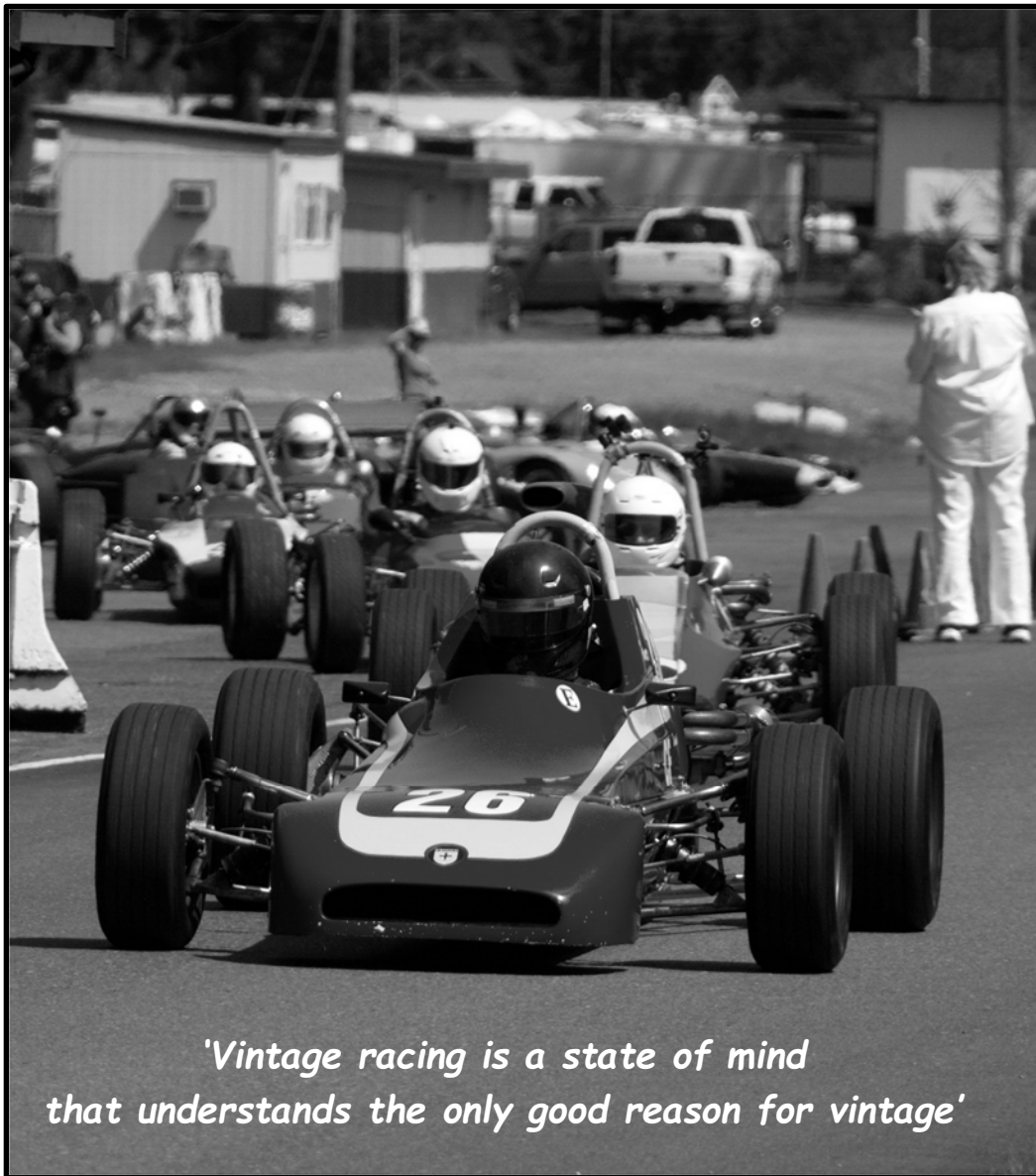




# MEMBERSHIP HANDBOOK 2020

For Prospective, New, and Current Members



*'Vintage racing is a state of mind  
that understands the only good reason for vintage'*

## **Inside:**

**About SOVREN – your local vintage racing club**

**How to race with SOVREN – for new and experienced drivers**

**Rules and Car Eligibility**



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This handbook contains information about SOVREN, its purpose, philosophy, history, the 2020 racing schedule, the current officers, licensing information, and rules for racing.

The SOVREN Member Handbook is published yearly and has evolved to reflect changes in vintage racing policies and rules. Updates will be posted on the SOVREN website throughout the year as needed.

Because information in this handbook is subject to change without notice, please check the SOVREN website: [www.sovrenracing.org](http://www.sovrenracing.org) or contact the appropriate officer(s) or committee chair(s) for the latest news about the club.

All forms referenced in this handbook are available on the SOVREN website: [www.sovrenracing.org](http://www.sovrenracing.org).

Mailing address:  
SOVREN  
17806 Bass Ln NW  
Lakebay, WA 98349

Phone: 360.329.2513

*The 2020 SOVREN Membership Handbook was produced by SOVREN E-Board members. Cover photo by Bob Pengraph. This handbook is available in pdf format on the SOVREN website: [www.sovrenracing.org](http://www.sovrenracing.org).*

Version 2020.2

### SOVREN, YOUR CLUB FOR VINTAGE RACING

Society of Vintage Racing Enthusiasts (SOVREN), is an organization dedicated to the restoration, preservation, and competition of vintage production and purpose-built sports cars on Pacific Northwest road racing circuits. SOVREN defines vintage cars as production cars 25 years or older and certain purpose-built race and replica cars of interest. These cars are prepared in accordance with the rules and classes defined in this Handbook. Rules and Classes defined by other member clubs of the VMC may also be used in preparing and racing cars with SOVREN. Vintage racing is an amateur sport where competition is meant to be friendly, fun, fast and loud.

Ownership of a vintage racecar is not necessary for membership, as we welcome non-car owners, including those who might want to volunteer to help put on our events. Our members range from individuals who enjoy the spirit and camaraderie of vintage racing through restoration, and wheel-to wheel competition, to those who enjoy working on the sidelines as pit crews, officials, or turn workers, to those who simply enjoy the thrill of watching these old racecars come to life again. A membership application is available on the SOVREN website: [sovrenracing.org](http://sovrenracing.org).

As a member of the VMC (Vintage Motorsports Council), a national group composed of the many different clubs and groups that promote vintage racing throughout the U.S. and Canada, we share their goal to “promote the preservation of these cars in a vintage racing format which emphasizes driver safety and etiquette.” To carry out this goal SOVREN offers no prizes or recognition of finishing place. Our season championship is based upon participation rather than finishing order. The goal is to reward those persons who participate in our events with a well-prepared car and with an attitude towards racing that will enable them to complete all the racing laps at each event.

SOVREN communicates with its members through the Vintage Drift magazine and the Bulletin Board. The Vintage Drift is published quarterly and features race stories, great photography, and profiles of members and member’s cars. The Bulletin Board is sent via e-mail monthly and includes news items and reports from committee and board meetings. To learn more about SOVREN visit our website: [www.sovrenracing.org](http://www.sovrenracing.org).

### SOVREN’S RACING HISTORY

In the mid-eighties, vintage events in the Pacific Northwest were organized as standalone events or tied in with other races at Seattle International Raceway (now Pacific Raceways). Seattle Porsche enthusiast Dick Mattei recognized the need for a vintage racing organization in this area and enlisted 15 charter members who set about the work of defining the goals and rules for the club and the daunting task of sponsoring a track event.

The club’s first racing activity was to join a vintage grid at the first Tacoma Grand Prix in August 1986. In the early days, SOVREN held track days with no actual racing and joined with SCCA (Sports Car Club of America) and IRDC (International Race Driver’s Club) who would have vintage grids at their events. In 1989, with the Vintage Motorcycle Enthusiasts, we held the first Pacific Northwest Historics at Seattle International Raceway. Early club members who contributed greatly to SOVREN’s success include Thor and Donna Thorson, Dick and Judy Buckingham, and Tom and Susan Armstrong, among others. Since then participation in our races has grown from 59 participants in 1989 to well over 200 in the Pacific Northwest Historics. We currently conduct five track events at three different road courses. (Pacific Raceways, Spokane County Raceway, and Portland International Raceway)

### SOVREN, NOT JUST FOR RACERS

Running an event requires the talents of a wide variety of dedicated individuals. Those wanting to lend a hand are warmly welcomed and are rewarded with adventure, camaraderie, and friendship. There are lots of jobs to do – one of them will be just right for you. Our [Race Chairs](#) will help you register for an event even if you have no experience. We will provide the basic training and pair you up with an experienced official — soon you will grow into the position you like best.

# RACING WITH SOVREN

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## 2020 CALENDAR OF EVENTS

### **SPRING SPRINTS                      APRIL 24 - 25 - 26**

Pacific Raceways

FRIDAY – Test 'n Tune, Novice Orientation, SATURDAY & SUNDAY - Racing

### **SPOKANE FESTIVAL OF SPEED                      JUNE 5 – 6 - 7**

Spokane County Raceway

Sponsored by Porsche of Spokane in support of the Northwest Parkinson's Foundation  
(Racing all 3 days)

### **PACIFIC NORTHWEST HISTORICS                      JULY 3 – 4 - 5**

Pacific Raceways

Celebrating the 60<sup>th</sup> Anniversary of Pacific Raceways

### **COLUMBIA RIVER CLASSIC                      SEPTEMBER 4 – 5 – 6+**

Portland Int'l Raceway

Held with the All British Field Meet

+New date as of 3/26/2020

### **FALL FINALE                      SEPTEMBER 26-27**

Pacific Raceways

### **NON SOVREN POINTS RACES**

*\*Non-SOVREN vintage racing event, earns participation points for SOVREN season championships (see [page 22](#)).*

#### **\*PORTLAND HISTORICS**

Portland Int'l Raceway

July 23-26

*SVRA event*

#### **\*BC HISTORIC MOTOR RACES**

Mission Raceway, B.C.

August 14-15-16

*VRCBC event*

#### **\*MARYHILL HILL CLIMB**

Maryhill Loops, Goldendale, WA

October 3-4

CONTACT: Starke Shelby,  
206.388.6152

### **NON-RACING EVENTS**

#### **AGM & BANQUET**

January 9, 2021 - Location Thunder Dome Car Museum

#### **Quarterly Membership Meetings**

Dates will be posted in the Bulletin Board

March 14 @ Griot's Garage, Tacoma

July 2 @ Pacific Raceways

October/November TBA

General Admission Spectator tickets are available at the gate or ticket booth for all race days.

## SOVREN RACE EVENTS

### SPRING SPRINTS

The racing season kicks off at Pacific Raceways with a three-day event starting on Friday with a focus on our new drivers to SOVREN with a Novice Orientation day and returning racers looking at shaking out the cobwebs and stretching their legs in the Test-N-Tune. With two full days of racing on Saturday and Sunday everyone and everything will get a great workout.

This is a great opportunity to catch up with old friends, make new friends and enjoy spring.

Gates for spectators open at 9am Saturday and Sunday. Spectators have full infield and paddock access at all our events at Pacific Raceways.

### SPOKANE FESTIVAL OF SPEED

Time flies when you are having fun and for the 10<sup>th</sup> year the Spokane Festival of Speed gives us a three-days of vintage racing activities east of the mountains. Spokane County Raceway, a track that is being continually upgraded with donations from "Go Fund Me Track Attack" from our racers will have a full weekend of activities starting early Friday morning. Many our racers travel from west of the mountains, but this event gives those from Idaho, Montana, and even Alberta, an event closer to home.

This year, 2020, for the first time, we are combining our event with Northwest Motorsports - ICSCC. This will truly be a HUGE regional sports car racing event. We have arranged for the clubs to run their own races for championship points but also to join each other's race groups for a new and exciting experience.

After the races fuel up the car and jump back in with your favorite companion and join the Race Car Tour, on a public road, from the track to downtown Spokane Park for an exhibition, returning to the track before dark. This event in the heart of Spokane is a great chance to enjoy the Park, show off your car and explain vintage racing to an eager audience. On Saturday the Ford "Model T" Race

with a Le Mans style start will once again be held at the end of the race day. The Festival Race Party and dinner will be Saturday evening at the track.

