



CSRSG 2021 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 CSRSG events. These rules are subject to change by vote of the CSRSG 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 can not 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.

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:

- 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, 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.
- 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.

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- 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 1968; and
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** must conform to one of the following sets of specifications:

1967 or earlier FIA Homologation documents for that make and model car;

1967 or earlier SCCA rules for that make and model car;

1972 SCCAA, B or C Sedans and compatible cars, running on DOT or approved racing tires;

1967 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, 1967.

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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. **Note: The Category in which a car is classified is not the same as the Run Group in which the car competes in CSRG events.**

CATEGORY	DESCRIPTION	CUT-OFF DATE December 31
Category 1	"Pre-War"	1949
Category 2	Sports Racing Cars, USRRC cars and Modified Production Cars not complying with Production car requirements above	1967
Category 3	FIA Formula 1, 2, 3	1966
	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	1987
	SCCA Formula Vee**	1972
	SCCA/FIA Formula Junior	1963
	SCCA/IMSA Formula Atlantic	1986
Category 4	Classic Improved Production & GT (FIA Group 4, CASC, Clubmans, etc.)	1962
Category 5	Historic Improved Production & GT (FIA Group 4, CASC, Clubmans, etc.)	1967
Category 6***	FIA 2 Liter, Group 6 and Group 7, SCCA Can-Am and Sports Racers	1978
Category 7	Significant Race Cars as raced under other recognized sanctions	1990

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.

* Cars in this category must conform to the requirements of the sanctioning body's rules with CSRG exceptions. Brake lights are not required but are highly recommended.

** See Appendix D for CSRG Formula Ford rules and Appendix E for CSRG Formula Vee rules.

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

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 (GCR 1954, '59, '62, '65, '67, '72) 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 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

- Bore, stroke and valve dimensions 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, but an appropriate generator or alternator must be installed.
- 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

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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 Optronics
- 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.

- 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 except when specified as original equipment.
- 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.

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 CSRG Board, 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

- 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 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 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.
- 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. 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. The driver is responsible for up-to-date certification.
- All drain plugs must be safety wired or paint striped.
- 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. After-market 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.

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- 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 at least three inches wide. Mounting must be to a frame member or through the floor pan to load distribution plates. 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.
- The use of Glycol, or of any other COOLANT ADDITIVE that if leaked or spilled could create a hazard for other cars, in cooling systems is prohibited.
- 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.

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.
- 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 approved belts/harnesses should be replaced every five (5) years.
- SFI approved belts/harnesses should be replaced every two (2) years.
- 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 on-board fire system is a strongly recommended alternative to an on-board fire extinguisher, with the fire system activation control marked externally with an appropriate style marking (decal).
- The battery should be a Gel Cell or Absorbed Glass Mat (AGM) unit.
- 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.

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APPENDIX A: CSRG TIRE RULES BY RUN GROUP

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.

RUN GROUPS

GP 1 PRE-1960 SPORTS, GT AND PURPOSE-BUILT RACE CARS UP TO 1962 OR EARLIER RULES

Goodyear Blue Streak, Avon - 5.0/22-13 & 6.0/22-13 ACB 9 (ACB10 not permitted)

Hoosier TD, Hoosier Street TD, Hoosier Speedster, Michelin, Blockey, Dunlop 13 inch - L-Series

Dunlop 14 inch - Direza Sport Z1, Z11 or Z11-Star, Toyo RA1, Toyo R888, Yokohama 048, Falken RT-615 (60 series minimum)

GP 2 PRODUCTION AND GT CARS UNDER 2 LITERS PREPARED TO 1967 OR EARLIER RULES

Goodyear Blue Streak, Avon - 5.0/22-13 & 6.0/22-13 ACB 9 (ACB10 not permitted)

Hoosier TD, Hoosier Street TD, Hoosier Speedster, Michelin, Blockey, Dunlop 13 inch - L-Series

Dunlop 14 inch - Direza Sport Z1, Z11 or Z11-Star, Toyo RA1, Toyo R888, Yokohama 048, Falken RT-615 (60 series minimum)

GP 3 PRODUCTION AND GT CARS OVER 2 LITERS PREPARED TO 1967 OR EARLIER RULES

Goodyear Blue Streak, Avon - 5.0/22-13 & 6.0/22-13 ACB 9 (ACB10 not permitted)

Hoosier TD, Hoosier Street TD, Hoosier Speedster, Michelin, Blockey, Dunlop 13 inch - L-Series

Dunlop 14 inch - Direza Sport Z1, Z11 or Z11-Star, Toyo RA1, Toyo R888, Yokohama 048, Falken RT-615 (60 series minimum)

GP 4 SMALL DISPLACEMENT SPORTS RACERS AND OLDER BIGGER DISPLACEMENT SPORTS RACERS 1962

Dunlop CR-65 & CR-82, Avon ACB9 any compound, Goodyear G-12, Toyo R888, Toyo RA1

(60 series minimum)

GP 5 FORMULA JR 1963 - Dunlop Racing L 204

- **FORMULA VEE 1972** - 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. **However, 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 (April 2, 2015) 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,

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rear 22.0/6.0-15; with the Grooved Historic Pattern.

