

# CSRG DRIVER'S HANDBOOK

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CSRG  
CLASSIC SPORTS RACING GROUPV  
*Vintage Racing Since 1968*  
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## Introduction

The purpose of this Handbook is to give participants in CSRG events a quick reference and reminder of the basics. The contents of this Handbook are excerpted from the published CSRG Rules and Safety Regulations, which remain the definitive source for the rules under which CSRG events are held.

## The CSRG Attitude

CSRG is about the appreciation, preservation and use of vintage cars in a racing environment, rather than in a museum.

CSRG members and guests are expected to acknowledge and appreciate drivers who can exhibit a car's potential without placing themselves or others at risk while doing so; but also to equally value drivers who drive at a lesser degree of performance but give us the chance to see their cars on the track. At CSRG, the irreplaceable nature of a piece of racing history takes precedence over an individual's need to win, and participation is more important than finishing position. Individuals who cannot distinguish or appreciate the difference between our philosophy and "real" racing should not participate in our events. **Cooperation between the fast and not so fast is mandatory and in keeping with the concept of maximizing enjoyment for all.**

In a sense, we can do anything we want in Vintage racing, provided we don't cause problems for *anyone*.

The Vintage Racing idea got started with appreciating old, obsolete, imperfectly grand cars. We can learn the *craft* of working with their strengths and weaknesses in a considerate, well-mannered way.

If lap times and finishing positions are what dictate the success of your weekend, then you're in the wrong place. SCCA exists for that purpose. The guys we see on TV are in the seat almost every day, while we might get 10 or 12 hours in a whole season. We need to consider that before making that big TV-inspired move. *Let's not run into things or into each other.*

Situational awareness is an apt expression. If you're not completely aware of what's going on in *and* around your car, you need to slow down until you are. Let awareness govern your speed. *Know what's going on around you at all times.*

## Passing and Being Passed

It is *every* driver's responsibility to drive within his or her, and the car's, limits, and to avoid physical contact between cars on the race track.

All competitors have an equal right to "racing room" on the track. "Racing room" is generally defined as sufficient space on the marked course to allow a competitor to maintain control of his or her car in close quarters under racing conditions.

It is incumbent on each driver to preserve the right of his fellow competitors to racing room on the race track. Abrupt changes in direction so as to impede or affect the path of a car attempting to overtake may be interpreted by officials as an attempt to deprive a fellow competitor of his right to racing room.

The *overtaking* driver is responsible for the decision to pass another car and to accomplish it safely. The *overtaken* driver is responsible for being aware that he or she is being overtaken, and for not impeding the overtaking car. A driver who fails to make use of the rear view mirror, or who appears to be impeding a faster car seeking to pass, may be black flagged and/or penalized.

## The Awareness Checklist & Speed Regulator

If you can't do the following things automatically every lap, slow down until you can. It will make you a better and ultimately probably faster driver, especially in traffic. Rate yourself after every session on a scale of 1 - 5 for how well you did.

- Check inside mirror before turn-in at every corner
- Check both mirrors on every exit and on all straights
- Check gauges twice each lap
- Acknowledge all flag stations on all non-racing laps
- Check and acknowledge Start/Finish every lap
- Raise hand when something alarming might affect following drivers, ie. speed change, debris, waving yellow

When you score all 5s, you get to go faster. Otherwise, slow down.

## What You Need to Vintage Race with CSRG

### Guest privileges

CSRG may grant guest privileges to drivers who are currently racing with other specified organizations to race with CSRG on a specific weekend. For this purpose, we offer a single-event Membership for \$75. However, to qualify for full racing privileges with CSRG, the driver must meet the following requirements.

### A vintage attitude

Vintage car racing is racing with an appropriate respect for the variety of skill and ability levels of the participants. It is a racing exhibition that emphasizes the car and its history, not the driver's need or ability to win. There are no rewards or trophies for winning. There **are** severe penalties for damaging your car or that of another driver.

### Current membership in CSRG

Membership dues are \$150 annually. Membership applications are available online at <[csrg.motorsportreg.com](http://csrg.motorsportreg.com)> or in the Forms section of <[csrgracing.org](http://csrgracing.org)>.

### Physical examination

A current, valid medical card from CSRG or any Vintage Motorsports Council affiliated organization. Members younger than 60 years old must have a physical examination for racing every two years; members older than 60 years old must have a physical examination every year. The form for the physical can be found in the Forms section of <[csrgracing.org](http://csrgracing.org)>.