SFOS a 501(c)(3) nonprofit is again sponsored by Porsche of Spokane in support of the Northwest Parkinson's Foundation. For local information contact the SFOS organizers at 509.990.1335 or 509.994.1706. Meetings are Saturday mornings 9-11am at the Parkinson's Resource Center, Downtown Spokane.

### PACIFIC NORTHWEST HISTORICS

Nearly 200 racers are in attendance from throughout the US and Canada. In addition to racecars on track the Historics also feature a car corral, great vendors, and special events like featured marque, special guests, and the Saturday evening Salmon BBQ.

This will be the 32<sup>nd</sup> year of the Pacific Northwest Historics. It draws one of our largest fields of vintage and historic cars. This year will feature the 60<sup>th</sup> Anniversary of PACIFIC RACEWAYS. Expect to see many extra activities that promote the history of our track this year.

With both SOVREN and the PNWH Vintage Racing Charities (a 501(c)(3) nonprofit) working closely together to promote the event and put it on to the highest caliber everyone; competitors, crews, officials, and spectators alike can expect another great weekend to remember.

Since 1989, this race has been held to benefit Seattle Children's Hospital raising over 10 million dollars for the hospital through various activities.

For information regarding PNWHVRC group meetings, please contact President Martin Rudow [rudowsp@gmail.com](mailto:rudowsp@gmail.com). For information about volunteering with the PNWH Vintage Racing Charities go to: [www.northwesthistorics.com](http://www.northwesthistorics.com). For tickets go to: [www.northwesthistorics.com](http://www.northwesthistorics.com)

## COLUMBIA RIVER CLASSIC

The 19<sup>th</sup> year of this popular event at Portland International Raceway in Portland Oregon. As in past years the event will once again share the paddock with the All British Field Meet (ABFM).

On track events start with a Test 'n Tune on Friday. With two full days of racing Saturday and Sunday. The ABFM generates opportunity to cruise through the grassy field next to our paddock, before, after and between races viewing hundreds of cars from all years of British build or the British swap meet.

Tickets are available at the gate and a spectator shuttle is available.

## FALL FINALE

When late September arrives, it is time for our final race event of the season. Even if those final points are not your thing it is the last chance to socialize with your fellow SOVREN drivers, crews, and volunteers. Crew & Worker (Race Volunteers) rides are featured at lunch time each day.

## OTHER NON SOVREN RACE EVENTS

SOVREN has 3 other non-SOVREN events for drivers to collect participation points toward the season championship.

- SVRA Portland Historics, Portland, OR
- VRCBC, Mission, BC
- MaryHill Hill Climb, Goldendale, WA



## WHAT IS VINTAGE RACING?

Vintage racing is about having fun, enjoying the company of other enthusiasts, and respecting the heritage of vintage racecars. Vintage racing is not “real” racing when compared to professional racing. The livelihood of drivers and car companies do not depend on the outcome of a vintage race. Vintage racecars are not disposable tools like modern racecars—they are instead an important part of our automotive heritage.

Vintage racing is a state of mind that understands the only good reason for vintage racing is fun. SOVREN is a group of car enthusiasts who get together to display, exercise and compete with historical racecars rather than letting them collect dust in garages. The idea is to have fun with your car and not ruin others’ fun while doing it.

**IF YOU HAVE ANOTHER GOAL IN MIND, THEN VINTAGE RACING IS PROBABLY NOT FOR YOU.**

There is risk in all car racing, but in vintage racing the risks are minimized. Rules limiting dangerous driving are strictly enforced with penalties ranging from probation to exclusion from racing. SOVREN rules require safety equipment beyond, in many cases, that required when the cars were originally raced. Please see our rules for an explanation of the SOVREN infractions policy and for the preparation standards expected for each SOVREN car.

In most vintage races, trophies or other awards are not presented. There are no championship runoffs. The reward is to have driven well. Intently competing for 10th place between two cars closely matched, is as much fun for spectators and drivers a close race for first overall.

## WHAT TYPE OF CARS RACE WITH SOVREN?

Any car that fits the rules below is welcome to race with SOVREN. Having a “racing car” background is not a requirement, any car set up for the street that fits the rules of eligibility may be made safe to race and join with us on the track.

Cars RACING WITH SOVREN must fit into one of the club’s general racing categories.

**PRE-WAR:** Automobiles produced on or before Dec. 31, 1940.

**VINTAGE:** Automobiles produced after 12/31/40 and on or before 12/31/62.

**HISTORIC:** Automobiles produced after 12/31/62 and 25 years or older from current year.

**FORMULA CARS:** As allowed by the Monoposto Register rules: through 1963 for Formula Jr., pre-1970 for Formulas V, B, C, and Formula II, thru 1981 for Formula Ford, and through 1966 for Formula 1.

**PURPOSE-BUILT/EXHIBITION RACECARS:** SOVREN offers this class for significant racing automobiles including selected replica and tribute cars that do not fit into the above categories but are deemed suitable to race with vintage cars. Cars from this class may be slotted into other groups, for example, Factory Five Cobra replicas run with the Big Bore Historic group.

## 2020 SOVREN OFFICERS AND COMMITTEES

### EXECUTIVE BOARD

The following members of SOVREN's Executive Board welcome your calls on any topic regarding RACING WITH SOVREN. All Board members are elected by all SOVREN members except the Race Chairs which are appointed. All serve for terms of one year. The Executive Board meets the first Tuesday of each month except January and July. Check the website for the latest information. All SOVREN members are welcome.

**PRESIDENT:**

Andy Collins  
(360) 509-2188 C  
[dilloracing@comcast.net](mailto:dilloracing@comcast.net)

**CO-VICE PRESIDENTS:**

Jim Loveall  
(206) 755-5391 C  
[jim\\_loveall@msn.com](mailto:jim_loveall@msn.com)

Jim Sullivan  
(509) 535-8697 H  
(509) 994-1706 C  
[Jwsullivan1@gmail.com](mailto:Jwsullivan1@gmail.com)

**SECRETARY:**

Alec Buchan  
(425) 522-2269 H  
[agb@compsnw.com](mailto:agb@compsnw.com)

**TREASURER:**

Steve Gilmore  
(503) 349-7110 C  
[steve.gilmore@comcast.net](mailto:steve.gilmore@comcast.net)

**PAST PRESIDENT:**

Martin Rudow  
(206) 427-1124 C  
[sovrenmr@gmail.com](mailto:sovrenmr@gmail.com)

**COMPETITION CHAIRS:**

Stephen Newby  
(253) 229-4452 C  
[Morrisracers@msn.com](mailto:Morrisracers@msn.com)

Phil Edwards  
206-226-4915 C  
[superalfa@aol.com](mailto:superalfa@aol.com)

AJ Johnston II  
509.432.6511 C  
[aj2233@hotmail.com](mailto:aj2233@hotmail.com)

**RACE CHAIRS:**

Ward Bettes  
(425) 888-1337 H  
(425) 281-3787  
[wardbettes@comcast.net](mailto:wardbettes@comcast.net)

Mike Lawler  
(360) 794-4835 H  
(360) 631-2954 C  
[JMLRacing@msn.com](mailto:JMLRacing@msn.com)

Doug Smith  
(509) 990-1335 C  
[slowkeeper@gmail.com](mailto:slowkeeper@gmail.com)

# RACING WITH SOVREN

## COMMITTEE CHAIRS

Committee chairs are appointed by the Executive Board members and serve for terms of varying length.

### **MEMBERSHIP:**

Sherri Masterson  
(360) 710-2291 C  
[membership@sovren.org](mailto:membership@sovren.org)

### **LICENSING CHAIR:**

Mike Zubko  
(206) 909-0671 C  
[zubko9367@gmail.com](mailto:zubko9367@gmail.com)

### **ADVANCED LICENSING:**

Al Murray  
(206) 930-1902 C  
[oldcarsmmc@aol.com](mailto:oldcarsmmc@aol.com)

### **NOVICE OREINTITION CHAIR:**

Walt Carrel  
(206) 466-8155 C  
[walt@carrel.org](mailto:walt@carrel.org)

### **REGISTRAR:**

Sherri Masterson  
(360) 710-2291 C  
[registration@sovren.org](mailto:registration@sovren.org)

### **SCRUTINEER (TECH):**

Corky Russell  
(425) 868-7064 H  
(425) 891-3690 C  
[corkysrocks@isomedia.com](mailto:corkysrocks@isomedia.com)

### **POINTS TABULATOR**

Steve Gilmore  
(503) 349-7110 C  
[steve.gilmore@comcast.net](mailto:steve.gilmore@comcast.net)

### **WEBMASTER:**

Steve Gilmore  
(503) 349-7110  
[steve.gilmore@comcast.net](mailto:steve.gilmore@comcast.net)

### **VINTAGE DRIFT EDITOR:**

Martin Rudow  
(206) 427-1124 C  
[vintagedrift@integra.net](mailto:vintagedrift@integra.net)

### **BULLETIN BOARD EDITOR:**

Annie Garmey  
(206) 251-2127 C  
[andreagarmey@rocketmail.com](mailto:andreagarmey@rocketmail.com)

### **DRIVERS SERVICES:**

Debbie Haley  
(206) 227-9486 H  
[deborahhaley@msn.com](mailto:deborahhaley@msn.com)

### **TIMING & SCORING:**

Linda Grass  
(253) 884-1109 H  
(206) 930-7758 C  
[jakegrass@aol.com](mailto:jakegrass@aol.com)

### **CHIEF STEWARD:**

John Martinsen  
(425) 747-8624 H  
[jandgmart@comcast.net](mailto:jandgmart@comcast.net)

### **MEDIA CHIEF:**

Bob Pengraph  
(971) 263-1510 C  
[bob@nwspeedshots.com](mailto:bob@nwspeedshots.com)

### **ELIGIBILITY COMMITTEE**

*Contact appropriate committee members with questions about car eligibility and competition rules.*

*Group leaders are as follows:*

#### VINTAGE:

Myles Winbigler  
(425) 889-8671 H  
[mwinbigler@att.net](mailto:mwinbigler@att.net)

#### HISTORIC SMALL & MEDIUM BORE:

Ed Millman  
(206) 361-7389 H  
(206) 623-6963 W  
(206) 682-1945 FAX  
[edm@adservices.com](mailto:edm@adservices.com)

#### HISTORIC LARGE-BORE:

Greg Roark  
(206) 947-4854 C  
[roark.q@comcast.net](mailto:roark.q@comcast.net)

#### Gerry Loeffler

(360) 872.0576 H  
(206) 724-4160 C  
[gerry289@gmail.com](mailto:gerry289@gmail.com)

#### FORMULA, SPORTS RACING, AND PURPOSE-BUILT / EXHIBITION:

Al Murray  
(206) 930-1902 C  
[oldcarsmmc@aol.com](mailto:oldcarsmmc@aol.com)

#### Jim Johnson

(425) 788-3924 H  
[jamesfjohnson@comcast.net](mailto:jamesfjohnson@comcast.net)

#### Tracy Dye

206.354.1446 C  
[tracydye24@gmail.com](mailto:tracydye24@gmail.com)

## JOINING SOVREN

### ALL MEMBERS RECEIVE:

- One-year mailed subscription of Vintage Drift magazine (one per household).
- E-mail subscription to SOVREN Bulletin Board.
- Free admission to SOVREN races.
- Each adult will have voting privileges for E-Board positions.
- SOVREN Membership Card(s).

## TYPES OF MEMBERSHIPS

### RACER MEMBERSHIP (\$100):

Individual racer (each family member who races, needs a separate membership).

- SOVREN Racing Membership is required to race in SOVREN races.
- Individual requires a valid and current competition license. No Initial Race License or renewal cost (You must submit form and medical).
- Voting privileges for Competition Committee.
- Can submit rule change proposals.
- Guaranteed current car number (if dues paid by Feb 28th), if number is available.
- Spouse/partner automatically becomes a Family Member (shared privileges)

### FAMILY MEMBERSHIP (\$75)

- Non-Racing For two non-racing adults in the same household.

### ASSOCIATE MEMBERSHIP (\$50)

- For a single non-racing adult.

