuit, including access and run-off areas.

2. Drop a wheel or wheels off of the normal racing surface while driving at racing speed.

3. Lose control of the race car.

4. Make any physical contact with another vehicle, object or person at any time.

5. Passing in such a manner as to force another race car to take unusual or evasive action to avoid contact.

6. Deviation of any kind during pace lap.

7. Blocking a fellow competitor.

8. Presenting inappropriate hand gestures when passing or being passed by another driver.

9. Each driver has a responsibility to himself or herself, to the other participants, and to CSRG to drive in a safe and appropriate manner, keeping egos and emotions in control. When it appears to the event officials, including but not limited to a Corner Worker(s), Race Control/Race Stewards, the Race Director, or the Black Flag Steward, that a driver is having a problem, the driver may be brought in to discuss their situation with the Black Flag Steward, 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 drivers. Appendix B contains details on driver discipline procedures.

C. CORRECTIVE ACTIONS AND DISCIPLINARY PROCEDURES

The sole purpose of driver Corrective or Disciplinary Action is to keep attitudes consistent with safety and the stated aims of CSRG as expressed in the statement of Purpose and Philosophy.

The Disciplinary Committee at a CSRG event shall consist of the CSRG Board members present at the event, the Race Director, the Chief Steward, and the Incident Steward. This Committee will take appropriate disciplinary action at each event, and recommend, at the next meeting of the Board of Directors, any additional post-event disciplinary action that may be required.

Disciplinary action by the Race Stewards, Race Director, or the Board of Directors is not typically 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.

Any driver involved in an on-track incident must report to the Black Flag station *prior to returning to the paddock*.

An Impound Area will be set up as near as possible to the track exit and Black Flag station at each track, and any car involved in an incident that resulted in damage or potential damage, or injury to any person or persons, must be brought to Impound and may not return to the Paddock until released by the Incident Steward. The immediate action by the Disciplinary Committee will be to suspend for the remainder of the event, and for the next event, any driver who did not report to the Black Flag station after an incident.

Any Driver black-flagged during a mechanical picnic is automatically barred from participation in the mechanical picnic during the next event they enter.

The Stewards are provided with a list of those event participants who are (1) under observation, (2) on probation, or (3) previously suspended.

CSRG Board members present at a CSRG-sanctioned event will be briefed by the Race Director and the Stewards twice a day and rule on disciplinary action to be taken at the event.

Probations, Suspensions, and Expulsions will be reported to the Vintage Motorsports Council.

D. CO-OPERATION

In the event of a concern on any driver's part as to the on-track conduct 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 Director, a member of the Board of Directors, or a Race Steward. A private three-way conversation may ensue in order to resolve the problem. The Race Director and/or Race Steward may be contacted through the Staff at Registration.

E. OFFICIAL INTERVENTION

If a Steward or other authorized observer determines that any driver is exhibiting unsafe conduct, that driver will be brought in to the Black Flag Station and the situation will be discussed in private with the Race Director 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 conduct, no further action will be taken at that time.

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

F. 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:

• **VERBAL WARNING** is a formal warning calling the attention of the driver to one or more violations of the CSRG Rules of Acceptable Driving Conduct. A verbal warning is not entered into a driver's record and is not published or made known to the membership or other organizations.

• **REPRIMAND** is a disciplinary action that is a written warning calling the attention of the driver to one or more violations of the CSRG Rules of Acceptable Driving Conduct. A Reprimand is entered into a driver's record for a period of 12 months, but is not published or made known to the membership or other organizations.

• **UNDER OBSERVATION** is a disciplinary action that is a serious warning calling the attention of the driver to one or more violations of the CSRG Rules of Acceptable Driving Conduct. The driver under Observation will be very carefully scrutinized during the subsequent event(s) and more serious disciplinary action may be taken if the drive does not correct the offending conduct. The driver will receive a written notice, and the disciplinary action will be entered into the driver's record for a period of 12 months, but is not published or made known to the membership or other organizations.

• **PROBATION** is a disciplinary action that is a formal expression of severe criticism and disapproval for one or more violations of the CSRG Rules of Acceptable Driving Conduct. The driver under Probation will be very carefully scrutinized during the subsequent event(s) and more serious disciplinary action may be taken if the driver does not correct the offending conduct. The driver will receive a written notice. The Probation is entered into the driver's record on MotorsportsReg and is published in both print and electronic media in the CSRG newsletter. In addition, the VMC is notified.

• **SUSPENSION** is a disciplinary action that is a temporary revocation of the privileges (but not the obligations) of participation in one or more CSRG events for one or more violations of the CSRG Rules of Acceptable Driving Conduct. The Driver will receive a written notice. The Suspension is entered into the driver's record on MotorsportsReg and is published in both print and electronic media in the CSRG newsletter. In addition, the VMC is notified. Subsequent to Suspension, the driver is on Probation for a period of time to be determined by the Board of Directors.

• **EXPULSION** is a disciplinary action that is a complete and immediate termination of membership in CSRG for repeated violations of the CSRG Rules of Acceptable Driving Conduct, willful falsification of information about car or driver eligibility, non-payment of dues or other indebtedness to CSRG, or conduct which the Board of Directors has deemed inimical to the best interest of CSRG. Expulsion is subject to a formal appeal to the CSRG Board of Directors no sooner than 13 months from the date of Expulsion. The disciplinary action of Expulsion is entered into the driver's record on MotorsportsReg and is published in both print and electronic media in the CSRG newsletter. In addition, the VMC is notified.