GP 6 FORMULA FORD 1972 - Monoposto Racing Historic Formula Fords will use only the following:

Front: Dunlop 135/545-13 CR82 9092 or Avon 5.0/22.0-13 A29 14297

Rear: Dunlop 165/580-13 CR82 9092 or Avon 6.5/23.0-13 A29 14298

For Dunlops only the 9092 compound is allowed (476 not allowed).

For Avons only the A29 compound is allowed.

Hoosier Formula Ford (as of 6/15/16)

It is not permitted to mix the two tire brands; only Dunlops or Avons may be used

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.

GP 7 FORMULA ATLANTICS 1979 - Avon slick in A011, Avon 222, Goodyear 250

FIA 2 LITERS 1974 - Avon slick in A011

CAN AM 1974 - Avon slick in A011

F-5000 1976 - Avon slick in A011

GP 8 SCCA A, B SEDANS AND COMPATIBLE SPORTS & GT CARS PREPARED TO 1968 TO 1976 -or- SPECIAL CARS SELECTED BY THE CSRG BOARD.

Goodyear Blue Streak, Avon - ACB9, ACB10, Hoosier TD, Hoosier Street TD, Hoosier R6, Hoosier R7
(DOT required on all tires)

- Tires previously approved by CSRG that are no longer in production are still allowed.

- 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

APPENDIX B: 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.

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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. Weaving and/or warming of tires.
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.

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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 furred 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

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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 driver 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

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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 will be reviewed by the board at the next opportunity.

APPENDIX C: 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.

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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 D: CSRG FORMULA FORD 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 Ford, 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 Emphasized Rules:

- Solid-state ignitions are not allowed. CSRG recommends points and condenser, however, electronic ignitions are allowed so long as they live entirely inside the distributor (e.g. Pertronix) 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 allowed if painted black and if they do not take the car below the official minimum weight.
- Minimum weight 1,100 lbs., including coolant, lubricants, driver and fuel.
- **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.

CSRG exceptions:

- 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" will be accepted. Only steel bodied or aluminum shocks without remote reservoirs are permitted.
- 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.

APPENDIX E: CSRG FORMULA CLUB FORD RACE CAR RULES

A class for single seat, open wheel race cars manufactured and raced from 1973 through 1981 by private owners, using the standard Ford 1600 crossflow, pushrod engine. The following commercially constructed cars are eligible:

ADF – Mk II
Alexis – MK23/24/24B
Caldwell – DL15FF and DL9 made in 1975
Crossle – 25F/30F/32F/35F/40F/45F
Dulon – MP15/17/19/21
Eagle – DGF
Elden – PRH10/17/19/20, HD24
Elfin -620
Hawke – DL11/12/15/17/19
Hermes – 16/79, 16/80
Huron – FP2 HR2760
Gemini - 1981
Image – FF2/2B/3/4/5
Javelin – JL2/5
Legrand – MK13/13B/21/27
Lola – T340/342/440/540
Merlyn – MK24/25/28/29/30/31
PRS – RH02, 81F
Reynard – 73F/76F/77F/78F
Rostron – RT 77/78
Rowland – 1975/76 RP, RP 24-77, RP26-78
Royale RP21/24/26/31
Sark 2
Sparton – FF78
Titan – MK8/9
Tiga – FF75F/76F, FFA77/78/79/80/81
Van Diemen – RF 73/74/75/76/77/78/79/80/81
Viking – None
Winkleman (became Nomad–Palliser) – KHF/1 (WDF4), KHF/2 (WDF5/6)
Zink – Z-10, Z-16

Any cars constructed before 1/1/82 not on this list are eligible for consideration providing they have outboard suspension at one end and meet all other rules and regulations, subject to CSRG board approval

II. ENGINE

See 2015 SCCA GCR Kent and Cortina engine rules.

III. TRANSMISSION

Any transmission may be used with not more than four forward speeds and an operational reverse.