### LIFETIME MEMBERSHIP (\$1500)

- All the benefits listed as Racing Member (including racing items, if desired).

### PRINTING YOUR MEMBERSHIP CARD:

- Membership cards will be emailed or at Registration per request.

### HOW TO USE YOUR MEMBERSHIP FOR EVENT ACCESS

- Present your membership card or your name at Registration
- Sign the waiver and receive a wristband for admittance.

### SINGLE EVENT WEEKEND GUEST MEMBERSHIP (\$50)

- For drivers holding an accepted competition license wanting to race with SOVREN one weekend.
- Must agree to follow SOVREN racing protocols and procedures.

## LICENSED TO RACE

You must hold a valid current competition license, and either be a SOVREN Racer Member or have a Weekend Guest Membership to race with SOVREN. Other club competition licenses are accepted.

The following licenses are offered by SOVREN:

- Provisional License for all new to SOVREN drivers ([page 13](#))
- Competition License for experienced drivers
- Advanced License for higher horse powered purpose-built racecars.

## COMPETITION LICENSE FOR EXPERIENCED DRIVERS

Obtaining a SOVREN competition license is the preferred way to race with SOVREN. However, current licenses from other racing clubs such as SCCA or ICSCC or other vintage racing organizations that are members of the Vintage Motorsports Council such as VARA, RMVR, HSR, SVRA, or a VMC license are also accepted. Medical cards from HMSA and CSRG are also accepted. Licenses issued by marque clubs do not qualify. Drivers with a current competition license from another organization who have not previously raced with SOVREN are strongly encouraged to attend the SOVREN Novice Orientation program.

To apply for a SOVREN Competition License if you are licensed by another club, the following information is required. It is recommended you mail it at least 30 days prior to your first event. Required forms listed below are available on the SOVREN website: [sovrenracing.org](http://sovrenracing.org)

- Submission of Vintage Racing License Application
- VMC medical form, and appropriate fees mailed to the Licensing Chair.
- Proof of a currently valid racing license or, for drivers without a currently valid license, proof of previous road course racing experience within the last 10 years

Only drivers with a full Competition License will be eligible to race in the PNW Historics (no Provisional

competition licenses) except under unusual circumstances by unanimous consent of the Competition and Novice Chairs.

Changes may be made to these requirements. Contact the Licensing Chair as early in the year as possible to ensure that you have met all the requirements or if you have any questions.

## ADVANCED LICENSE

The Advanced License is required for the following purpose-built racecars:

- Sport Racers over 1800cc
- SV, FB, F2, FA, F3000, F5000, F1, CanAm
- NASCAR type Stock Cars, Indy Cars, GT1, GT2, GT3
- GTP, Group C, WSC, Daytona Prototype, IMSA GTS and GT.

In view of the advanced driving ability the above cars require, an advanced license is required by SOVREN. Items of consideration include previous racing experience in SOVREN cars, advanced racing school experience, race test days in the cars listed, and professional coaching in the cars listed. The license application will be reviewed by the Competition Committee. Full licensing will be issued following a successful three race-weekends probation period. Additionally, first time acceptance of a purpose built/exhibition car must also be approved by the Competition Chairs and Committee.

To apply for an Advanced License, submit the Advanced Driver License Application and current Car Registration Form (CRF), available on the website: [sovrenracing.org](http://sovrenracing.org). The SOVREN Advanced Driver License fee will be waived for a driver with a current SOVREN license. The expiration date follows the same rules as the regular racing license.

## LICENSE RENEWAL

Renewal should be done in a timely manner and licenses will not be processed at Registration during a race event.

SOVREN competition licenses are valid for two years from the date of the medical exam for drivers 18-59 years of age providing a SOVREN membership is current. At age 60 a new license for the second year will be issued, on receipt of the new medical exam form, providing a SOVREN membership is current.

## MEDICAL EXAMS

License applicants are required to have a medical examination according to the following list.

- 18-35 - every five (5) years, no EKG required
- 36-49 - every two (2) years, baseline EKG with 1st exam.
- 50-59 - every two (2) years, stress EKG strongly recommended.
- 60 and beyond – every 13 months, stress EKG strongly recommended with every other exam.

See contact information for Licensing on [page 9](#).

## SOVREN'S NOVICE ORIENTATION PROGRAM

All new drivers to SOVREN are encouraged to download the [Orientation Book](#) on the SOVREN website. This has valuable information to aid you in your first event at our races.

SOVREN Membership and participation in the Novice Orientation Program are mandatory for non-exempted drivers and new drivers. (see Experienced Race Drivers Program). The Novice Orientation Program is not a racing school per se; and participation in such a school is a necessary part of the Novice Orientation process.

SOVREN has developed the Novice Orientation Program with the following goals:

- To make sure new members are properly prepared to compete in vintage motor racing.
- To be assured that their cars meet SOVREN's tech standards for safety.
- To expose new racers to the "vintage spirit".
- To have a fun and safe vintage racing experience.

Once you have joined SOVREN as a racing member and read the rules and requirements, it is recommended that you get your racecar together early. Any racer will tell you that it takes longer to get a car properly equipped than expected. Contact the Competition Committee Members (see [pages 8-9](#)), for help if you wish guidance on preparing a SOVREN-legal vintage racecar.

All drivers of purpose-built racecars must use those cars during the Novice Orientation, and it is strongly recommended that all drivers taking part in the Program use the car they intend to race.

For non-purpose-built cars (production, historic, etc.), if the regular racecar is unavailable, the driver must take part in the same type of car, for instance, roadster, coupe, or sedan.

To participate in the Novice Orientation Program, the driver must satisfy the following criteria. All necessary forms are available on the website: [sovrenracing.org](http://sovrenracing.org).

- Attend and fully comply with the requirements of either a multi-day school or racing club school/one day school, and complete two lapping days completed no more than 14 months prior to the Novice Orientation Day. (see Race Schools,
- Contact the Novice Orientation Chair ([page 9](#))
- Join SOVREN, as a racer member ([page 11](#))
- Pass a physical exam and submit a copy of the SOVREN Medical form with a License Application.
- Complete and submit a Car Registration Form (CRF) well in advance of the Novice Orientation Program.

More detailed information on these items are in this handbook or in the Novice [Orientation Book](#) on the website.

## WHAT THE CLUB EXPECTS FROM YOU

Novice Orientation is a full day of driving and learning. In addition to sessions on the track, there will be time for observation of SOVREN experienced drivers at various corners, and meetings between each session. The day concludes with a mock race along with the experienced drivers. Due to the time commitment, it is recommended you have someone attend with you to help refuel your car, make minor adjustments if necessary, etc.

SOVREN Expectations on Novice Orientation Day:

- Your car is ready and is the one you intend to race with us, or of similar type.
- You are fully trained and have supplied validation from an accepted racing school.
- You are healthy and have submitted the right paperwork.
- You bring the correct vintage racing attitude.

## WHAT YOU CAN EXPECT FROM THE CLUB

- At Registration when you check in you will receive an Orientation Notebook.
- A friendly, welcoming attitude.
- A frank and helpful evaluation of your driving skills by experienced vintage racers.
- A thorough explanation of SOVREN's expectations of our drivers.
- A clear path towards obtaining your racing license.
- All your questions answered to your satisfaction.

## COMPLETING THE PROGRAM

To obtain a SOVREN Competition License, the participant must meet the following criteria within the same year:

- Successful completion of the Novice Orientation Day
- Without incident, complete five individual races in the current year.
- Volunteer one full race day sometime during the same year to gain better insight into all aspects of vintage racing. Coordinate this with the Competition Chair.
- Complete all Novice Orientation Program paperwork and send in for review. Novice Orientation Chair will finalize and notify Licensing Chair

## EXPERIENCED RACE DRIVERS PROGRAM

SOVREN recognizes that in some cases an experienced driver from another club may have an eligible car and from prior racing experience may not need the complete SOVREN Novice Orientation program. Contact the Novice Orientation Chair, Walt Carrel, (see [page 9](#)), to see if you qualify for an immediate license under this new program.

## RACE SCHOOLS

A driver must attend and pass the requirements of a recognized multi-day driving school or a racing club/one day school. Recognized schools are listed below. The multi-day programs are comprised of two or more full days of instruction and include in-car/on-track training on both days. School participation must be completed no more than 14 months prior to Novice Orientation Day. The classroom and on track sessions given for many social club lapping days will NOT be accepted as meeting this requirement.

In addition, it is suggested that the driver take two (2) full lapping days, track days, or club lapping days prior to Novice Orientation Day and should be fully signed off by the track steward for the day. Drivers of purpose-built racecars must use their cars for at least one of the two lapping days. Lapping days must be completed no more than 14 months prior to Novice Orientation Day.

## RECOGNIZED RACE SCHOOLS

The following race schools are recognized by SOVREN. Other schools may be added at the discretion of the Novice Committee and the Competition Chairs. If you intend to use a school not on this list, please contact the Novice Committee to confirm acceptability. SOVREN has no affiliation with these schools, nor does it endorse any specific school or otherwise warrant the activities of these schools.

- Bob Bondurant School of High-Performance Driving Phoenix, AZ, (800) 842-7223, [www.bondurant.com](http://www.bondurant.com)
- Proformance Racing School: Pacific Raceways, (253) 630-5130, [www.proformanceracingschool.com](http://www.proformanceracingschool.com)
- Pro Drive Racing School: Portland Intl. Raceway, (503) 285-4449, [www.prodrive.net](http://www.prodrive.net).
- Skip Barber Racing School: various tracks, (866) 932-1949, [www.skipbarber.com](http://www.skipbarber.com)

The International Conference of Sports Car Clubs ("Conference"), is also accepted. See their website for more information [icscc.com](http://icscc.com).



## HOW TO ENTER A RACE

Entry information for SOVREN races are on the SOVREN website [www.sovrenracing.org](http://www.sovrenracing.org). Electronic entry forms can be found online at [Sovren.MotorsportReg.com](http://Sovren.MotorsportReg.com). See [page 17](#) to create a MotorsportReg.com account. Paper forms can be downloaded from the [SOVREN website](#)

SOVREN accepts Credit Card or Electronic Checks online at the event registration page online at [SOVREN.Motorsportreg.com](http://SOVREN.Motorsportreg.com). For payment by check or money order, mail your completed entry form to the address on the form, payment and photo (if requested) before the entry deadline on each form.

### Information needed to complete a SOVREN Entry form to enter a race:

- License/Medical Card and Expiration
- Transponder number (they are available for rent see below).
- Year, Make, Model, Color of Car
- Completed Car Registration Form (CRF)
- Car number Preferred
- Class your car has been prepared to race
- Crew List (varies per event)
- Your Spouse/Partner, and minors under 18 do not count toward your crew list.

## RATES

**Early-Bird:** A substantially reduced "early-bird" entry rate is available for each event if postmarked or submitted by the specified date on each form, usually 14 days prior to the event.

**Regular:** The regular race rate applies after the early bird special ends.

## LATE FEE

If you register 0-3 days prior to the event you will have a late fee assessed of \$50. Please enter early to avoid this fee. **Please do not mail** your entry the week of the event. Email or Call the Registrar and bring your form and payment with you to the track. Payment day-of-race by cash, check, credit card, or money order will be accepted.

## REGISTRATION CONFIRMATION

Confirmation of receiving your entry will be through [www.MotorsportReg.com](http://www.MotorsportReg.com). A letter will be sent via the email just prior to the event, after final details are determined. **BE SURE TO READ IT ALL.** Note the Registration hours, Move in Time, Driver Meetings and other regulations or requirements specific to the event. Please call the registrar with questions.

## SIGN IN AT REGISTRATION BOOTH

Report to the Registration Booth upon the first day's arrival. In order to sign in, you will need to show your current competition license and sign a waiver. A driver's wristband (to be worn the entire event), tech form and race information will be issued.

You may not enter the racing surface with your car until you have signed the insurance waiver and received your wristband. All crew members must report to Registration to sign the waiver and wear the appropriate wristband. If crew/family arrive after Registration closes, they will be required by the Pacific Raceways ticket taker to pay for admission. Contact the Registrar about Will Call.