G. 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 event. The offending driver will, at the minimum, be placed on probation for his or her next 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.

H. 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 make that information available to all VMC Member Organizations.

G.TYPICAL INFRACTIONS AND PENALTIES

These examples are meant to provide an idea of what to expect if you are involved in a specific incident. There is no formula here and decisions on the day will be made by the disciplinary committee at the track based on all information available:

Spins: if you spin your car 3 times your racing for the weekend is over
You will be put under observation for the next 1-3 races

Light contact, no damage to either car, no clear fault
Return to racing – observation for rest of weekend

Light contact, cars still safe to race, one driver clearly at fault
Driver at fault is done for the weekend
Driver without fault continues to run
Additional penalties for driver at fault determined at the next board meeting

Moderate contact, cars can be safely repaired, one driver clearly at fault
Same consequences as example directly above

Heavy contact, both cars cannot be repaired,
Both cars retired for weekend
Both drivers retired for weekend (if they have other cars, they cannot race them.)
Additional penalties for both drivers determined at the next board meeting

Regardless of the decision at the track, all contact and any other significant incidents with be reviewed by the board at the next opportunity.

APPENDIX B: 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. Do not pass! When cleared, the race will re-start with a Green Flag at start/finish.

Black Flag with Orange "Meatball" (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 conduct 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. Conduct 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 race cars 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. Enter the Hot Pits 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 track in a safe position 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.

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 with Yellow Stripe – 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.

More on the Black Flag

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

A FURLED 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.

APPENDIX P. RACING ROOM & PASSING GUIDELINES

Revised January 2022

The Club Road Racing Program sincerely thanks Randy Pobst and Terry Earwood for developing these guidelines defining racing room and passing etiquette. Randy Pobst is a SCCA Hall of Fame member, a National Road Racing and Solo Champion, professional driver champion, and a very experienced driver's coach. Terry Earwood is a legendary Skip Barber driver instructor, professional driver champion, professional driver's coach, and is the current Driver Orientation Manager for the Trans Am Series.

The guidelines were created by Randy and Terry based on decades of racing experience and driver coaching. The guidelines represent what the Club Road Racing Program's intent is for General Competition Rules Section 6.11., Rules of the Road.

1. RACING ROOM & PASSING GUIDELINES

Safe, successful passing is based on what drivers can see. An overtaking car bears the largest percentage of responsibly for passing safely.

2. PERIPHEREAL VISION

The overtaking car (the car attempting a pass) must get into the peripheral vision of the lead car (the car being passed) in the brake zone before the lead car turns for the corner. Once the lead car turns for the corner, it can no longer see the trailing car, because the lead car's mirrors now point outside, and the lead car is looking toward the apex.

Figure 1

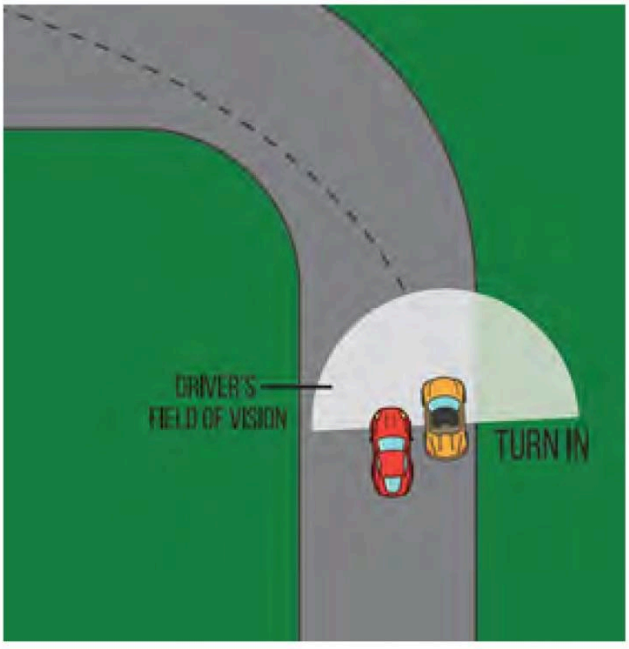


Figure 1 shows that the overtaking car has gotten up to the A pillar and into the peripheral view of the lead car before turn in. The overtaking car now has taken the line away and earned the right to racing room on the inside.

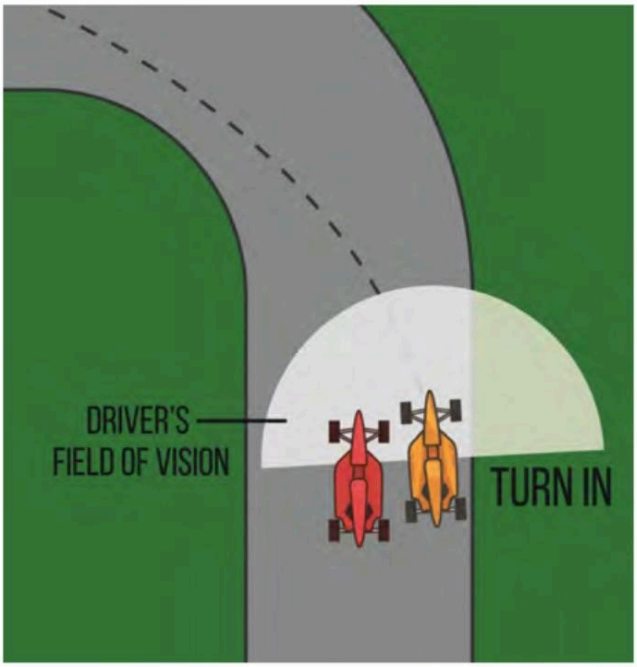
To earn the corner, the overtaking car must have its front end up to at least the A pillar post, or windshield, with the car under control, *before* the lead car turns into the corner. The goal is for the overtaking car to present itself, to arrive in the peripheral vision of the lead car, *before* it turns in.