IV. FINAL DRIVE

Any final drive may be used except:

1. drive shall be to the rear wheels only;
2. limited slip and locked differentials are prohibited.

V. CLUTCH

The use of any single plate clutch is permitted provided no modification is made to the flywheel other than changing the points of attachment of the clutch to the flywheel. Flywheel may be modified to accept a single plate

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sintered metallic clutch [e.g., AP Borg and Beck, Tilton, etc.] providing no other regulations are broken. Carbon fiber clutches are not permitted.

VI. CHASSIS

Monocoque chassis construction is not permitted.

VII. SUSPENSION AND RUNNING GEAR

Shock absorbers are free with the exception that they may not be more than two-way adjustable and if they are gas pressurized they cannot be externally adjustable (example: Bilstein). External reservoirs are not allowed. CV joints are permitted. At a minimum, one end of the car shall have outboard suspension.

VIII. BODY

The body shall conform to the original design. Alterations made to improve safety are permitted.

IX. BRAKES

Cockpit brake bias adjusters are permitted.

X. WHEELS

Wheels shall be 13' with a maximum width of 5.5". Wheel covers, wheel faces or any device to fair in wheels are prohibited. Wheels must be metal (steel, aluminum, magnesium...) and may be retained via centerlock or lug mounting.

XI. TIRES

CSRG approved Club Formula Fords will use only the following:

Front:

Dunlop 135/545-13 CR82 9092 Formula Ford or

Avon 5.0/22.0-13 A29

Avon 5.0/22.0-13 A25

Hoosier VFF 44165, 135/545-13

Rear:

Dunlop 165/580-13 CR82 9092 Formula Ford or

Avon 6.5/23.0-13 A29

Avon 6.5/23.0-13 A25

Hoosier VFF 44170, 165/580-13

For Dunlops only the 9092 compound is allowed [476 not allowed]. For Avon the A29 or A25 compounds are allowed. It is permitted to mix tire brands. Additional grooving or hand-cutting is not allowed. Rain tires are not allowed.

XII. MINIMUM WEIGHT

The minimum weight is 1125 (as qualified or raced), weight is measured WITH driver

XIII. FUEL TANKS

All fuel tanks must be properly secured. The original elastic cords are in most cases inadequate. Fuel cells are required. They must be of a type approved by CASC, SCCA, FIA, IMSA, etc. for road racing. Tanks must be in the original location or, if relocated, be entirely within the chassis frame.

XIV. ORIGINAL SPECIFICATIONS

All Club Formula Fords must compete in the specification as manufactured and raced. Updates and modifications which were made during the life of the car to improve its competitiveness and safety are permitted. However, the racer, if challenged, must be able to demonstrate that these changes were in compliance with the SCCA GCR's in effect during its racing history.

XV. PRESENTATION

Club Formula Fords 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 racecar parts suppliers, etc)

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

I. Car Construction

A single-seat open wheel racing car based on original VW components.

- A. The only original VW standard components which will be accepted are those appearing in the manufacturing company's parts. They must have been subjected to all the manufacturing processes which the company applies to parts for incorporating into standard production vehicles.
- B. Other equipment and components are only allowed if expressly authorized by these regulations.
- C. All VW components may be reworked according to the details of these regulations only. Any modifications not expressly listed herein are prohibited.
- D. It must always be possible to positively identify any reworked parts as VW standard parts. Provided that the origin of a standard part can definitely be established, it may be aligned, balanced, fitted, reduced in size or otherwise reshaped or modified by reworking.
- E. Unless authorized by these regulations, no new material may be added in any way to VW parts. Specifically, no material may be added to the engine by welding, adhesive joints, electrolysis, etc. Chassis and body parts, however, may be plated or painted to enhance their appearance.
- F. Except for the crankshaft, engine parts may not be nitrided or treated in salt baths.
- G. Bolts, nuts, spring washers and other types of washers are free.

II. Weight and Dimensions

- A. Minimum weight - 928 pounds, as qualified or raced without driver.
- B. Wheel base – free
- C. Front track – free
- D. Rear track – free

III. Suspension

- A. Front wheel suspension is free.
- B. The steering mechanism may be of free design.
- C. Any form of rear wheel suspension may be used, provided it incorporates standard VW constant velocity joints.
- D. Shock absorbers shall be maximum two-way adjustable and shall not have remote reservoirs.

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IV. Wheels

A. Any make of wheel rim may be used. The following dimensions are compulsory:

1. Diameter: 13"
2. Maximum rim width: front - 6" rear - 8"

B. Only 4 wheels are permitted. They shall be identical for the left and right front axles, and identical for the left and right rear axles.