### A CSRG eligible car

Cars that may be raced with CSRG must either have been specially-built for racing in a category and period listed under Eligibility in the current CSRG Rules and Safety Regulations, available online, or production cars prepared for racing in the manner they would have raced as noted in the same section of the CSRG Rules.

Your car must be restored in a period-correct manner, and must meet CSRG's rules for configuration, tires and running gear specifications.

Your car must be approved by the CSRG Board of Directors prior to entry in its first event, and is subject to scrutiny for compliance and safety prior to each event.

### Safety Equipment

The car must be equipped with a three-inch seatbelt (five-point or six-point harness highly recommended) installed following the manufacturers' instructions with webbing that is no more than five years old.

A fully-charged onboard 2.5-pound fire extinguisher is mandatory; an onboard fire system is highly recommended.

A 1-layer or 2-layer Nomex driving suit with Nomex underwear, or a 3-layer suit, SA2010 or newer helmet (plus eye protection on open-faced helmets), proper driving shoes and Nomex gloves are also required. Full-face helmets are recommended in all open cars.

Properly installed roll-over protection (roll bar or roll cage) and a fuel cell replacing the fuel tank are both highly recommended.

Additional details may be found in the CSRG Rules and Safety Regulations, available online.

### Race driving training or experience

CSRG accepts drivers with previous experience in other vintage racing organizations. We do not offer a training program ourselves, but if you're new to vintage racing, there are several means by which you can get appropriate training. Your driver training and experience will be reviewed by the CSRG Board of Directors before you are approved for racing with us. Options for obtaining training include:

### Previous vintage racing experience or instruction

Drivers who have safely completed at least three racing weekends with any other club that is part of the Vintage Motorsports Council will be accepted to race with us. You are asked to submit a letter from an official of your vintage racing club indicating your experience, or a copy of your VMC Driver's Card with your membership application

We also accept satisfactory completion of at least three days of race driving instruction at a professional racing school such as Russell Racing, Skip Barber, or Bondurant Racing Program or satisfactory completion of the SCCA race drivers' school. A certificate of completion should be submitted with your membership application.

### **CSRG-Recommended Race Driver Instruction**

If you do not have previous vintage racing experience, or have not completed one of these other courses, we have arranged a program with Hooked-on Driving ([www.hookedondriving.org](http://www.hookedondriving.org)) that will provide sufficient training and experience to prepare you to race with us.

The complete Hooked-on Driving racing course consists of four days of instruction and practice, conducted on race tracks in various parts of the United States. This program can be carried out at your own pace, but we recommend that all four days be completed within a 12-month period.

Day 1: Basic instruction and lapping practice with an instructor in the car, in the student's standard street vehicle (see HOD rules for acceptable cars.)

Day 2: Intermediate instruction and lapping practice in the student's standard street vehicle, with an HOD instructor signing off on the student's capability of driving without an instructor in the car.

Day 3: Advanced instruction and lapping practice, with some passing permitted, in the student's race car. HOD will inspect the car and safety equipment before approving the student's use of the race car on the track.

Day 4: Lapping practice under near-race conditions, with full passing permitted, in the student's race car.

The Hooked-on Driving instructors can, at their own discretion, allow a student with some track experience to skip any of the first three days of the sequence, but the student must satisfactorily complete the fourth day of instruction in order to receive a Hooked-on Driving Certificate of Completion of Race Driver Instruction.

### **Period of Provisional Driving With CSRG**

Regardless of previous training and experience, all new CSRG members must complete satisfactorily and safely at least three weekends with CSRG before being granted full driving membership privileges. During that period, the driver's race car will display a yellow stripe on the front, sides, and rear to indicate to other drivers that this driver may not be as experienced as other drivers in the race group.

During these weekends, the provisional driver will be assigned a mentor from within their own racing group to give them advice and assistance in CSRG practices and protocols. In addition, an assigned member of the CSRG board will brief the provisional driver during the weekends on matters of CSRG conduct and procedures.

At the end of each weekend, the stewards will review the provisional driver's attitude, behavior, and racing conduct to determine if the weekend will count towards the three required safe and satisfactory weekends. This process will also qualify you for a VMC driver's card that is recognized by VMC racing groups nationwide.

## **CSRG Mechanical Picnic Rules**

### **Concept:**

The CSRG Mechanical Picnic was initiated to allow members to try out each other's cars under controlled conditions and at near-racing speed, but not in competition. Later, it also evolved into a way for members to show their families and friends what it feels like to be at speed on a race track in a Vintage race car. The CSRG Mechanical Picnic has an unblemished record of safety since it was first implemented in 1968.