Appendix P. Racing Room & Passing Guidelines

Open Wheel and Sports Racer Overlap

An overtaking open-wheel car *or sports racer* should have its *leading edge of the* front *tire* up to at least the lead car's *trailing edge of the front tire* (within *leading car* peripheral vision) before the lead car begins its turn in. *(Figure 2). The bodywork configuration of many new formula and sports racer prototypes almost encapsulate the driver from view by other drivers. That is why it is important to get the overtaking car that far up into the lead car's peripheral vision.*

Figure 2



3. THE BLIND SPOT

Figure 3

Figure 3 shows at the lead car's turn in point the overtaking car has yet to get even with the A pillar and into the peripheral vision of the lead car. The overtaking car is in a blind spot. Do not pass unless the lead car is much slower and gives racing room.

4. RACING ROOM

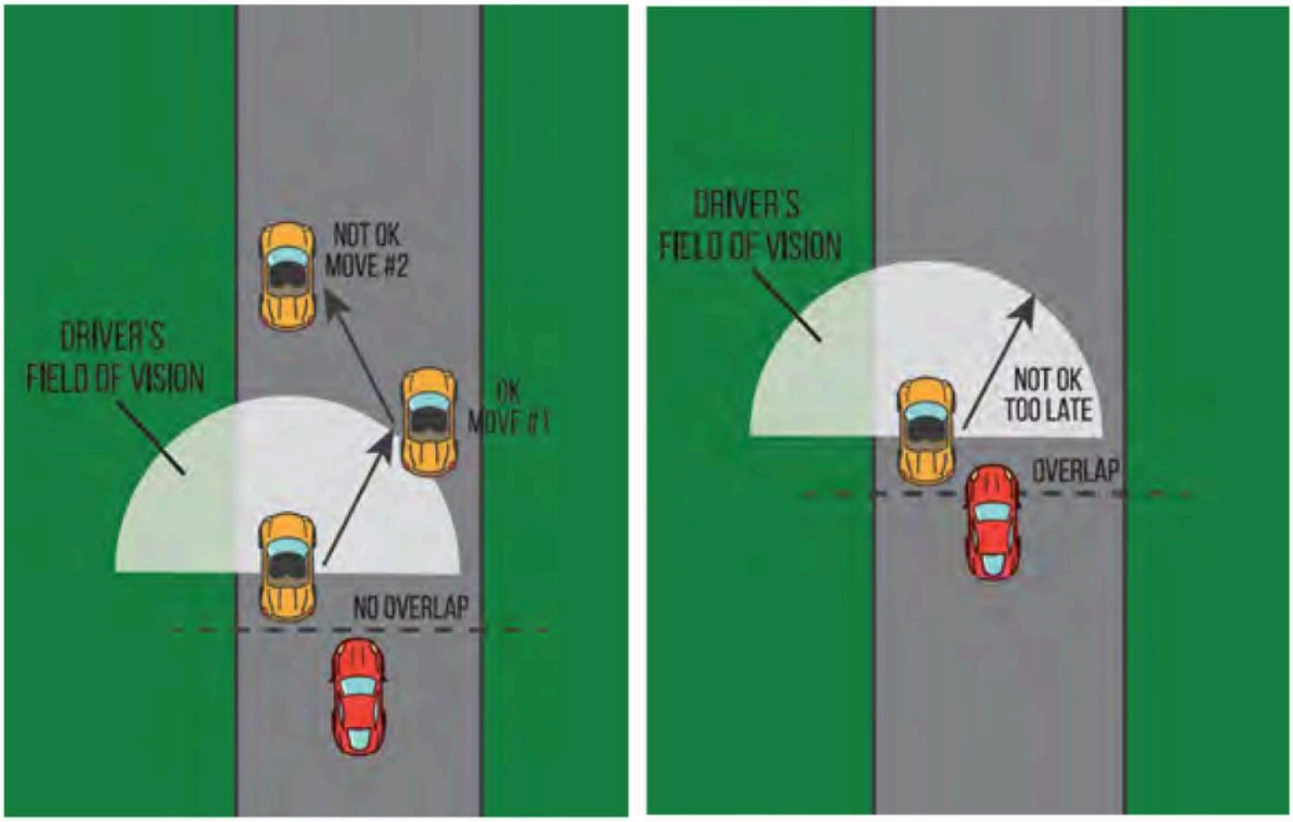
Should the lead car decide to 'go with him', side-by-side, then both cars must allow each other *racing room*, at least a car width plus six inches or so, to the edges of the racing surface. In both cases, the trailing car must be in the lead car's peripheral vision to safely hold position. If not in vision, then the trailing car must back off and follow, because the lead car cannot see it.