## CAR NUMBERS

Contact the Registrar for a list of available numbers. Members may request permanent numbers for their cars based on the following:

- Only SOVREN members in good standing may retain permanent numbers.
- Membership must be renewed by February 28 of each year to be considered in good standing.
- Not using a permanent number for two consecutive seasons may be cause for reassignment of that number to another member.
- Permanent numbers will be reserved for the member/ vehicle only through the close of early registration for each event.

# RACING WITH SOVREN

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Numbers will be assigned to later registrants on a first come/first served basis.

- Unassigned numbers will be reserved on a first- come, first-served basis.
- Drivers should ensure that their car numbers are easily visible to race officials by displaying legible numbers on both sides of the racecar as well as on the top of the hood of the vehicle or the top of the nose in the case of an open wheel vehicle. Numbers on the rear of production cars are recommended.

## SHARING YOUR RACECAR

If you plan to share your car with another licensed driver in the same race group, the Driver Change/Add Form must be completed and on file at Registration. Additional drivers must be SOVREN members and hold a valid competition license. A separate transponder is strongly recommended.

## WORKER'S FUND DONATION

Each entry has a space to make a voluntary contribution to our Worker's Travel Fund. As you know, we are lucky to have a very dedicated core of volunteer officials who run our events in a competent and safe manner. Many of these workers volunteer four to six weekends a year at SOVREN. Since there is a good deal of travel involved, we have instituted the Worker's Fund to partially reimburse our volunteers for their gas or lodging expenses. Please consider donating when you fill out your entry form.

## TRANSPONDERS

Battery MyLaps (formerly AMB) units are available for rent at SOVREN-sponsored events and are distributed at Registration and must be returned at the end of the event to Drivers Services. Rental information is on the entry form.

See [page 19](#) for more information on Transponders.

## CANCELLATION / REFUND POLICY

- If you cancel at least 3 days prior to the event we will credit your full amount toward any event during the rest of the season. Until October 1<sup>st</sup>.
- After the last event of the season, if you still have a credit, you can make a request in writing to the registrar for a refund less \$50.00. If you do not request by **October 1<sup>st</sup>** it will be graciously accepted as a donation to the club.
- If you cancel within the 3 days prior the event there will be a \$100.00 fee and the remainder will be credited as above\*.
- After you sign in, or if your tech form or driver's packet leaves registration, there is no refund.
- No-shows will not be refunded and will be graciously accepted as a donation to the club.

\*or adjusted at the discretion of management.

## CAR PHOTO

Current photos are requested for certain events when programs are available. In the past this has been Spokane Festival of Speed, Pacific Northwest Historics, and Columbia River Classic. It is up to the promoting group if a program is created. Please send an updated electronic copy of your car with the year, make, model, and group # - with the photo to Doug Kirk at [devi.nespeed17@gmail.com](mailto:devi.nespeed17@gmail.com) by May 15.

### CREATE A MOTORSPORTREG.COM ACCOUNT

This is not required to race with SOVREN.

1. Go to [MotorsportReg.com](https://www.motorsportreg.com) → **Create Account**
2. Follow the prompts to establish your account
3. Once created, click **My Account** → (optionally select a Profile) → **Club Memberships**
4. Click to **Add Club Memberships**
5. Select '**Add clubs to account**' → **Search for your club (SOVREN)** → **Add**

You can also create an account by searching the MSR calendar or following a direct link and registering for an event. Paper entries are still accepted. Creating an account does not mean you are registered for an event yet. Check your Dashboard for a listing of any events you are registered for.

### UPDATE YOUR BASIC ACCOUNT DETAILS

(address, phone number, emergency contact, Etc.)

1. Go to **My Account** → **Edit Profile** → **Edit My Information**
2. Update account details
3. **Save My Information**

### DELETING A VEHICLE

1. Go to **My Account** → **Edit** (right of the vehicle)
2. Scroll down → Next to the save vehicle button is a **Delete This Vehicle** link.

### UPDATE A TRANSPONDER NUMBER OR CAR INFORMATION

1. **My Account** → **Edit My Profile**
2. **Garage** → **Edit Vehicle** → **Edit** next to the vehicle you need to update
3. Update the Car Information (Transponder, Engine, Color, Class, etc.) → **Save Vehicle**

### DID I SUCCESSFULLY REGISTER?

You can verify any of your existing registrations by logging into Motorsportreg.com and clicking on the **Dashboard tab**. This will show the events that you are registered for.

The status of your registration will appear in a colored box next to the event name. If you successfully completed the registration process this box will say New, Confirmed, On Hold, Cancelled, Waitlist-New or Waitlist Confirmed.

If your registration has not been completed, you will see a red box displaying *Not Yet Registered*. To finish registering click the **Finish Registering Now!** link on the righthand side.

If the event is not listed under My Events at all, you will want to try registering again by opening the link to the event or searching for the event on the calendar.

### ENTRY LIST

If you do not have an account and send in paper entries (they are added to MotorsportReg) you can still check to see if it has been received by checking the entry list. The **Entry List** is located on the main event registration page ([www.sovren.motorsportreg.com](http://www.sovren.motorsportreg.com) select Event, select Entry List on right).

## SOVREN CAR REGISTRATION FORM (CRF)

### WHY THE CRF FORM

This form is intended to do four things:

- Cause the entrant to analyze their vehicle and its level of period correctness, preparation and modifications.
- Cause the entrant to research the exact specifications for their vehicle and be prepared to show the appropriate documentation upon request
- Give the Competition Committee actual information as to how the cars racing in our events have been prepared
- Enable the Competition Committee to place cars more appropriately in groups and grids for competition

### COMPLETING THE FORM

Any participant seeking entry into a SOVREN sanctioned event is asked to have a current copy (**submitted in 2014 or later**) of the CAR REGISTRATION FORM and PHOTOGRAPH on file with the Competition Chairs for each car you will race

### DEFINITIONS:

- **SCCA PCS:** Sports Car Club of America Production Car Specifications
- **HOMOLOGATION:** In motorsports, homologation is the approval process through which a vehicle, a racetrack, or a standardized part is required to go for certification to race in a given league or series. The regulations and rules that must be met are generally set by the series' sanctioning body.
- **MONOPOSTO:** A class for single seat, open wheel race cars manufactured and raced from 1973 through 1981 by private owners, using the standard Ford engine.
- **FIA:** International Automobile Federation an association established on 20 June 1904 to represent the interests of motoring organizations and motor car users.
- **FIA GROUP:** A category of car allowed to compete in auto racing. The FIA Appendix J to the international motor sports code defines the various Groups.
- **CLASS:** Car Classification is a set of specifications for a similar type of vehicle based on year, make, model, engine displacement, weight, wheels, preparation, etc. (Classification is based on the specifications of the base model of the car, as it was delivered for sale in the United States for Production cars guidelines when determining a car's suitability for classification.)

To find information on SCCA PCS, FIA, MONOPOSTO, or CFV (Club Formula Vee) see the SOVREN website [sovrenracing.org/rules](http://sovrenracing.org/rules).

All questions should be completed with no blanks left unanswered. If a question does not apply to your vehicle (such as door panels on a Formula car), put "NA" in the blank.

For questions on completing this form contact Steve Newby [morrisracers@msn.com](mailto:morrisracers@msn.com) (253) 229-4452 C. Phil Edwards [superalfa@aol.com](mailto:superalfa@aol.com) 206-226-4915 C, or AJ Johnston [aj2233@hotmail.com](mailto:aj2233@hotmail.com) (509)432-6511 C.

Electronic form can be found online at [www.msr.com/CRF20](http://www.msr.com/CRF20) or download a form from the website [sovrenracing.org/forms](http://sovrenracing.org/forms)

### WITNESS STATEMENT - Forms are available at Driver Services and Registration

- This form is to make the Competition Committee, Stewards and/or Race Chairs aware of an incident has happened on or off track.
- Please complete the form following an incident you see or are involved in at once.
- Please turn in the completed form to Driver's Service ASAP, Do Not Wait Until the End of the Day

## TIMING AND SCORING

### MYLAPS ELECTRONIC TIMING AND SCORING

SOVREN uses the MYLAPS electronic timing and scoring system at all our races. Racers with a nonfunctioning or missing transponder will be gridded at the back of the field and will accrue **no** points towards the season-overall championship. All events require a transponder for all participants and strongly encourage all drivers to either purchase or rent a transponder for all events.

SOVREN encourages each driver to purchase a MYLAPS unit. Armadillo Racing is a local supplier. Contact Andy Collins at (888) 211-9129 (toll free, U.S. and CAN) or [andy@armadilloracing.com](mailto:andy@armadilloracing.com).

Battery MYLAPS units are available for rent at SOVREN-sponsored events. They are distributed at Registration and returned at the end of the event to Drivers Services. Rental information is on the entry form.

### TRANSPONDER

#### LOCATION

The type of vehicle often dictates the mounting location of the transponder.

Closed-wheel cars often mount the transponder in

- The wheel well,
- Forward of the radiator (front engine),
- In the rear-seat area.

Open-wheel vehicle's transponders are often located outside the bodywork in the rollbar area.

Location of the transponder should not be greater than 12 inches above the pavement level where the receiving antenna is located.

A common problem noted in closed-wheel vehicles is that the transponder height is properly located, but the opening in the floor pan is too small for the transponder to function correctly. The opening should be a minimum of 4-6 inches depending on the exact height of the transponder above the pavement. For best results the opening should be

completely open (not covered by plastic material).

Specific questions regarding the mounting of a Transponder should be addressed to Chief of Tech.

#### OPERATION

The MYLAPS antenna is located at Pacific Raceway's turn #9, so all scoring is determined in turn #9. On occasion, track positions will change from turn #9 to the Starters Tower and the checkered flag may be given to a different car that was in the lead at #9. These changes will not be reflected in the official results as determined in Turn #9.

All competitors are requested to operate their transponders in all warm-up, practice/qualifying sessions to allow the Timing & Scoring staff another opportunity to verify correct operation of the transponder.

It is the responsibility of the competitor to have a functioning transponder and to check the information on the results for each session.

Timing & Scoring will notify the starter and tech in all sessions if a competitor's transponder is not functioning. The number board displaying the driver's **car number** and **TRANSX** will alternately be displayed to the driver at Start/Finish. This information will also be displayed on the results sheet for that session.

**Those with no Transponder will be placed at the back of pack.**

### RESULTS

Results for each session on track will be available at Driver Services.

First race based on fastest qualifying times, and following races based on finishing order of race prior.

## TECHNICAL INSPECTION

You will receive your Tech sheet at Registration. Please make sure you have filled out the upper portion before the tech inspectors arrive to tech your car. Have your gear and car ready when the inspectors arrive.

**If SOVREN tech is "roving."** The tech inspectors will visit you in your paddock for the inspection. If you need to find an inspector, tech is usually headquartered at Pacific Raceways adjacent to Driver's Services by the Turn 9 Grandstands. At Spokane tech is located to your left when entering the paddock and at Portland near the fence in Pre-Grid.

## ANNUAL TECH

SOVREN now has available an annual Tech Inspection. There are several tech inspectors who have made themselves available to Tech your racecar prior to the start of the racing season. A small fee is charged to compensate them for their time. If you would like to find out more about the program call Corky Russell; home (425)868-7064 or cell (425)891-3960.

## TECH – TIPS -

### DRIVER'S SAFETY EQUIPMENT

All driver equipment shall be in excellent to new condition.

There shall be no holes, soiled areas or damage of any sort to any of the equipment. If you get seams coming apart, it gives a path for fire to enter. Do NOT use cotton thread to sew up seams. Use only an approved thread to make repairs to your fire-retardant clothing.

#### **Helmets:**

All drivers must wear an approved safety helmet with a SA 2010 or newer Snell Safety Foundation sticker. Closed-face helmets are strongly recommended for drivers of open cars.

You should have your medical information carrier

on the helmet and your helmet should not have deep scratches or dents. In the case of an accident where the helmet comes in contact with something, it is suggested you have it inspected to see if it needs replacing.

A balaclava or hood of an approved fire-resistant material is strongly recommended.