***The Mechanical Picnic is not a test and tune opportunity, or a way to get additional track time for honing your lap times. If you spin, go off course, cause an incident or are just driving too fast, the Chief Steward, Race Director and / or the Board of Directors may take disciplinary action against you. That may include suspension for the day, a year, or permanent suspension from the club and its events.***

### **Preparation:**

#### **Cars:**

- Must be entered for the weekend and have a Tech sticker.
- Must have a usable passenger seat with competition seat belts.

- The passenger must not be encumbered by the car's safety equipment.
- The passenger must not impair the driver's full, normal movement and activities when driving on track.

#### **Drivers:**

- Must be entered for the weekend and have a driver wrist band.
- Must wear full driving suits, gloves and shoes.

#### **Passengers:**

- Must be at least 16 years old.
- Must sign a waiver and obtain a wristband before entering the racetrack.
- Must be securely belted in and wear a proper helmet and eye protection; LONG pants; LONG sleeved shirts; and enclosed shoes while on the track. Bare feet or sandals are not acceptable.
- Must keep their hands and arms within the car's cockpit at all times while on the track.

#### **Passengers under age 18:**

- Must have a waiver signed by a parent or legal guardian (*not by just any adult*), and will receive a Minor's wrist band.
- Must be physically large enough to be safely belted into the passenger seat without use of boosters or similar devices that are not an integral part of the seat and/or safety system.
- Must wear a helmet which fits correctly.

#### **On-Track Behavior during the Mechanical Picnic:**

You are participating in the Mechanical Picnic either because you have a passenger or because you are trying someone else's car, which is probably unfamiliar to you. Therefore, you are expected to drive well within your and the car's capabilities and to leave generous margins of safety between you and others on the track. You may pass in turns or in sections of the track where passing is difficult under race conditions (example: the esses at Sonoma) *only* if you are signaled by the car in front of you to do so. Otherwise, wait for the straight. Conversely, be aware of people behind you who may want to pass, and give them that opportunity by waving them by.

#### **If You Are Involved In an On-Track Incident**

An on-track incident is treated the same way whether it occurs during Warmup, Practice, Mechanical Picnic or Race. "Incident" includes two or more wheels off, a spin, contact with another car, or any other loss of control of the car. It can also include erratic or overly aggressive driving, or passing when a caution flag is displayed.

If you are involved in any on-track incident, whether you have seen a black flag or not, report to the Black Flag Station before exiting the track into the paddock. The Black Flag Steward will then instruct you as to what further action you must take.

If the incident resulted in any car damage or you suffered any injury, regardless of how minor, you must report to the Paramedic Team.

If any damage to your car is suspected, your car needs to be inspected. If the car has suffered damage which will prevent it from competing the rest of the weekend, the car needs to be inspected before you leave the paddock.

If your incident was such that it may be subject to disciplinary review, the Black Flag Steward will ask you to report to the Race Director. The Race Director's specific approval will be required before you and your car can return to the track.

If the incident was a mechanical failure which required towing, your car must be re-inspected after repairs, and The Chief of Tech must notify the Race Director that your car has passed re-inspection before you and your car can return to the track.

*It is not the Race officials' responsibility to find you if you were involved in an incident. It is your responsibility to report to the appropriate officials. If you fail to do so, you and your car will not be allowed back on the track.*

#### **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. This flag may be shown at start/finish and at selected locations around the circuit. A number board is usually shown with this flag. Continue your lap at safe speed, exit at the pit lane at your first opportunity, and report to the Black Flag Station for instructions from the Black Flag Steward and/or inspection of the vehicle by a Tech Inspector.

**Open Black Flag** – Something has been observed as unsafe or other inappropriate behavior on your part. Behaviors which will probably result in a Black Flag are:

- Passing under a yellow flag (waving or standing).
- Driving in a manner inconsistent with the current on-track activity.
- Body contact with another car.
- Putting two wheels off course.
- Very aggressive or dangerous driving.
- Multiple closed black flag violations.
- Ignoring the mechanical black flag.

This flag may be shown at start/finish and at selected locations around the circuit. A number board is usually shown with this flag. Continue your lap at safe speed, exit at the pit lane at your first opportunity, and 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.

**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. The driver must report to the Black Flag Station for instructions from the Black Flag Steward.

**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, exit at the pit lane at your first opportunity, and line up at the Black Flag Station for instructions from the Black Flag Steward

**Red Flag** – Usually shown at start finish only, but may occur around the circuit. Prepare to stop. 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.