The biggest mistake, and a common cause of contact, is the overtaking car taking a shortcut to the apex, from that blind spot (Turn One at Road Atlanta is classic). Pull parallel to the lead car, and as close as safely possible so that he KNOWS you are there. Sometimes, the lead car may turn in early; therefore, the overtaking car must be under enough control to avoid contact.

5. PASSING ON THE STRAIGHTS

On straights, the lead car is allowed "one safe move". It can choose a side, but cannot move back, and cannot move over in reaction to an overtaking car if late enough to invite contact. It must leave a car's width (plus 6 inches) of racing room if the overtaking car has already committed in that direction and has achieved an overlap next to the leader. No weaving to break the draft or to block; that is more than one move. On straights, as opposed to corner entry, it is possible for the lead car to look into its mirrors and see the overtaking car, so if the overtaking car gets even a small overlap next to the lead car, the lead car must give the overtaking car room to race, and can no longer move across the track.

Figure 4



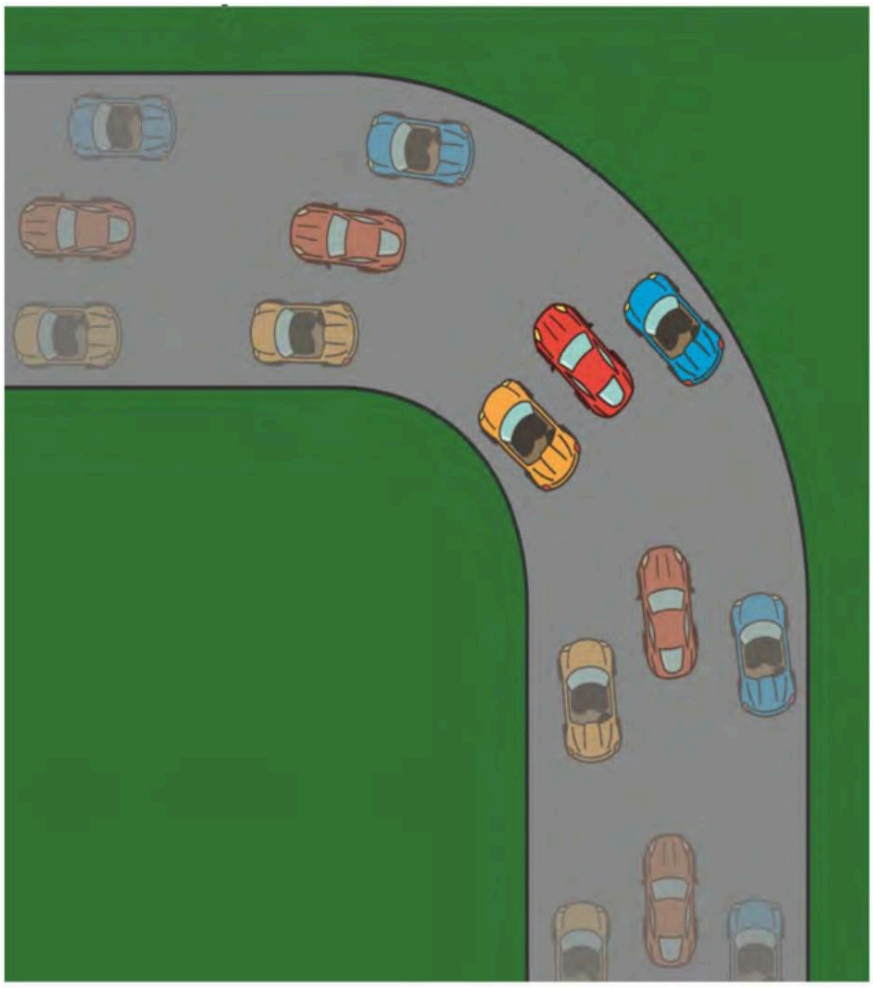
When being passed, hold your line. This means be predictable, and do not change your line to pull out of the way. 'Hold your line' does not mean take the line for the apex and turn in front when a much faster car is approaching. Be aware of faster traffic and leave a lane of racing room for them.

Appendix P. Racing Room & Passing Guidelines

6. OVERLAP ON STRAIGHTS AT TURN IN

If there is continuous overlap (Figure 5) next to the lead car when the turn in point is reached, the lead car must give the trailing car room to race. The lead car can no longer move completely down to the apex. It is not ok to cut across to the apex and likely into the trailing car's nose. The car was there all the way down the straight and it is not going to suddenly disappear. There now is shared responsibility to avoid contact between the cars.

