

Classic Slot Car Racing Association

Grand Prix Racing Time Line

Year	Rule Change or Event	CSCRA Classes
1894-99	The first motor races. Mainly in France and from city to city	Class 1a and 1b Pre 1934
1900-05	The Gordon Bennett Races. Country races against Country still from city to city The first use of National Colours	
1906	The first Grand Prix is staged near Le Mans in France The first running of the Targa Florio in Sicily for Formula Libre cars	
1907	Brooklands opens in England	
1911	The first running of the Indianapolis 500 in the USA	
1922	2.0 litre Grand Prix Formula	
1925	Riding Mechanics banned from Grand Prix Racing	
1926	1.5 litre Grand Prix Formula	
1928	Grand Prix run to Formula Libre with various fuel consumption formulas and weight limits	
1931?	1.5 litre Voiturette formula established	
1934	750Kg maximum weight Grand Prix Formula.	Class 2a and 2b 1934/51
1938	3.0 litre supercharged and 4.5 litre unsupercharged Grand Prix Formula	
1947	First Formula 1 Rules established, 1.5 litre supercharged and 4.5 litre unsupercharged, based on the preceding Voiturette and GP classes	
1950	Formula 1 Drivers World Championship starts. Championship includes the Indy 500	
1952/3	World Championship run for Formula 2 (2 litre unsupercharged) cars	Class 3 1952/60
1954	2.5 litre Formula 1 starts	
1958	The Formula 1 Manufacturers Championship begins. Coopers win the first two GPs	
1959	Coopers win the World Championship beginning the rapid switch to rear engine cars	
1960	Last year of 2.5 litre F1. Coopers win again and the front engine GP car becomes history	
1961	1.5 litre Formula 1 starts The Indy 500 is dropped from the Formula 1 World Drivers Championship Formula Intercontinental (3.0 litre Formula 1) cars race in the UK The 'Tasman' Series for 2.5 litre cars starts in Australia and New Zealand	Class 4 1961/65
1964	Dunlop introduce the 'Doughnut' tyre which begins a steady increase in tyre widths	
1966	3.0 litre unsupercharged & 1.5 litre supercharged Formula 1 starts	Class 5 1966/70
1968	Wings appear on Formula 1 cars for the first time Tyre widths increase significantly through the year Formula A/5000 starts in the USA and the UK using 5 litre stock block engines	
1969	From the Monaco GP suspension mounted and driver adjustable wings are banned	
1970	F5000 cars are admitted to the 'Tasman' Series	
1971	Goodyear and Firestone introduce slick tyres to Formula 1 High Airboxes appear on Formula 1 cars for the first time	Class 6 1971/77
1976	From the Spanish GP onwards a whole raft of new Formula 1 restrictions are introduced Maximum width limited to 215cms. High Airboxes are banned Wheels must be 13 inch diameter with a maximum overall width of 21 inches at the rear New restrictions are applied to wing size, height and position Formula 5000 allows Formula 1 cars to compete in National Championships	
1977	The first 'Turbo charged' 1.5 litre Formula 1 car (Renault RS01) races The first 'Ground Effect' Formula 1 car (Lotus 78) races	
1978	Other Teams follow Lotus in building 'Ground Effect' Cars	
1979	The first Formula 1 race win for a 'Turbo' car (Renault RS10)	Class 7 1978/82
1983	'Ground Effect' cars banned from Formula 1	
1985	Formula 3000 introduced to replace Formula 2 and the now defunct Formula 5000	Class 8 1983/88
1986	1.5 litre 'Turbo' only Formula 1	
1988	3.5 litre normally aspirated engines admitted to Formula 1 alongside the 'Turbos'	
1989	Formula 1 becomes 3.5 litre normally aspirated only as the 'Turbo' cars are banned	
1991	Bennetton introduce the 'high nose' concept on the B191	Class ?
1993	Maximum overall car width reduced to 2.0 meters	
1994	The 'Plank' is introduced in Formula 1	
1995	Formula 1 engines restricted to 3.0 litre normally aspirated and V10 configuration	Class ?
1998	Maximum overall car width further reduced to 1.8 meters Grooved Slick tyres introduced	
2005	GP2 replaces formula 3000	Class ?
2006	Formula 1 engines restricted to 2.4 litre normally aspirated and V8 configuration	
2009	Slick tyres return to Formula 1	

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Indy Car & American Racing Time Line