#### **Clothing:**

All drivers must wear an SFI 3.2A. or FIA approved fire-resistant material driver suit and socks. Fire Retardant underwear is strongly recommended for those driver suits meeting SFI 3.2A/5 or better and required for suites meeting only SFI 3.2A/1

These should be cleaned in accordance with the manufacturer's recommendations. On a hot day, you should never pour water over your suit as it could cause scalding when it flashes over to steam in a fire. Likewise, dry your clothing between heats because of perspiration build-up.

#### **Goggles:**

Shatterproof goggles or a protective face shield shall be worn in open cars and are strongly recommended for all cars.

#### **Gloves and Shoes:**

All drivers shall wear gloves of leather or approved fireproof material (without holes) and shoes with uppers of leather and/or an approved fire-resistant material. These should be cleaned as recommended by the manufacturer.

#### **Head and Neck Restraint devices:**

They are highly recommended.

#### **Log Books**

New and additional log books are available from Chief of Tech or at the Tech location at the track.

#### **Fire Extinguishers**

Each paddock space must have at least 1 current/unexpired and working fire extinguisher available. The minimum size is suggested as 10BC. The extinguisher MUST be visible and out of the trailer near the workspace.

## VEHICLE

### **Interior:**

If your vehicle is gutted and has no paneling on the doors, please remove or cover all sharp edges so your driving suit does not get damaged.

### **Arm Restraints/Window Nets:**

Arm restraints are required in all open cockpit cars and arm restraints or a window net is required in closed cars.

### **Seatbelts**

SOVREN requires that seatbelts shall not be older than five years. In case of an accident, there is stress on the restraints, and they should be replaced prior to the next event entered along with repairs to the vehicle.

### **Seat mounting:**

The driver seat needs to be securely attached to the floor of the vehicle or to the roll cage if feasible. If bolted to the floor large back-up washers should be used on the underside to prevent the seat from coming loose in an accident.

### **Fire extinguisher:**

Full, charged, and mounted with a metal bracket solidly to the vehicle.

### **Firewalls and floors:**

Eliminate holes in both firewalls and floors. It is dangerous to have holes to your fuel tank or engine compartment open to the driver's compartment where flames can come through.

## SUSPENSION & RUNNING GEAR

Non-destructive testing: There are three major types of non-destructive tests out there that can be used:

- Magnaflux, probably most common. It consists of flowing an iron bearing liquid over the piece to be tested while in a magnetic flux. Iron particles will cling to the piece where the cracks are. No iron particles clinging to a part is good news unless the part is non-ferrous.
- Dye penetrant as one of the least expensive and possibly one of the most versatile tests.

It can be used on non-ferrous and ferrous parts.

- Ultrasound can be used for most anything to find bubbles, inclusions, and other faults in a part.

### **Brakes:**

Should be in the best condition possible.

### **Hoses:**

Like new, if possible. Ruptured hoses, tubes, and fittings cause fluid leaks that just might cause accidents (or even cause your racecar to burn to the ground).

**In summary, please be careful in the preparation and maintenance of your racecar, for your own safety, your fellow drivers, and course workers.**

## WORDS OF WISDOM

*from the Chief Steward*

**Safety:** Safety of competitors, workers, and spectators is the prime directive, period.

**Schedule:** Schedule is important so all the customers (you, the drivers) have as much of the allotted track time as possible.

**Drivers on-track:** Schedule, above, is dependent on the driver's action and responsibility on-track. When you climb in your racecar the first thing you do is turn on your "race brain" and you go from there. The last thing you do is turn off the "race brain" after your session is over and your vehicle is parked.

**On-track behavior:** On your first practice lap take note of where each flag station is and wave to the workers at each station. Doing this acknowledges to yourself and to the workers that you know the location of each flag station. As you make the final cool off lap, wave again to the workers to say, "Thank You."

## SEASON AWARDS & MEETINGS

SOVREN holds four membership meetings per year beginning in January with the "AGM" (Annual General Meeting) followed by three "Quarterly Meetings" of the membership. The general purpose of these meetings is to keep the membership apprised of the state of the club, both financially and bodily. The AGM also recaps the previous and upcoming season. Awards are presented each January for the season overall driving championship in each class and six special awards.

The 2020 meeting was held at Thunder Dome Museum in Enumclaw, WA on January 11<sup>th</sup>. 2019 Quarterly Meetings were held May 4 at Atzbach Collection in Issaquah, July 4 at Pacific Raceways, and October 12<sup>th</sup> at Denny Aker's Garage. Each of these meetings are open for new, current and prospective members.

See the calendar on [Page 4](#) for the 2020 dates or check the SOVREN Website. The 2019 Seasonal Awards are listed below.

## GROUP PARTICIPATION POINT AWARDS

The season overall championship is presented in five groups. (Production cars will be based on engine displacement).

- A) Production Under 1800cc
- B) Production 1800cc – 3200cc
- C) Productions Over 3200cc
- D) Formula and SportsRacers
- E) Exhibition-Purpose-Built
- F) Vintage, 1 Jan 1940 – 31 Dec 1962

The goal of the season-overall championship is to reward participation at recognized events with a well-prepared car rather than rewarding finishing position. Points start accumulating as soon as a driver becomes a SOVREN member.

- One (1) point is awarded for each race lap completed at all SOVREN events.
- An additional one (1) point per race lap will be awarded at Spokane Festival of Speed event races
- The SVRA Portland Historics will be awarded one (1) point per completed race lap.
- VRCBC (British Columbia Historic Motor Races) will be awarded two (2) points per completed race lap.
- No points are awarded for special races at an event such as an Enduro or handicap race or USRRC race.

- At the Maryhill Hillclimb two (2) points for each timed run on the course up the Maryhill Loops Road.
- In addition, ten (10) points will be awarded to licensed drivers who sign up and work at the Novice Program.

## ROOKIE OF THE YEAR AWARD

Presented by the Novice Committee to the outstanding new driver of the year. The criteria for selection is based 75% on performance, based on the driver's final standing in the season overall points championship in their group, realizing that the different groups will have different numbers of total laps run. Candidates are then evaluated in terms of how they meet the standards to which the committee wishes all SOVREN members would aspire, such as spirit, effort, preparation, and participation.

Previous recipients: 1998 Karen Ann Gaston, 1999 Gary Tisdale, 2000 John Goodman, 2001 Janice Bee, 2002 Perry Elsasser, 2003 Skip Foss, 2004 Eric Smith, 2005 Bruce Hunt, 2006 Dan Abercrombie, 2007 Steve Hare, 2008 John Ballantyne, 2009 Chris Schoap, 2010 Don Boyd, 2011 Pete Mahony, 2012 Ron Erickson, 2013 Dallas Hanes, 2014 Karlo Flores, 2015 Roger van der Marel, 2016 Kevin Estes, 2017 Debbie, Brad, and Chandler Briscoe, 2018 Mike Granat, 2019 Brad Shinn.



## EDITORS' CHOICE AWARD

Presented by the Editor of The Vintage Drift and the Bulletin Board to the driver/car he has most enjoyed covering during the season.

Previous recipients: David Cammarano, Denny Aker, Kevin Fiske, Jim Froula, 1998 The Lyford's, 1999 David Winters, 2000 Ted Rodgers, 2001 Rick Korn, 2002 Chuck Hart, 2003 Dale Gies, 2004 the Lyford family, 2005 Paul Jaremko, 2006 Don Jensen, 2007 Art Redford, 2008 Jeff Quick, 2009 Mark Godsoe & Chip Perkins, 2010 Myles Winbigler, 2011 Carolyn Dimmer, 2012 Frank Anderson, 2013 Joe Gordon, 2014 Walt Carrel, 2015 Tom Cantrell, 2016 Greg Heacock, 2017 Steve Gilmore, 2018 Mike Deilke, 2019 Randy Dunphy.

## VOLUNTEER OF THE YEAR AWARD

Presented by the Race Chairs to the volunteer race worker judged to have contributed outstanding service.

Previous recipients: 1996 Phil and Kathleen Edwards, 1997 Sue Lingbloom, 1998 Fran Blackman, 1999 Mike Lawler, 2000 Ray Mortensen, 2001 Tom Kracht, 2002 Ricky Lee Berger, 2003 Bob Wells, 2004 Jay Bratton, 2005 Cece Papa, 2006 Lorrie Mortensen, 2007 Ward Bettles, 2008 Roxann Vine, 2009 Margot Bee, 2010 Esther Sicks, 2011 Debbie Haley, 2012 Tom Masterson, 2013 Frank Langford, 2014 Scot Vine, 2015 Doug Smith, 2016 Mike Currie, 2017 Linda Grass, 2018 Solvejg Rockliffe, 2019 Mike Evans.

## EDDIE VANETTI JR. AWARD

This award appreciates and honors that special volunteer crew member who works behind the scenes to enable the racecars to be out on the track. That crewmember may be a volunteer mechanic, spouse, or anyone who is devoted to the sport (even another driver), who demonstrates a positive and supportive attitude, and who works hard to keep the racecars running.

Nominations for this award may come from drivers or anyone associated with a racecar or team should be written and should be submitted to the Secretary SOVREN by November, at the end of a racing season. Selection from the nominations will be done by a consensus of the previous winners and members of the SOVREN Board.

Previous recipients: 2004 Robin Bee, 2005 Eva Gordon, 2006 Vince Plancich, 2007 David Hunt, 2008 Ray Quick, 2009 Karen Smith, 2010 Pat Johnson, 2011 Ken Dye & Crew, 2012 John Anderson. 2013 Hal Brown & Tom Balzarini. 2014 Karen Bindara, 2015 Bill Hart, 2016 Annie Garmey, 2017 John Allen, 2018 Jeff Kerney. 2019 Phil Edwards.

## WADE CARTER SPORTSMANSHIP AWARD

Originally named the SOVREN Sportsmanship Award and conceived by then SOVREN President Jim Giese to honor members who have displayed outstanding sportsmanship both on and off the track. The recipient was nominated and elected by a vote of the previous recipients. That tradition holds true to this day. With the untimely passing of Wade Carter II in an aviation accident, the award was renamed in his honor and memory.

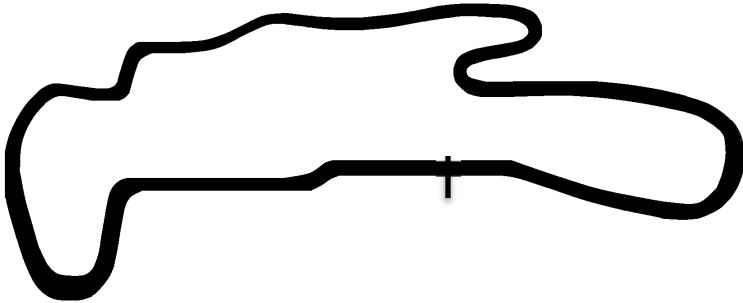
Previous recipients: 1995 Byron Sanborn, 1996 Bob Walker, 1997 John Brosius, 1998 Bob Bentler, 1999 Myles Winbigler, 2000 Terry Larson, 2001 Bruce Bradburn, 2002 Retta Winbigler, 2003 David Phillips, 2004 Jim Sullivan, 2005 Dick and Judy Buckingham, 2006 Al Murray, 2007 Paul Burckhard, 2008 Tony Garmey, 2009 Frank Anderson, 2010 Jeff and Ray Quick, 2011 Dick Tilden, 2012 Phil Edwards, 2013 Sheridan Fahnestock, 2014 Robin and Margot Bee, 2015 Tom Balzarini, 2016 Al Murray, 2017 Greg Heacock, 2018 Karen Salvaggio, 2019 Thomas Leeming

## FOUNDER'S AWARD

Presented by the President to the member who he believes has made significant contributions to the club during the previous year.