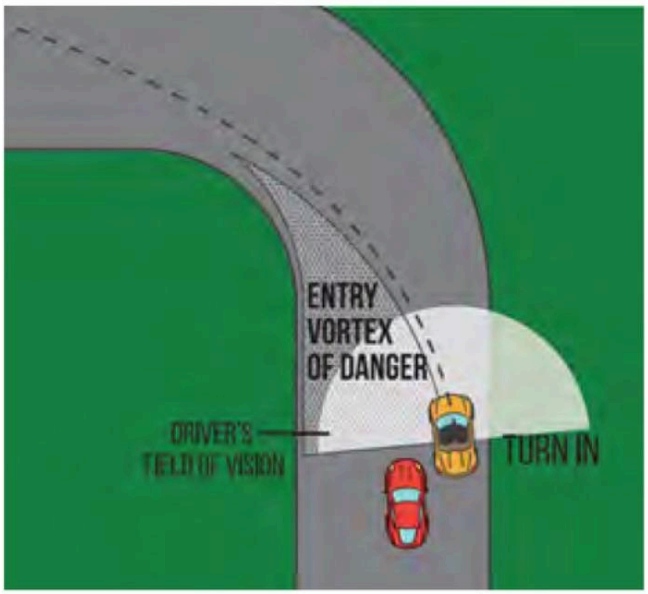
Figure 5



7. THE VORTEX OF DANGER

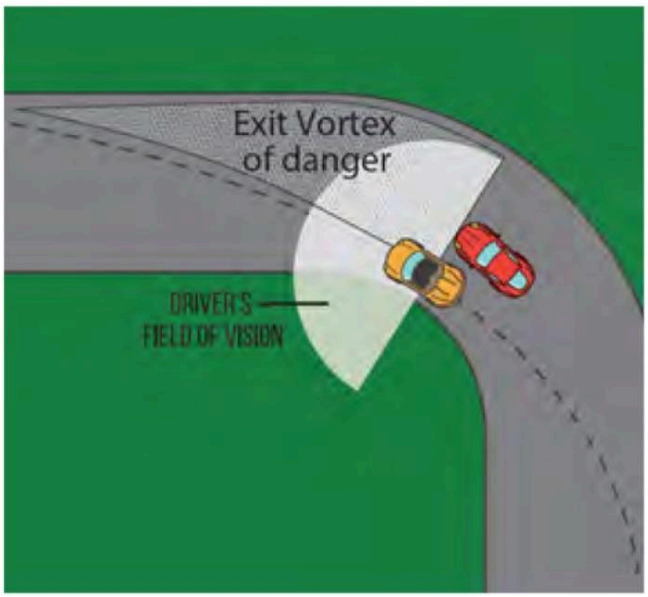
The Entry Vortex of Danger (Figure 6) is a triangle inscribed by the turn-in point of the lead car, the apex, and the inside edge of the road. *Trailing car, do not take a short cut to the apex. If you do, chances are the lead car does not see you.* When overtaking, keep out of the Vortex of Danger. It is too late to pass.The hole you see is closing rapidly, you are in a blind spot, there will likely be contact, and it will be your fault.

Figure 6



The Exit Vortex of Danger (Figure 7) is a triangle inscribed by the apex, the track-out point of the lead car, and the outside edge of the road. When attempting a pass on the outside, be aware of the Exit Vortex of Danger, and back out of it if not in the lead car's vision. It is too late to safely pass. The hole you see on the outside is closing rapidly, you are in a blind spot, there will likely be contact, and it will be your fault.

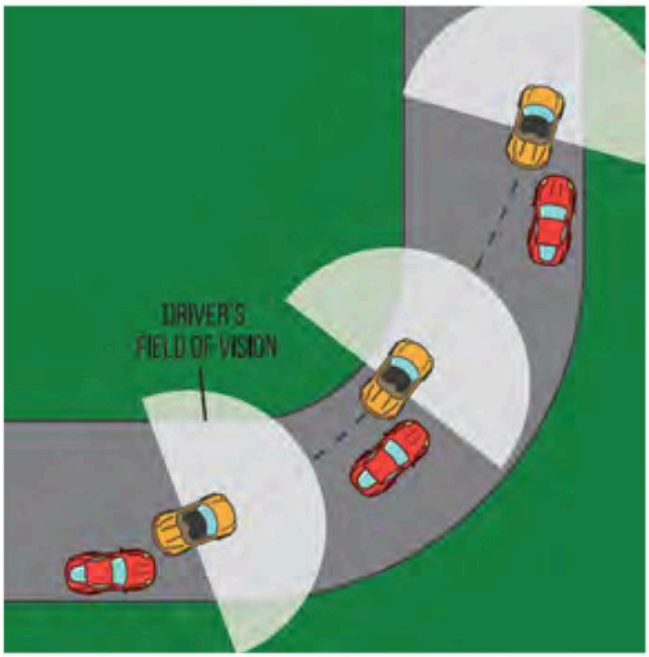
Figure 7



Appendix P. Racing Room & Passing Guidelines

8. THE OUTSIDE PASS

Figure 8



On this outside pass attempt (Figure 8), the overtaking outside car never presents itself into the vision of the lead car and cannot expect it to make room for a car it cannot see at the exit of the turn. So, the outside trailing car must back off to leave racing room for the inside lead car that cannot see it and avoid the Exit Vortex of Danger. In this situation, if the outside car makes contact or runs off the road, it is most likely their fault.

Turn 5 at Road America is a prime example of where a lead car may protect his line by not using all the track on the right. The overtaking car, in this example, needs to clearly 'present theirself' in the braking zone before turn in, because the lead car is looking into the corner, not at his right mirror, and in all probability will not leave racing room at the exit. Outside passing works well when both drivers have excellent spatial awareness but is a very low percentage move in most cases.

Safe, successful passing depends on what a driver can see. Do not hit what you can see!