Year	Rule Change or Event	CSCRA Classes	
1900's	Racing begins on Dirt Ovals at Fairgrounds.	Class 1a and 1b Pre 1934	
1908	First running of the Vanderbilt Cup races on Long Island, New York		
1909	First, gravel and tar, track built at Indianapolis		
1911	The first running of the Indianapolis 500 on the newly brick paved oval - The Brickyard Maximum engine size limited to 600 cu in (9800cc)		
1913	Indy 500 maximum engine size reduced to 450 cu in (7400cc)		
1920	Indy 500 maximum engine size 183 cu in (3000cc) in line with the European GP formula 4 lap qualifying format introduced Cars and engines designed by Harry Miller dominate the Indy 500 for the next 10years		
1923	Indy 500 maximum engine size 122 cu in (2000cc) in line with the European GP formula Riding mechanics banned		
1924	First Indy 500 win for a supercharged car		
1926	Indy 500 maximum engine size 91.5 cu in (1500cc) in line with the European GP formula		
1927	Eddie Rickenbacker buys the Indianapolis Motor Speedway Engine size is increased to 6000cc but supercharging is banned Riding mechanics return		
1933	Harry Miller goes bankrupt and Fred Offenhauser takes over the company He continues to build the Miller designed 4 cylinder engine but renames it Offenhauser Various versions of this engine will dominate the Indy 500 right through to the mid 1970s		
1935	Crash helmets made mandatory Safety warning lights installed at the Indianapolis Motor Speedway		Class 2a and 2b 1934/51
1938	Indy 500 engine rules change to 3.0 litre supercharged or 4.5 litre unsupercharged in line with the European GP formula		
1945	Tony Hulman buys the Indianapolis Motor Speedway Meyer & Drake take over Offenhauser and continue to build the 4 cylinder engine		
1950	The Indy 500 is included in the newly instigated FIA Drivers World Championship	Class 3 1952/63	
1952	A 'turbocharged' engine takes pole at Indianapolis for the first time		
1957	Indy engines restricted to 2.65 litres turbocharged or 4.2 litres unsupercharged.		
1959	Roll over bars and fireproof overalls made compulsory		
1961	The Indy 500 is dropped from the FIA Drivers World Championship Jack Brabham races a 2.7 litre Cooper Climax to 9th place in the Indy 500 Tarmacing of the Indianapolis Motor Speedway is completed having started before WWII	Class 5 1964/70	
1963	Lotus enter the 500 with the mid engined, normally aspirated 4.2 litre Lotus 29 Ford		
1964	Lotus use Dunlop tyres at the Indy 500 and begins the trend towards wider tyres		
1965	Jim Clark wins the Indy 500 with the 4.2 litre Lotus 38 Ford Petrol is banned from the Speedway		
1967	A Gas Turbine engined car races in the Indy 500 for the first time		
1968	The last year that a front engined car races in the Indy 500 Formula A (5000) road racing championship starts, using stock block 5.0 litre V8 engines	Class 6 1971/77	
1976	The Ford DFX 2.65 litre turbo V8 races for the first time and goes on to become the dominant engine at the Indy 500 for the next 10 years ending the Miller/Offy domination		
1977	Formula 5000 evolves into the resurrected Can-Am. Single seat cars with sports car bodies	Class 7 1978/82	
1979	Pace car used for the first time at the Indianapolis Motor Speedway during caution periods		
		Class 8 1983/88	
1996	Champ Car and the IRL split.	Class ?	
2008	Champ Car and the IRL reunite.	Class ?	

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Sports Car Racing Time Line

Year	Rule Change or Event	CSCRA Classes
1906	The first running of the Targa Florio to Formula Libre rules	Class 1a and 1b pre 1934
1923	The first running of the Le Mans 24 hour race	
1927	The first running of the Mille Miglia road race	
		Class 2 1934/48
1949	First post WWII running of the Le Mans 24 hour race The race is won by a Ferrari 166MM marking the emergence of a new style of Sports Car	Class 3 1949/62
1953	The first Sports Car World Championship is run. Rounds include Le Mans, Sebring 12hrs, Spa 24hrs, Mille Miglia, Nurburgring 1000ks, etc	
1958	FIA imposes a 3.0 litre maximum limit on Prototypes	
1962	Unlimited capacity prototypes return to Le Mans Last win for a front engined car at Le Mans (4.0 litre Ferrari 250TR61irs)	
1963	The FIA accepts the return of unlimited capacity Prototypes First win for a rear engined car at Le Mans (Ferrari 250P) Group 7 unlimited capacity open sports car races gain popularity in the UK and the USA The US Road Racing Championship (USRRC) is run for the first time Tyre widths begin to increase	Class 4 1963/67
1965	The final year of Group 7 racing in the UK	
1966	The Can-Am begins. Chapparral introduce the suspension mounted wing	
1967	The final year of unlimited capacity prototypes at Le Mans	
1968	3.0 litre Prototypes and Group 4 'production' 5 litre Sports Cars at Le Mans Tyre widths increase dramatically through the year	Class 5 1968/75 Le Mans & Class 6 1968/74 Can-Am
1969	Porsche produce the 917 'production' Sports Car IMSA is formed in the USA.	
1970	Ferrari produce the 512 'production' Sports Car Suspension mounted wings banned from the Can-Am Chapparral introduce the 'sucker' ground effect car	
1971	IMSA introduce a GT championship in the USA	
1972	3.0 litre prototypes only at Le Mans as 5 litre 'Production' Group 4 cars are banned Porsche introduce the 'Turbo' engine to road racing in the Can-Am	
1974	The final year of the original Can-Am	
1975	The final year of 3 litre prototypes at Le Mans The IMSA GT series becomes the All American Grand Touring Championship	
1976	Group 6 Turbo Prototypes and Group 5 production based GT Cars at Le Mans	Class 7 1976/81
1977	IMSA admits Group 5 Turbo cars to it's GT series	
1981	IMSA introduce the GTP category with rules similar to Group C	
1982	Group 6 is replaced by Group C, closed top 'ground effect' cars at Le Mans	Class 8 1982/93
1991	Group C1 cars restricted to 3.5 litre normally aspirated engines Turbo cars continue at Le Mans but are given handicaps	
1994	The BPR Global GT Series begins for road based GT Super Cars The World Sports Car Championship (WSC) begins for open 2 seat endurance sports cars	Class? GT1/WSC 1994/98
1996	Mercedes and Porsche begin to exploit 'holes' in the GT rules with 'limited edition' cars	
1997	The BPR Global GT Series becomes the FIA GT Championship for GT1 cars	
1998	Mercedes, Porsche and especially Toyota race what are effectively GTP prototypes	
1999	The WSC cars are renamed LMP's and the GT1 class becomes GTP Both classes compete for overall victory at Le Mans The IMSA sanctioned American Le Mans Series (ALMS) begins in the USA The 'Grand-Am' sanctioning body is formed to organise non FIA road racing in the USA	Class? GTP/LMP 1999/?
2001	The IMSA sanctioned European Le Mans Series (ELMS) is run for the only time	
2003	The Grand-Am sanctioned 'Daytona Prototype' series starts in the USA	
2004	The FIA sanctioned Le Mans Series (LMS) begins in Europe	
2006	The first win for a diesel powered car at Le Mans and Sebring (Audi R10 TDI)	