Previous recipients: 1987 Dick Mattie, 1988 Donna Thorson, 1989 Sharon Webster, 1990 Donna Thorson, 1991 Terry Larson, 1992 Tom & Susan Armstrong, 1993 Frank & Joan Manley, 1994 Betty Hunholz, 1995 Judy Buckingham, 1996 Dick Buckingham, 1997 Michael Reischl, 1998 Barbara & Eric Mann, 1999 Ward Bettes, 2000 Doug Kirk, 2001 Martin Rudow, 2002 Starke Shelby, 2003 John Long, 2004 Al Murray, 2005 Bob Bush, 2006 Bill Babcock, 2007 Phil Edwards, 2007 Kathleen Boutiette, 2008 Robin & Margot Bee, 2009 Jay Bratton, 2010 Paul Burkhard, 2011 Mike Lawler & Ward Bettes, 2012 Jim Loveall, 2013 Jim Sullivan & Jim Sloane, 2014 Gary Tisdale, 2015 Myles Winbigler, 2016 Rick Korn, 2017 Doug Smith, 2018 Debbie Haley, 2019 Sherri Masterson

WHERE WE RACE



**PACIFIC RACEWAYS**

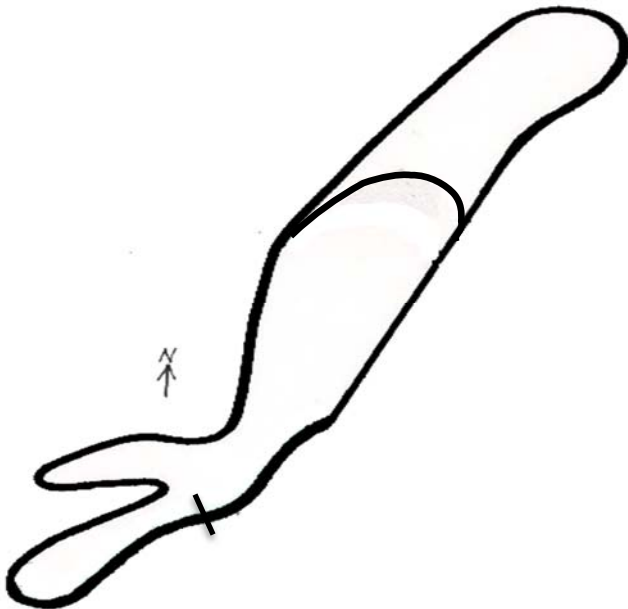
2.25 Mile Road Course

[www.pacificraceways.com](http://www.pacificraceways.com)

April 24, 25, 26

July 3, 4, 5

September 26, 27



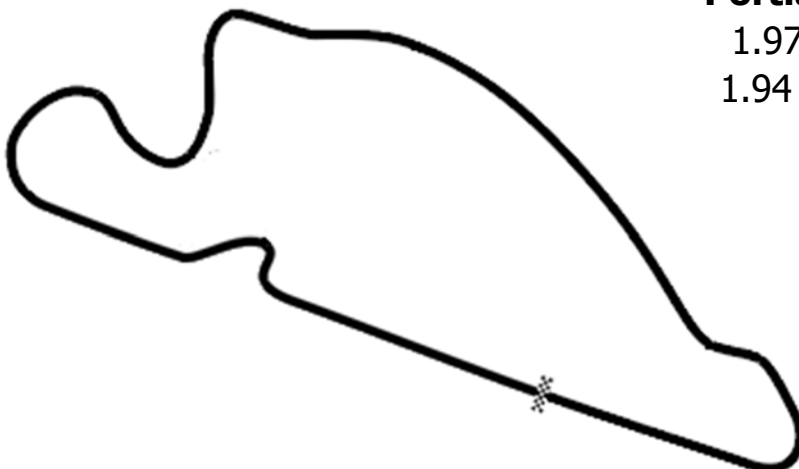
**SPOKANE COUNTY RACEWAY**

2.4 Mile - Long Road Course

1.74 Mile - Short Road Course

[www.spokanecountyraceway.com](http://www.spokanecountyraceway.com)

June 5, 6, 7



**Portland International Raceway**

1.977 Mile Road Course w/Chicane

1.94 Mile Road Course w/o Chicane

[www.portlandraceway.com](http://www.portlandraceway.com)

September 12, 13

# **SOVREN COMPETITION RULES AND CAR ELIGIBILITY**

1. CAR GROUPING POLICY
2. FACILITY RULES & POLICIES
3. HAND SIGNALS
4. ON THE TRACK RULES
5. SOVREN FLAG RULES
6. VEHICLE CATEGORIES
7. CAR PREPARATION
8. DRIVER RESPONSIBILITY
9. FAILURE TO COMPLY (FTC)
10. INFRACTIONS
11. EXHIBITION ELIGIBLE SPORTS CARS

## **RULES FOR CAR ELIGIBILITY AND COMPETITION**

The goal and purpose of SOVREN shall be restoration, preservation, and competition with pre-war, vintage, and historic automobiles. This goal and purpose shall embody the "Vintage Spirit" of authenticity and integrity in preparation and good sportsmanship in competition.

SOVREN's Rules for Car Eligibility and Competition are subject to change by a combined vote of available board members, competition chairs, and run group committee chairs who hold a current SOVREN Competition License. Anyone presenting a current SOVREN competition license may submit a rule change proposal for review and a vote. These proposals should be submitted to the SOVREN E-Board and will be distributed to the competition and run group committee chairs for review, research and discussions 45 days before a vote will be made. Proposals should detail what section of the rules would be changed or added to and include both the old rule and the new rule as proposed. Each proposal should also include a PRO statement detailing why the proposal should be incorporated into the rules.

Any driver or entrant found to be attempting to or deliberately circumventing rules or not acting in the spirit of the SOVREN rules and goals may be excluded from participation in SOVREN events and activities.

The Competition Committee are responsible for ensuring that all cars racing with SOVREN are legal per the established rules. This is done using the Car Registration Form (CRF) to document cars so the committee can ascertain compliance with the rule set. (See [page 18](#) for more information) Cars can then be placed in the appropriate race group.

## 1. CAR GROUPING POLICY

Grouping cars for SOVREN events is done based on the category of the vehicle: Pre-war, Vintage, Historic, and Purpose Built/Exhibition, as defined in the Car Eligibility Rules. At some events, there may be sub grids of small, mid- or large-bore displacement within some of these categories.

Cars will be grouped by the Competition Chairs based on the information submitted on the entrant's Car Registration Form (CRF), pertaining to age, type of vehicle, year and class of preparation, engine displacement and tires/wheels. In some cases, the Competition Chairs may also group based on the speed/experience of the entrant.

All grouping decisions are made prior to the event for balanced grids and safe competitive racing. Any requests for special group consideration should be noted on the race entry form.

**No changes will be made during the event** except those originated by the Competition Chairs, or Race Chairs, to account for an unforeseen circumstance that could affect the safety and best interests of the event participants and SOVREN.

Group 1: Vintage, Small Bore Historic, Formula Vee, Formula Junior, Club Formula Vee

Group 2: Medium Bore Historics and Small Bore SportsRacers

Group 3: Large Bore Historics

Group 4: Formula Ford, Formula B

Group 5: Large Bore SportsRacers

Group 6: Wings and Things. Formula

Group 7: Purpose Built/Exhibition

## 2. FACILITY RULES AND POLICIES

### A. GENERAL INFORMATION TO ENSURE A SAFE AND ENJOYABLE RACE WEEKEND.

- 1) When locating your preferred paddock, always try to park trailers and tow vehicles to leave as much area as possible for the racecars. Do not take more space for yourself than is needed or block other racer's cars. Please share the area and be a good neighbor.
- 2) Crew vehicles should try to park to leave maximum paved surface area for the racecars. At some events crew parking will be located outside of the paddock.
- 3) Between the hours of 8:30 a.m. to 5:30 p.m., children under the age of 16 are not to be riding two-, three- or four-wheeled vehicles such as bicycles, tricycles, scooters, and skateboards in the paddock.
- 4) All pets must always be on a leash or confined at all times. Please clean up after your pet.
- 5) No parking of any vehicles is allowed in the Fire Lane or within 50 ft. of the gas pumps.
- 6) Your vehicle will be towed for violations of the above parking regulations—no excuses, no exceptions. At the owner's expense.
- 7) No loud music or partying.

### B. MOVE IN TIMES

Move in times in place to be respectful of the track renters prior to our event. The times and days will depend upon the event and location. Times will be available prior to the event and posted on the schedule. If someone moves in before the advertised time without permission and SOVREN is charged a fee it will be passed on to the participant at fault.

### C. SOVREN MUST ADHERE TO THE FOLLOWING RULES (AND PENALTIES).

In general, they apply to any track at which we race, although fees may vary.

These rules have been established to ensure that the tracks can continue to operate as "good neighbors" in increasingly settled environments and those races will be run as smoothly as possible for everyone's benefit.

In general, if you bring it to the track, you must take it with you when you leave, or you will be held financially responsible. All competitors are responsible for removing all used lubricants, fluids, tires and any other materials requiring hazardous waste disposal.

**DRIVERS MAY BE HELD FINANCIALLY RESPONSIBLE FOR ANY DAMAGE TO THE RACING FACILITIES DUE TO OFF COURSE EXCURSIONS, OIL SPILLS, PADDOCK DAMAGE, OR PADDOCK CLEANUP. IF SOVREN IS CHARGED, WE WILL PASS THE EXPENSES ALONG TO THE RESPONSIBLE PARTY.**

### D. ALCOHOL CONTROL

No alcoholic beverages may be brought onto participating track property. If alcohol is sold at a SOVREN event, SOVREN is expected to abide by Washington State Liquor Control Board Rules and regulations.

### E. HOURS OF OPERATION

Each track at which we race has its own "quiet hours", in which no race vehicles may be running. SOVREN will take whatever steps are necessary to make participants and spectators aware of the hours of operation and to ensure their compliance.

Violations of these rules will not be tolerated, and significant penalties shall be levied for any breach. Violation may lead to the immediate suspension of activities and banishment from the facility.

## SOVREN COMETITION RULES & CAR ELIGIBILITY

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### F. RACE MOTORS SHALL RUN ONLY BETWEEN THE FOLLOWING HOURS

#### 1) PACIFIC RACEWAYS:

All days, 9:00 a.m. – 5:00 p.m.

#### 2) PORTLAND INTERNATIONAL RACEWAY:

IDLE ONLY at 8:00 am – 9:00 am

RACE MOTORS 9:00 am – 10:00 pm.

All noise **over 103.00 db** must conclude prior to 10:00 pm.

#### 3) SPOKANE COUNTY RACEWAY:

5:00 a.m. – 11:00 p.m.

### 3. HAND SIGNALS

#### FROM DRIVER TO PRE-GRID WORKER OR TURN WORKER



CAR WON'T GO



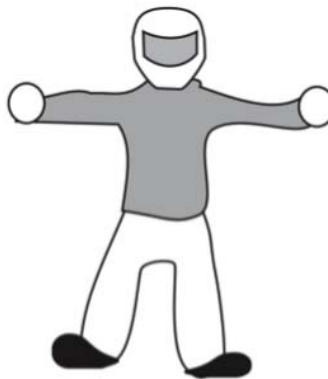
NEED A PUSH

Thumbs backwards  
Motion to back



I'M OK

Raising your hands over your head and waving tells the crew that you are OK



I NEED A FLAT TOW

If your car has a mechanical problem but can be towed flat, hold both arms out to the sides of your body parallel to the ground



I NEED A WRECKER/  
FLAT BED

If your car has a mechanical problem and needs a wrecker or a flat bed (i.e. the car will not roll on its own wheels), use your arms and head to form a W



# SOVREN COMETITION RULES & CAR ELIGIBILITY

## TO DRIVER FROM PRE-GRID WORKER OR TURN WORKER



### STOP

Hand out with palm facing driver



### FIVE MINUTE WARNING

Hand with five fingers up and whistle blow



### COME FORWARD

Back of hand using the proceed motion



### ONE MINUTE WARNING

Hand with one digit up and a whistle blow



### YOUR GRID POSITION

Indicated in finger count



### GO

Twirling hand in air, finger point to the track



### SHUT OFF YOUR ENGINE

(It's going to be a while)  
Throat cut motion

## 4. ON THE TRACK RULES

**A. FIRST: STUDY AND UNDERSTAND** the Flag Rules [page 36-39](#), and Hand Signals, [page 30-31](#).

**B. CAR NUMBERS:**

Drivers should ensure that their car numbers are easily visible to race officials by displaying legible numbers on both sides of the racecar as well as on the top of the hood of the vehicle or the top of the nose in the case of an open wheel vehicle. Number color should contrast with the background color for best visibility. Numbers on the rear of production cars are recommended.