APPENDIX C: CSRG FORMULA FORD & CLUB FORD RACE CAR RULES

CSRG observes the rules set forth by the Crossflow Cup: https://www.norwestff.com/rules

APPENDIX D: FORMULA SUPER-VEE [WATER COOLED] RULES

SEE SCCA GCR FOR FORMULA SUPER-VEE

APPENDIX E: CSRG FORMULA VEE RACE CAR RULES

CSRG adheres, in general, to SCCA Vintage and Historic General Competition Rules & Specifications, with CSRG exceptions. The rules are written to promote the vintage attitude. To successfully assemble a Formula Vee you must first assemble the proper attitude. The intent of this Appendix is to highlight the Racing Rules that CSRG would like to emphasize, stress CSRG recommendations, and list the Racing Rules that CSRG has modified.

- CSRG allows generators to be modified to eliminate brushes, armatures, and brush holders, and field coils (SCCA GCR 1972)
- CSRG allows “front” tires to be fitted to the rear wheels
- CSRG allows cars manufactured through December 31, 1972.
- CSRG allows complete or partial removal of any cooling duct component, except the fan shroud and the 2 sheet metal cylinder covers. Fan belt origin is unrestricted. Belt tension is free.
- Zero-roll rear suspension Formula Vee race cars are permitted (CSRG Board Amendment dated September 18,1996).
- Wheels shall be standard VW sedan 4 or 4 ½ inch by 15-inch steel pressed wheels
  .
- Due to the termination of manufacture of Dunlop Vintage Formula Vee tires, Roger Kraus Racing (800)-510-7223 has proposed a grooved slick made by American Racer and his proposed solution has unanimously been approved by the CSRG Board to permit, on a provisional basis until Dunlop (Goodyear) starts up production again, grooved (3 grooves front, 4 grooves rear) American Racer slick tires: Front 21.5/5.0-15, rear 22.0/6.0-15; with the Grooved Historic Pattern.

IF IT IS NOT SPECIFICALLY SPELLED OUT, IT IS FORBIDDEN.

APPENDIX F: CSRG FORMULA ATLANTIC RACE CAR RULES

1971-1979 Formula Atlantic Supplemental Regulations

- Years of eligibility: 1971 – 1979
- Approved engines (basically saloon car steel block):
- Alfa t/c
- BMW 1.6 SOHC
- Fiat 124 DOHC
- Datsun 1600 SOHC
- Cosworth BDA & BDD
- Ford, 1500, 1600 pushrod
- Porsche 1582cc
- Renault 1600cc
- Maximum bore & stroke: 81.5mm x 77.6mm (1606cc)
- Oversize engines will be addressed on a case by case basis.
- Fuel Injection not allowed
- Minimum weight 1050 lbs (If using aluminum block, minimum weight will be 1100 lbs.)
  Weights are measured post race WITH driver.
- Max 5 forward gears
- No ground effect side skirts allowed
- No ground effect tunnels
- Wings original positions, same type (element number) period profiles
- Front wing leading edge airfoil radius =.6" (1.5cm).
- Bodywork or aerodynamic devices (wings) in front of the front tires shall not exceed 59.055" (150cm).
- Rear wing width = 110cm - 43.307"
- Rear wing set-back = 39.4" from CL of rear wheel to end of rear wing
- Rear wing height = 34.5" measured on a horizontal plane from the ground w/o driver
- No Carbon/Kevlar composite body panels
- Shocks:
- Non-pressurized shocks maybe double adjustable (e.g. 8212 KONI)
- Pressurized shocks shall be non adjustable and no remote reservoir allowed (e.g. Bilstein)
- Tires: Avon A11, Avon 222, or Goodyear 250 compounds
- Clutch pack to be no smaller than 7.25 inches. Driven plates must be sintered metal. They can be nested or stacked.
- Penalty for any infractions should be weighed at Stewards discretion.

1980-1986 Formula Atlantic Supplemental Regulations

- Tubs shall be comprised entirely of aluminum and steel, no composite tubs allowed (specifically, this rule is to allow RT4's but not DB4's)
- Approved engines (basically saloon car steel block):
- Maximum bore & stroke: 81.5mm x 77.6mm (1606cc)
- Cosworth BDA & BDD
- Oversize engines will be addressed on a case by case basis.
- Fuel Injection not allowed
- Minimum weight 1175 lbs measured with driver. All competitors should arrive at the track with ballast and a safe way to mount it to the car.
- Max 5 forward gears
- Ground effect side skirts allowed so long as no part of the skirt extends below any part of the tub (the tub shall be the lowest point of the car)
- Wings original positions, same type (element number) period profiles
- Front wings

Front wing leading edge airfoil radius =.6" (1.5cm).

Bodywork or aerodynamic devices (wings) in front of the front tires shall not exceed 59.055" (150cm).

- Rear wings

Rear wing width = 110cm - 43.307"

Rear wing set-back = 39.4" from CL of rear wheel to end of rear wing

Rear wing height = 34.5" measured on a horizontal plane from the ground w/o driver

- Shocks:
- Shocks are open so long as they are of period design and manufacture (e.g. Koni, Fox, Bilstein, etc. Shocks of modern manufacture such as Penske, Ohlins, Dynamic, Moton shall not be allowed)
- Tires: Avon A11, Avon 222, or Goodyear 250 compounds
- Clutch pack to be no smaller than 7.25 inches. Driven plates must be sintered metal. They can be nested or stacked.
- Penalty for any infractions should be weighed at Stewards discretion.