C. Wheel spacers may be installed between the front wheels and hubs, but may not exceed one-half [1/2] inch per wheel. Spacers are not permitted between the rear wheels and hubs.

D. Wheel attachment bolts may be replaced with studs.

E. All cars shall be limited to two-wheel drive.

V. Brakes

A. Brake lining and/or brake pad material is free

B. Cars must be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels. Brake master cylinders are free.

C. The following standard VW parts must be used [reworking to fit is permitted]

1. Brake disc
2. Brake caliper.

VI. Water-Cooled Engine

An engine with a maximum displacement of 1600 cc must be used. It must be made of standard VW components from the engine production series intended for the Rabbit [Golf], Scirocco or Dasher [Passat]. Valves, valve guides and valve seats are free provided the number of valves per cylinder and distances between valves is not changed. Valve springs, valve spring caps and valve spring washers are free. VW cylinder head bolts must be used. Bolt-on valve covers are mandatory. Emission control air injection holes in the cylinder head [standard VW U.S. mode] may be plugged with standard pipe plugs provided they serve no other purpose than to blank off these external holes.

A. Induction System

1. Not more than two 2-barrel or four single-barrel carburetors shall be used.
2. Fuel injection is also permitted, but no form of supercharging shall be used.
3. Engine speed control must be by means of throttle butterflies.

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4. The intake pipe to each cylinder must incorporate an air venturi and a max. diameter of 32 mm for fuel injection and 36 mm for carburetors directly ahead of the throttle butterfly, and all intake air for each cylinder must pass through it [or the entire fuel-air mixture if prepared before this point]. The fuel injection system and carburetors must employ individual runner intake manifolds [4] with no plenum or balance pipe.
5. Carburetor choke [cold start] passages are to be sealed with plugs.

B. Cylinder Bore and Stroke

1. Maximum bore size: 79.78 mm [3.14"]. Piston to cylinder wall clearance is unrestricted for both standard and oversize pistons.
2. Maximum stroke: 80 mm.

C. Bearings and Connecting Rods

1. Plain bearings may be replaced by others of the same type and dimensions. The distance between the small end and big end bearing centerlines - 5.354 inches plus .002 inches [136 mm plus .05 mm] - on production engines must not be altered. Standard VW connecting rods must be used.

D. Gaskets and Seals

1. Gaskets, O-rings and seals may be replaced by other versions or omitted entirely.
2. The sealing face of the block may be machined to permit installation of wire sealing rings around the cylinder bore opening only, thereby reinforcing the head gasket.

E. Alternator may be modified or removed.

F. Any type of ignition system [except twin spark plugs] may be used.

G. Camshaft and Valve Gear

1. No restrictions are imposed, provided that the position, number and driving system for the camshaft and intermediate shaft are not changed.

H. Pistons, Piston Pins, Rings

1. Any pistons, piston rings and piston pins may be used provided the piston does not project beyond the upper face [sealing face] of the engine block at top dead centre.

I. Other Engine Components

1. Engine mountings are free. The fan and water pumps can be modified, replaced or discarded. The coolant circuit is free. In its installed position, the engine may not be tilted more than fifteen [15] degrees to the right or left from the vertical. The engine must be installed along the vehicle's longitudinal axis.
2. A single dry plate clutch is compulsory. A VW flywheel must be used.

J. Exhaust System

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1. The exhaust pipes from all cylinders must lead rearwards. Their actual design or construction is free, provided the tail [outlet] pipes are not higher than 24 inches from the ground. The ends of the pipes must not project by more than 26 inches rearward of the rear axle centerline.
- 2.

K. Bushings may be installed where none are fitted as standard, provided they are concentric and the centerline of the bushed part is not changed. No component shall be relocated and no prohibited modifications shall result from the use of the above bushing.

VII. Transmission

- A. A VW gearbox housing incorporating not more than four [4] forward speeds and an operational reverse gear must be used. Reworking to adapt to the VW engine and to accept various gear ratios is permitted. Side plates may be modified or replaced.
- B. Limited slip, locking differentials, or fully-locked differentials, are prohibited.
- C. The gearbox housing may be rotated through 180 degrees.