**C. WHILE ON THE TRACK — SCAN WITH YOUR EYES CONSTANTLY!**

- 1) Do not fixate on the subject in front of you. Scan with eyes in the following order (good to practice this even when off the track!)
  - a. Instruments
  - b. Left mirror
  - c. Inside mirror (if applicable)
  - d. Windscreen (if applicable)
  - e. Right mirror
  - f. Repeat (a.) through (e.)

**D. PRE-GRID:**

The purpose of Pre-Grid is to direct racecars into a grid position, check the cars and drivers for safety, and release them onto the track.

- 1) The paddock access road from the paddock to pre-grid is for racecars only. Helmets are required on the race car driver. No crew support vehicles, bicycles, or pedestrians are allowed.
- 2) Always do what the pre-grid workers tell you to do. Not following the orders of the workers in pre-grid can delay your race and make your race weekend short and/or miserable.
- 3) When gridding for practice or qualifying, the grid positions are "first come, first served." If you do not want to start at the front of the group, pull off to the side at the back of pre-grid and wait until you want to grid.
- 4) Prior to gridding for a race, check the qualifying sheets to determine your grid position. This assists the grid personnel, as car numbers on a hood are not always easily seen. If you believe your front car number may be difficult for workers to see and have hinged doors, it is considered a courtesy to open your car door momentarily to allow grid personnel to read the number.
- 5) Allow the grid personnel to guide you into your grid position. The proper position for your car in grid is to have the center of the car over the number on the pavement and front of the car pointing towards the track.
- 6) Once parked in your grid position, a grid person will normally walk around your car performing a safety check looking for doors to be shut tight, hooks and pins to be secured, no leaking fluids, etc.
- 7) Racecars entering pre-grid after the five-minute warning for a race will start at the back of grid. Do not attempt to gain your qualifying position during the pace lap. You will be black-flagged since you have passed under double yellow flags (Full Course Yellow).
- 8) At the one-minute warning all crew must step away from racecars and out of pre-grid. If the crew does not step away, the car will be held and will start last.
- 9) Crew helping in the pre-grid shall be 18 years old or older.

## SOVREN COMETITION RULES & CAR ELIGIBILITY

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- 10) Crew must be wearing closed-toe shoes. Long pants and shirts with sleeves are recommended, Tank top shirts are prohibited.
  - a. NO pets.
  - b. NO smoking.
  - c. NO refueling.
- 11) Bikes, scooters, golf carts, and any support vehicles are not allowed in the pre-grid area. They should be parked off the surface in the designated area at each track.
- 12) Failure to comply with the directions of pre-grid personnel will subject you to the black flag.

### **E. CLOCK:**

The clock for each session starts when the first car of the group leaves pre-grid.

### **F. START BOARD:**

A good practice is to read the starters tower every lap. You just might see your car number on the board or the words SC (Safety Car), ONE LAP, TRANX (Transponder) or other information. Make it a practice to always acknowledge the starters when communications are present on the board.

### **G. SPLITTING THE GROUP / TIRE SCRUBBING**

- 1) Release from Pre-Grid when directed, proceeding toward the course and the "Splitter" not to exceed a speed of 35mph.
- 2) There is no scrubbing of tires until you have passed the Splitter and are on course.

### **H. RE-ENTRY / PIT LANE SPEED**

Any on track race vehicle which exceeds the Pacific Raceways or Spokane Raceways re-entry lane set speed of **35 MPH**, will be in violation of said specified limit, which will generate either a closed black flag at Start/Finish and/or a visit from a Race Official. This speed limit may be monitored by the use of either a radar gun or a static speed display.

### **I. BLEND LINE:**

Pacific Raceways and Spokane County Raceway Park. Both of these tracks have BLEND lines where vehicles entering the track can accelerate to blend in with race traffic.

- 1) The solid BLEND line cannot be crossed by any race vehicle.
- 2) The dashed BLEND line is where a race vehicle can enter the track from Pre-Grid or the Hot Pits. The entering race vehicle is considered OFF track until it crosses the dashed BLEND line.
- 3) Any on track race vehicles whose wheels cross the BLEND line (solid or dashed) are considered OFF track. Using the pavement to the right of the BLEND line as part of the track is an **off and on violation** generating either a closed black flag at Start/Finish and/or a visit from a Race Official.

### **J. PACE/SAFETY CAR PROTOCOL**

Pace car is not to be passed unless someone in the pace car waves you by.

### **K. PACE CAR (START OF RACE)**

- 1) The Pace Car slows during the last half of the pace lap prior to the start to gather the group for the start.
- 2) The front row drivers must maintain the pace speed until the green flag is shown from the starters.
- 3) A car may not improve its position in the field after the cars are released from the grid for the pace lap. Form 2 lines side by side and maintain the same speed as the pace car until they receive the green flag.

## SOVREN COMETITION RULES & CAR ELIGIBILITY

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- 4) After the pace car exits, if the starter does not see cars bunching up and maintaining pace speed, additional pace laps will be run until proper formation is obtained. The race laps will be counted starting at the completion of the first-place lap even if a second pace lap is required to bunch up the field.

### L. SAFETY CAR (DURING A RACE, FULL COURSE YELLOW)

- 1) When the Safety (Pace) Car enters the track in the middle of a race, slow down and create a single file line.
- 2) If motioned to pass the pace car, proceed SAFELY around the track at a reduced speed until you encounter another racing vehicle, then join that line of cars.
- 3) If you cannot see a vehicle in front of you, SAFELY pick up speed until you catch up and then hold your position.

### M. EMERGENCY VEHICLES

It is permissible to pass emergency vehicles safely on track. The key word is safely. Most emergency vehicles will direct you to the preferred side for passing.

### N. HOT PIT PROCEDURES

- 1) Crew helping in hot pits (area around Black Flag Station over the wall) shall be 18 years old or older.
- 2) Crew must be wearing long pants, closed-toe shoes, and a shirt with sleeves. NO shorts. NO sandals.
- 3) NO pets.
- 4) NO smoking.
- 5) NO refueling except during Enduros with proper fire protection.

### O. ON THE TRACK MECHANICAL ISSUES

- 1) Are you leaving a trail of fluids? Immediately drive off the racing line and park your vehicle at the next safe off-track location, preferably at a manned turn station. Do not knowingly leave fluids on the track surface for your fellow competitors to hit.
- 2) It is preferred that the vehicle be driven off the racing line and to the hot pits or paddock. However, if the vehicle engine must be shut down quickly to avoid an expensive repair then immediately drive off the racing line and park your vehicle at the next safe off-track location. Preferably at the next manned turn station.
- 3) Remain in your vehicle with race gear on until directed otherwise by a turn worker.

### P. OFF-TRACK EXCURSIONS AND CLOSED BLACK FLAG

While you are on the course, whether for practice, qualifying, or racing, should you have an unintended excursion (four wheels off and/or a spin), you can expect to see a closed black flag at Start/Finish and your car number on the number board. As you pass Start/Finish, be sure to acknowledge the closed black with a wave of your hand (either one) or a vigorous nod of your head. That is all you need to do. You do not have to go to the hot pits, and you do not need to slow down. Even if you do not see a closed black when you pass Start/Finish, wave anyway. That tells the starter you know you goofed and will not do it again. The closed black flag is saying, in effect, "**please pay attention to your driving**".

### Q. FIRST TIME GETTING TOWED OFF THE TRACK

Tell the emergency crew that you need instructions on how to hold the tow strap and what to do. Note: you must be wearing your helmet and gloves and be belted in the car before being towed.

### R. CAR-TO- CAR CONTACT

- 1) Do not get out of your car unless it is on fire or motioned to do so by a worker.

## SOVREN COMETITION RULES & CAR ELIGIBILITY

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- 2) Using hand signals, (see [page 30-31](#)) notify the closest Flag Station you are OK. If you do not, they will presume you are hurt and will come to help you, possibly putting them in danger.
- 3) If you believe your car is drivable and not leaking fluids, re-enter the track only when motioned by a worker.
- 4) You should then report to the Black Flag station for a brief inspection and discussion regarding the off-track excursion.
- 5) Report to a Competition Chairs before leaving the facility for the day.

### **S. RECOMMENDATIONS FOR DRIVER-TO-DRIVRT CONFLICT**

The drivers involved should always behave in a sportsman-like manner.

- 1) If you “screwed up” on track, an apology to the affected driver(s) goes a long way towards resolving conflicts.
- 2) It is the primary responsibility of each participant to make the best effort to resolve a dispute in a sportsman- like manner with your fellow competitors.  
NOTE: Cool down before discussing issues—do not attempt to resolve disputes when you are upset.
- 3) Unsafe/unsportsmanlike driving behavior on-track should be immediately reported to the Chief Steward. Corroboration from turn workers or other drivers is helpful in resolving issues.
- 4) Drivers who cannot resolve their differences over on- or off-track incidents should take their case to the Competition Chairs, Chief Steward, or other SOVREN officer.
- 5) Attempting to resolve conflicts between drivers by use of physical force, threats, or foul language will result in infraction points awarded to the responsible parties.

## 5. SOVREN FLAG RULES

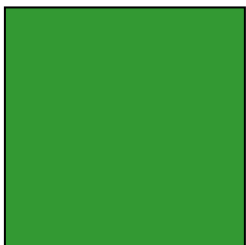
SOVREN has adopted the SCCA flag rules (GCR Section 6.1.1) as the official flag rules for all SOVREN events with **exceptions as noted**.

These flag rules have been in effect for many years and have stood the test of time with very few changes. Most of our drivers are familiar with them, as are the corner workers who marshal our events. These rules are published here for our drivers' convenience and are also available on-line from the SCCA website.

The text in *italics* after the descriptions of some of the flags are clarifications or exceptions from the SOVREN Board or from the SCCA Flagging & Communications Manual that do not appear in the GCR. Please familiarize yourself with the flags. As a driver, you are expected to know and understand the meaning of each flag and respond appropriately.

### MEANING OF EACH FLAG

#### A. GREEN FLAG (SOLID GREEN):

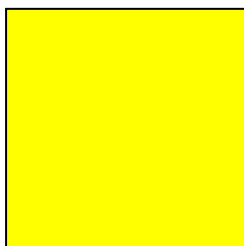


When displayed, the green flag indicates the COURSE IS CLEAR, AND RACING IS UNDERWAY.

The green flag is ordinarily shown only by the Starter.

*NOTE: Racing starts as soon as the green flag is shown at Start. Drivers need not wait to cross the Start/Finish line to begin racing.*

#### B. YELLOW FLAG (SOLID YELLOW):



*'Waving on the paving; standing in the grass'*

**STANDING YELLOW:** TAKE CARE, DANGER, SLOW DOWN, NO PASSING FROM THE FLAG until the next station that does not display a yellow flag. This is an exception to GCR 6.1.1. *NOTE: Typically, the stationary or standing yellow flag lets the drivers know that there is no obstruction on the racing surface, however there is something in a hazardous area. This could be a car just off course, an emergency vehicle attending to a disabled vehicle, a marshal that is exposed in a target area.*

*Note that this yellow flag rule differs from the SCCA GCR in that the "no passing zone" extends from the station with the yellow flag to the next flag station without a yellow flag NOT to the point of the incident.*

Note: A Yellow Flag may be used in conjunction with a Surface Flag to indicate a large piece of debris (i.e. fender, hood, nose, cowl) being left on the course that a driver will have to deviate from their course to avoid, even when a car is not present.

**WAVED YELLOW:** GREAT DANGER, SLOW DOWN, BE PREPARED TO STOP, NO PASSING FROM THE FLAG until the next station that does not display a yellow flag. This is an exception to GCR 6.1.1.

# SOVREN COMETITION RULES & CAR ELIGIBILITY

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*NOTE: The waving yellow flag tells the drivers that there is an obstruction on or near the racing surface. It prepares them to take necessary evasive action to avoid compounding the incident. Note that this yellow flag rule differs from the SCCA GCR in that the "no passing zone" extends from the station with the yellow flag to the next flag station without a yellow flag NOT to the point of the incident.*

**DOUBLE STANDING YELLOW:** displayed at all stations: Indicates the entire course is under yellow (full-course yellow). All stations will display double yellow flags for all pace and safety car laps. **SLOW DOWN, NO PASSING.** However, cars may carefully pass emergency vehicles and other cars that are disabled or off pace.