APPENDIX G: CSRG SPORTS 2000 RACE CAR RULES

Definition: Open cockpit two (2) seater rear engine sports racing car using a standard Ford 2000 cc single overhead camshaft “NE” series engine with a two-venturi carburetor. Sports 2000 is a restricted class, modifications beyond Class rules are prohibited.

I. CARS

HS2 1978-1984, outboard suspension cars

Lola T490/492/590/592

Tiga SC78-84

Chevron, Crossle, March, Royale, Ocelot, others

S2 1985-1992, inboard suspension cars

Swift DB2/5

Lola 87/90-91/90

Tiga SC85-87

Apache, March, Reynard, Shrike, Carbir, Van Diemen, others

II. ENGINE

Engine restrictions per 2013 SCCA GCR 9.1.8.B.5, no exceptions.

Use of the updated Elgin camshaft or Fast Forward aluminum cylinder head shall receive a 25# min weight penalty. Aluminum cylinder head and updated camshaft may not be used in combination.

III. TRANSMISSION

The gearbox shall include an operable reverse gear, capable of being engaged by the driver while normally seated, and contain not more than four forward gears. The ratios are unrestricted. The use of automatic and/or sequentially shifted gearbox is prohibited.

IV. FINAL DRIVE

The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and locking differentials are prohibited. Excessive shimming of the differential is prohibited.

V. ELECTRICAL

Cars shall have an operational self-starting system.

A brake light and a rain light are required.

VI. CHASSIS

Unrestricted except that the use of carbon fiber composite structural materials is prohibited. No engine oil or water tubes are permitted within the cockpit. The engine will be mounted upright and aligned fore and aft in the chassis.

CSRG recommends that cars have a properly installed crush box fixed to the foremost bulkhead to protect the driver's feet.

VII. SUSPENSION AND RUNNING GEAR

All parts shall be of steel or ferrous material, with the exception of hubs, hub adapters, bell cranks, pivot blocks, and bushes. Front and rear hub carrier material shall be steel or aluminum alloy. Titanium prohibited.

Springs: steel only. (Rear hub carrier material on car manufactured before January 1, 1983 is unrestricted, but replacement parts shall be steel or aluminum alloy.)

Shocks: Steel or aluminum body.

VIII. BODYWORK

a. The body shall provide a cockpit for two (2) seats and cover all mechanical components including wheels and suspension members except for the exhaust pipe, induction system, and camshaft cover which may protrude through the engine cover.

b. Between the front and rear axle lines the body shall:

1. Maintain over a minimum of 70% of the length of the wheel- base and over a depth of 20cm (7.9 inches) a minimum body width exceeding the greatest overall width across the tires less 15cm (5.9 inches).

2. Exceed in height the top of the tires over a width of 50cm (19.7 inches) excepting only cockpit and engine openings. There shall be no gap between the main body and the mudguards. The mudguards shall cover the full width of the tires around an arc of 120 degrees, which shall extend forward ahead of the axle centerline on the front and rear wheels and behind the rear wheels to at least 7.5cm (2.95 inches) above the axle center- line.

c. Maximum vehicle length forward of the front axle centerline: thirty- three (33) inches. Maximum vehicle length rear of the axle center- line: thirty-seven (37) inches.

d. The body above chassis level in the region of the cockpit shall not be reinforced in any way, which would complicate or hinder the rescue of the driver. The cockpit opening seen in plan

view shall be symmetrical about the longitudinal axis of the car and shall be large enough for a horizontal rectangle of 80cm (31.5 inches) by 40cm (15.75 inches) to be passed through with its minor axis aligned with the vehicle's longitudinal axis.

e. Space for two (2) seats shall be provided, each of at least 40cm (15.75 inches) width, and shall be positioned symmetrically about the vehicle's longitudinal axis. There shall be at least 25cm (9.9 inches) wide foot space for both driver and passenger measured at the pedals. The passenger space should provide as much seat space, elbowroom, foot, and legroom in terms of length, width, and height as that of the driver. Battery boxes and fire systems are permitted in the passenger seat area.

f. Maximum height with driver on board, excluding safety rollover bar and mirrors, shall not exceed at any time 90cm (35.4 inches) measured from the ground.

g. Airfoils and/or spoilers mounted at the front of the vehicle are permitted. These airfoils and/or spoilers may only be adjusted in a horizontal plane.

h. Adjustable airfoils and/or spoilers mounted at the rear of the vehicle shall be in the form of a flat plane and may only be adjusted within +/- 20 degrees of vertical.

i. There shall be no gap between these surfaces, or other airfoil, and the main bodywork.

j. All ducted air for heat exchangers (water/oil) shall pass through those heat exchangers.

IX. BRAKES

Only the following ferrous calipers are permitted: AP LD19, AP LD20, AP LD65, ICP-20L/R, ICP-65R, ICP-14F, Girling 12SP and Girling 14F.

Aluminum alloy calipers of two-piece construction (split into two halves that are fastened together by bolts) having no more than 4 pistons and 2 brake pads are permitted. Spacers placed between caliper halves to adjust for rotor width are permitted. Maximum one caliper per wheel.