VIII. Lubricating System

- A. Dry sump engine lubrication is permitted including the necessary modifications to the crankcase and oil circuit. The oil sump is free.
- B. Any oil cooler may be used, but must be supplied through separate oil lines. If rear mounted, they must not extend beyond the inner edge of the rear tire or be mounted in a dangerous position.
- C. Chassis or frame tubes shall not be used to convey oil.
- D. The oil tank must not extend outwards beyond the inner edge of the rear tire.
- E. Oil hoses must comply with the standards specified above and the regulations for fuel lines.
- F. All engine and transmission vent or breather lines must empty into a transparent oil catch tank or bottle having a minimum capacity of two quarts.

IX. Electrical System

- A. Starter: All cars must be fitted with an electrical starter controlled from the driving position.
- B. Battery: Any make or type of battery is permitted.

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C. Fuel and Electrical Lines: Fuel and oil lines and electrical, cables must not pass through the cockpit together. They must be totally enclosed within a fire-resistant outer jacket or wrapping which is not attacked by liquids [a metal outer cover]. No flammable liquid should be able to penetrate the cockpit in any circumstances. Hose unions must also comply with these regulations.

D. Red Warning Light [rain light]: Each vehicle must be equipped with a rear-facing red warning light of at least 15 watts intensity. [LED rain lights are highly recommended.] This warning light must be mounted as high as possible on the vehicle's centerline, be clearly visible from behind the car and operated from a switch in the cockpit. The warning light must be switched on when called for by the Chief Steward.

X. Bodywork Shape and Material

A. Vehicle bodywork shape and material are unrestricted. The body may consist of several panels. However, the bodywork must not extend beyond the rear-most point on the rear wing or spoiler. No part of the body or frame may be wider overall than 55.1 inches [1400 mm].

B. The maximum body height is 35.4 inches [900 mm] above the ground under all conditions with driver on board.

C. The bodywork ahead of the front wheels must not exceed 39.4 inches [1000 mm] measured from the centre of the front wheel hub. The maximum width of body sections ahead of the front is 53.1 inches [1350 mm]. No part of the body ahead of the front wheels and exceeding the overall width of 37.4 inches [950 mm] may extend upwards beyond the upper edge of a front wheel rim.

D. The cockpit opening must have the following minimum dimensions:

1. Length: 26.6 inches [600 mm]
2. Width: 17.7 inches [450 mm]
3. This width must extend over a length of 11.8 inches [300 mm] measured forward from the rearmost point on the seat back.
4. The driver must be able to enter or leave the car at any time without any parts having to be removed or manipulated.

E. Rear wings [aerodynamic aids] are permitted subject to the

following conditions:

1. They must be adequately secured to the fully sprung mass of the vehicle and be firmly fixed when the car is in motion.
2. They must be mounted symmetrically to the vehicle's longitudinal axis.
3. The maximum height of the wing or spoiler from the ground under all conditions [including driver on board] must not exceed 35.4 inches [900 mm].
4. The maximum width of the wing must not exceed 37.4 inches [950 mm].
5. The horizontal distance between the rear edge of the wing and the centre of the rear wheel hub [rear

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axle centerline] must not exceed 31.5 inches [800mm].

F. Front wings or spoilers are permitted under the following

circumstances:

1. They must be mounted firmly to the full sprung part of the vehicle and be adequately secured.
2. They must be mounted symmetrically to the car's longitudinal axis.
- 3.
4. They must not interfere with the driver's view when he/she is seated in the cockpit.
5. They must comply with the dimensional restrictions noted above.

G. For tunneled chassis (RT5, etc) no part of the sidepod or skirt may extend below the bottom of the tub. The center of the tub shall be the lowest point of the car.

H. There are no restrictions on the design of the chassis or load-bearing structure [monocoque or spaceframe]. The workmanship must provide sufficient strength to resist all loads likely to be encountered when the car is in use and provide an adequate margin of safety.

XI. Roll Hoop

- A. The roll hoop must conform with the requirements of the GCR, Appendix Z.
- B. The roll hoop must be accessible enough to lift the car with a hook or cable.

XII. Fuel Tank

- A. Must be a safety cell approved by SCCA.
- B. Must be completely enclosed in a container of 20-gauge steel or .059" aluminum and must be isolated from the engine compartment by a fire-proof bulkhead.
- C. The tank filler pipe and/or cap must not project beyond the bodywork.
- D. The fuel tank cannot be vented into the roll cage. Any air vents must end beyond the bodywork and at least 9.8 inches [250 mm] behind the driver's seat.

XIII. Eligible Super Vees [Water Cooled]

1. Any water cooled Super Vees manufactured before 1/1/88 are allowed providing they meet the above rules

APPENDIX G: 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 H: 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 weight 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 weight at Stewards discretion.