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Saloon/Touring Car Racing Time Line

Year	Rule Change or Event	CSCRA Classes
pre 1950	4 seat 'saloon' cars race with 2 seat sports cars in Europe In the USA 'stock' and 'modified' cars race on Daytona Beach and on dirt ovals	Class 1 pre 1950
1947/8	NASCAR founded in the USA - races are initially for 'Modified' cars	
1950	NASCAR adopts 'stock' (production) sedans for the Grand National Championship	NASCAR Class a 1950/65 Class b 1966/90
1952	NASCAR makes roll cages compulsory Pure Oil manufacture the first 'racing tyre' for NASCARs 2-way radios used for the first time	
1953	Manufacturers begin to offer 'performance parts' on production cars aimed at improving performance in NASCAR racing	
1952	The first 'Saloon Car' race takes place in the UK.	Class 2a/b 1950/62
1963	The first European Touring Car Challenge (ETCC) to FIA Group 2 rules begins. The first big American cars (Ford Galaxies) arrive in the UK.	Class 3a/b 1963/69
1966	The Trans-Am series for 'Pony Cars' begins in the USA. The British Touring Car Championship (BTCC) admits FIA Group 5 special saloon cars.	Trans-Am Class a/b 1966/72
1968	The European Touring Car Challenge admits FIA Group 5 special saloon cars.	
1970	The FIA revises Group 2 rules. The ETCC, the BTCC and many others adopt these new rules. The European Touring Car Challenge becomes the European Touring Car Championship. The Trans-Am under 2 litre class becomes a separate series.	Class 4a/b 1970/81
1972	The German DRM begins with FIA Group 2 (Touring Car) and Group 4 (Sports Car) rules.	
1973	The Trans-Am drops 'Pony Cars' and switches to FIA Group 1, 2, 3 and 4 classes.	
1977	The German DRM changes to Group 5 rules.	Group 5 1977/81
1982	The FIA replaces Group 1, 2 etc with Group A. The ETCC adopts Group A.	
1983	The BTCC adopts Group A.	
1984	The German DTM starts. Initially to Group A rules.	Class 5 1982/88
1987	A World Touring Car Championship (WTCC) is run for the first time.	
1988	The ETCC comes to an end	
1990	The BTCC introduces a 2.0 litre formula.	Class ? Super Touring 1990/2001
1993	The FIA adopts 'Super Touring' rules based on the BTCC formula to replace Group A. The German DTM changes to a 2.5 litre formula.	
1995	The DTM becomes the ITC.	
1996	The DTM/ITC ends at the end of 1996.	Class ? DTM/ITC 1983/96
2000	The ETCC, to Super Touring rules, is re-introduced based initially in Italy The BTCC drops Super Touring and introduces its own BTC formula	DTM 2000/?
2000	The DTM returns in a new 'coupe' format	
2002	The ETCC switches to Super 2000 rules Super 2000 cars allowed into BTCC	Class ? S2000 2002/2
2004	The DTM switches back to Saloon style bodies	
2005	The ETCC becomes the World Touring Car Championship (WTCC) - to Super 2000 rules	
2007	The BTCC changes to Super 2000 only	