Brake rotors must be ferrous. Rotor hats/bells must be ferrous or aluminum alloy.

X. WHEELS

13x6 front, 13x8 rear. Material is unrestricted providing it is metal.

XI. TIRES

Per CSRG Group 7 tire rules.

XII. MINIMUM WEIGHT

Minimum weight with driver is 1310#. With Elgin camshaft or aluminum cylinder head minimum weight is 1335# with driver.

XIII. ORIGINAL SPECIFICATION

All cars must be in the specification for such cars in their original year of manufacture. No updating beyond such specification or other modification is permitted, except that cars may be updated or modified to the latest specification attained by identical models in their year of manufacture. HS2 cars whose bodywork has been modified beyond their year of manufacture may be classified as a S2 on a case by case basis. The onus of proof shall be with the competitor/entrant. Safety modifications, as required by CSRG, are permitted and required. Data acquisition on HS2 cars is not allowed. The use of electronic dashes is allowed if they are configured only to inform the driver of engine revs, pressures and temps. Time-track mapping, G-load, throttle and suspension position sensors and data recording devices are specifically prohibited in HS2 and their use will classify the car as S2.

XIV. PRESENTATION

Sports 2000 race cars shall be presented with a clean and finished appearance in keeping with the spirit of vintage racing. A period livery should be utilized whenever possible. Current/ modern logos or decals should be avoided at all costs (websites, modern race car parts suppliers, etc)

APPENDIX H: CSRG VINTAGE SPEC MIATA RULES

- Rules based on 2022 SCCA GCR
- Eligible cars : Mazda Miatas from 1989 to 1997 - NA body style only
- Cars must be free from body damage and presented with tidy period correct livery
- Vintage Spec Miatas are accepted at all CSRG events.

2025 CSRG APPROVED TIRES BY RUN GROUP

Group 1 PRE-1960 SPORTS, GT AND PURPOSE-BUILT RACE CARS UP TO 1962 OR EARLIER RULES
Goodyear Vintage Blue Streak, Hoosier Vintage TD, Hoosier Vintage HOTD R, Hoosier Speedster, Dunlop L-Series, Nitto NT1, Toyo R888

Group 2 PRODUCTION AND GT CARS UNDER 2 LITERS PREPARED TO 1967 OR EARLIER RULES
Goodyear Vintage Blue Streak, Hoosier Vintage TD, Hoosier Vintage HOTD R, Hoosier Speedster, Dunlop L-Series, Nitto NT1, Toyo R888

Group 3 PRODUCTION CARS PREPARED FROM 1968 TO 1979 RULES
Goodyear Vintage Blue Streak, Hoosier Vintage TD, Hoosier Vintage HOTD R, Hoosier Speedster, Nitto NT1, Toyo R888, Toyo RA1, Toyo RR (minumum aspect ration of 45)

Group 4 TWO CLASSES OF SPORTS RACING CARS, OVER AND UNDER TWO LITERS, THROUGH 1967, AS WELL AS COMPATIBLE, LIGHT PRODUCTION CARS, USRRC TRIBUTE
Dunlop CR-65 & CR-82, Goodyear G-12, Toyo R888, Nitto NT1 (60 series maximum)

Group 5 SMALL DISPLACEMENT OPEN-WHEEL FORMULA CARS, FORMULA B, FORMULA VEE, FORMULA JUNIOR AND 1.5 LITER FORMULA 1 CARS
- Dunlop Racing L 204, Any type and size of tire [radial, bias-ply or factory treaded racing] that may be safely fitted to the above specified rims may be used. Slick, hand-grooved, special wet racing tires, or recapped tires are NOT allowed. Minimum overall rear tire diameter is 24 inches.
FORMULA B 1969 - *Avon A11 in either 5 or 7 groove configuration, up to 9.0-21.0 fronts & 12.0-23.0 rears for later cars with 10" front wheels & 12" rears & 7.5-20.0 & 9.0-20.0 front/rears for the earlier cars with 8.0" front wheels & 10" rears. All cars must run 13" wheels*

Group 6 FORMULA FORD - PRE 1984
- Monoposto Racing Historic Formula Fords will use only the following:
Front: 135/545-13 CR82 9092 or Hoosier VFF
Rear: 165/580-13 CR82 9092 or Hoosier VFF

Group 7 FORMULA ATLANTICS 1979 - *Avon, Goodyear or Hoosier*
FIA 2 LITERS 1974 - *Avon, Goodyear or Hoosier*
CAN AM 1974 - *Avon, Goodyear or Hoosier*
F-5000 1976 - *Avon, Goodyear or Hoosier*

Group 8 PRODUCTION, G.T., AND PRODUCTION BASED CARS THROUGH 1993 PREPARED TO A RECOGNIZED AND APPROVED RULES SET Examples: SCCA, IMSA. FIA, CASC, RAC, etc.
Group will be scored in two categories:
CLASS A - *Treaded Tires*
CLASS B - *Slick Tires*

PLEASE NOTE...
- Production car rules are based on SCCA and FIA rule sets. Should you car not be built to these specifications, please contact Geoff Pitts regarding your cars eligibility.

- If your current tire is not on the CSRG approved tire list, please contact CSRG for approval prior to race weekends
CSRG reserves the right to exclude any tire that does not fit the spirit of Vintage Racing.