*Note: A Double Yellow will be displayed at ALL stations except in the following condition. A station during a Full Course Yellow with an incident on the track, will display a single Waving Yellow, backed up by the prior station displaying a single Standing Yellow. When the incident has been cleared both stations will return to Double Standing Yellows (Full Course Yellow)*

*NOTE: A driver may encounter several flags before reaching the emergency area. The requirements are still the same: SLOW DOWN, NO PASSING.*

**NOTE:** SOVREN flag rules under yellow flag conditions differ from SCCA flag rules in one important point. **The "no-passing zone" begins at the station with the yellow flag and ends at the next flag station that is not displaying a yellow flag, rather than at the site of the incident.** This modification was adopted because there may be more than one incident in the no-passing zone. The SOVREN rules makes the no-passing zone unequivocal and is consistent with the FIA flag rules where the no-passing zone ends with a green flag at the next station, except that our flag bags don't contain a green flag at every station.

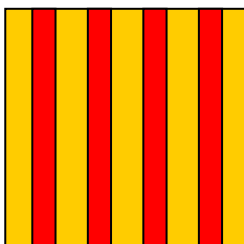
## C. BLUE FLAG (BLUE WITH DIAGONAL YELLOW STRIPE):



ANOTHER COMPETITOR IS FOLLOWING VERY CLOSELY OR IS TRYING TO OVERTAKE. This flag may be displayed standing or waving, depending upon the speed differential.

*NOTE: This flag can be very important when groups of cars with varying levels of performance potential are on course at the same time; also, when leaders in a race begin lapping the slower cars in the field. All drivers have a responsibility to keep an eye on their mirrors. You must be aware of the cars that may be about to pass you. If the car behind you is clearly a faster car that is going to pass you, or you simply want the car to pass you, point to the side on which you want to be passed.*

## D. SURFACE CONDITION (YELLOW WITH RED STRIPES):



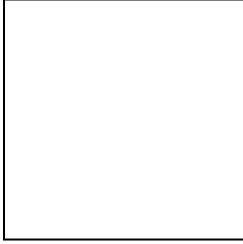
TAKE CARE. A SLIPPERY CONDITION EXISTS, OR - DEBRIS IS PRESENT ON THE RACING SURFACE. This flag is displayed standing. *NOTE: This Surface Condition flag is displayed for debris that can be driven over; for larger debris on the track a waving yellow would be shown.*

*This flag will normally be shown for 1 or 2 laps and then withdrawn. The flag is withdrawn to allow it to be shown again for additional debris in the future or the debris has moved to a new location on the track such as into the "line".*

# SOVREN COMETITION RULES & CAR ELIGIBILITY

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## E. WHITE FLAG (SOLID WHITE):



CAUTION AND TAKE CARE FOR A SLOW-MOVING RACE CAR, AMBULANCE OR OTHER EMERGENCY VEHICLE ON THE RACING SURFACE.

*The flag is displayed for 2 flag stations prior to the vehicle in question, the first is Standing, the second is Waving. This is an exception to GCR 6.1.1*

In addition, a standing white flag may be displayed during the first lap of each race group's first session of the day to indicate the location of the flagging stations. *Note: A Waving white is NOT used for last lap. This is an exception to GCR 6.1.1*

## F. BLACK FLAG (SOLID BLACK):



### **CLOSED Black (Furled):**

Pointed or shaken at an individual car from the Starter's stand (optionally, accompanied by a number board indicating the car number): WARNING FOR DRIVING IN AN UNSAFE AND/OR IMPROPER MANNER. Continued unsafe and/or improper driving will result in an OPEN BLACK flag. *NOTE: The driver should acknowledge this flag but is not required to come to the hot pits at this time.*

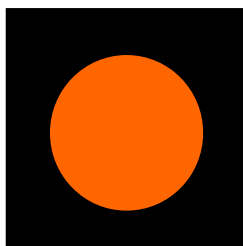
**OPEN BLACK:** displayed from the Starter's stand with a number board indicating the car number: PROCEED DIRECTLY TO THE HOT PITS and the location designated by the Chief Steward or event chairman for consultation with Officials. DO NOT TAKE ANOTHER LAP. *Note: The driver should acknowledge this flag when shown.*

NOTE: This flag and number board may also be displayed at station(s) elsewhere on the course (designated Black Flag Station).

**OPEN BLACK:** DISPLAYED AT ALL STATIONS.

THE SESSION HAS BEEN STOPPED; ALL CARS MUST STOP RACING, and proceed directly and immediately to the hot pits, exercising extreme caution. This flag will be displayed with an 'ALL' sign at the Starter's stand and the sign may also be shown at station(s) elsewhere on the course.

## G. MECHANICAL BLACK FLAG (BLACK WITH ORANGE BALL):



Displayed from the Starter's stand with a number board indicating the car number. There is a MECHANICAL PROBLEM WITH THE CAR. Proceed directly to your paddock area or the location designated by the Chief Steward or event chair. DO NOT TAKE ANOTHER LAP. *NOTE: This flag and number board may also be displayed at station(s) elsewhere on the course. The driver should acknowledge this flag when shown.*



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## H. CHECKERED FLAG (BLACK AND WHITE CHECKS)



Displayed at Finish to indicate that THE SESSION IS FINISHED.

Continue cautiously to your paddock area. *Note: The checkered flag may be displayed at a station other than Start/Finish only during practice sessions at the discretion of the stewards.*

## I. RED FLAG (SOLID RED)



Displayed at each station and on the Starter's stand:

EXTREME DANGER, THE SESSION HAS BEEN STOPPED. Come to an immediate, controlled stop at the side of the racetrack (at the staffed station). When released by an Official, proceed cautiously. Once a red flag has been displayed, it will not be withdrawn until all cars have come to a stop. *A "black flag all" will be used to return cars to the hot pits/paddock.*

## 6. VEHICLE CATEGORIES

Cars RACING WITH SOVREN must fit into one of the club's general racing categories. These shall be defined as follows:

There shall be no special dispensation for any vehicles except for exhibition type categories at selected events. The burden of proof relating to authenticity of all vehicles, equipment, and modifications shall always rest with the person presenting the vehicle for competition.

The Competition Chairs along with other E-Board appointees to a Competition Committee will divide the cars for competitive events generally based on their being Pre-war, Vintage, Historic, or Purpose Built/Exhibition category cars with emphasis on running race groups as period correct as possible with cars of similar classification. However, this committee may move cars from one group to another because of safety issues, to even out group sizes, or any other reason as they see fit.

### **A. PRE-WAR:**

Automobiles produced on or before and in a configuration as raced prior to December 31, 1940. These automobiles must be in as near-to-original configuration as possible.

### **B. VINTAGE:**

Automobiles produced after December 31, 1940 and on or before December 31, 1962. These shall include cars that are built beyond this date providing it is of a continuing and unchanged model and conforming to the appropriate 1962 or older FIA or SCCA "point-in-time" regulations. In no case may the automobile have been manufactured after December 31, 1969. These automobiles may be in the configuration as allowed by the appropriate FIA or SCCA "point-in-time" regulations or in the case of formula racing cars, age, eligibility and configuration shall be as allowed by the Monoposto Register Rules and Regulations governing Formula B, Formula Ford, Formula Junior, and Formula Vee.

Club Formula Vee class (rules listed on SOVREN website) will run with Vintage.

### **C. HISTORIC:**

Those automobiles produced after December 31, 1962 but 25 years or older. A Vintage automobile's "point-in-time" may be upgraded to the 1995 regulations but shall then be designated as a Historic automobile. In the case of formula racing cars, age, eligibility and configuration shall be as allowed by the Monoposto Register Rules and Regulations governing Formula B, Formula Ford, Formula Junior, and Formula Vee with exceptions as noted below (see Section 7. Wheels, [page 43](#), and Formula Ford Replacement Parts, [page 45](#)).

### **D. FIA CATEGORY A (RECOGNIZED PRODUCTION CARS):**

Groups 1 through 4 will be treated the same as SCCA production cars and sedans. Competitors will be allowed to modify a production vehicle with no racing provenance to either FIA Group 1 through 4 or SCCA production or sedan configurations but not a combination of FIA and SCCA.

### **E. FIA CATEGORY B & C (SPECIAL AND RACING CARS):**

Group 5 and up will be treated the same as SCCA modified/sports racing/formula vehicles. They must be original vehicles with racing provenance, and competitors will not be allowed to modify production street vehicles or build "new" vehicles to these configurations.

### **F. MODIFIED CARS:**

In order for a Historic car to be eligible to run as a "Modified" or Sports Racing" car (per SCCA period regulations) and compete in SOVREN events, it must have a period history of having raced with such modifications. Street cars modified in the current era will only be allowed to run as production cars with the changes that were allowed in the era PCS's and NOT with the

## SOVREN COMETITION RULES & CAR ELIGIBILITY

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additional changes that would have been allowed in the "Modified" or "Sports Racing classes." In no case shall a car accepted under this rule as a "modified" or "sports racing" car have modifications which were not available in the era.

### **G. PURPOSE BUILT / EXHIBITION AND FORMULA CARS:**

Significant purpose-built racecars that do not fit into SOVREN classes produced on or before December 31, 1989 may be allowed to run in an Exhibition grid at some SOVREN events.

- 1) In the case of Formula racing cars manufactured on or before December 31, 1989, age, eligibility, and configuration shall be as allowed by the Monoposto 70 Rules and Regulations governing Formula 5000, Formula Atlantic, F2, and Formula SV.
- 2) FF70 Formula Fords as allowed by Monoposto 70 Race Class-Group IV: Formula Fords from 1973 through 1981 will be allowed to race with Historic Formula Fords.
- 3) FF70 Formula Fords will use the same tires as specified for Historic Formula Fords. Partial or full carbon monocoques are prohibited.
- 4) In the case of sports racing cars, the eligibility and acceptance shall be as allowed by the "Purpose Built / Exhibition Eligible Cars" list on [page 51](#).
- 5) Purpose-built racecars manufactured after December 31st, 1989 that are unchanged in technology from the 1989 models already accepted by SOVREN may apply to the Competition Committee for approval to race with SOVREN. A list of these cars will be added to the "Purpose Built / Exhibition Eligible Cars" page 51 as certain models are approved by the Competition Committee. The Competition Chairs may consider later cars, but in all cases, shall have sole discretion on a car-by-car and race-by-race basis.

## 7. CAR PREPARATION

SOVREN utilizes FIA and SCCA Class standards created in the 1950's and forward for car preparation. In the early years of formalized racing these were the only sanctioning bodies present. SOVREN also recognizes other VMC (Vintage Motorsport Council) clubs and their classes as long as it fits with in SOVREN's current established age requirements and meets proper era correctness.

The following are to be used in preparing the vehicle for competition. Reference must be made to the appropriate regulations for particulars. No modifications are permitted except those modifications specifically authorized by the appropriate sanctioning body. A CRF (Car Registration Form must be submitted for each vehicle to be raced for approval. ([See page 18](#)).

### A. LOGBOOKS:

Each vehicle shall have a logbook which shall be properly maintained and presented at technical inspection for each event and kept with the vehicle at all times. Logbooks are controlled and distributed by the Technical Inspection Chief.

### B. SEATBELTS:

Each vehicle shall be equipped with safety belts. Seat belts shall be nominally 2 or 3 inches wide, nylon or polyester web racing-type seatbelt with a metal- to-metal buckle and quick release, securely mounted to the vehicle. Shoulder harnesses shall be at least 3 inches in width, quick release type. A driver may wear a 2-inch-wide shoulder only when also wearing a Head and Neck device. A minimum 5-point harness is required, except in those cars that are exempt from installing rollbars. All driver-restraint systems shall meet one of the following:

SFI specification 16.1, 16.5, or FIA specification 8853/98, 8853-2016 or 8854/98.

- 1) Restraint systems meeting SFI 16.1 or 16.5 shall bear a dated SFI Spec label. The certification indicated by this label shall expire on December 31st of the 5th year after the date of manufacture as indicated by the label. If for example the manufacture date is 2014 the fifth year after the date of manufacture is 2019.
- 2) Restraint systems homologated to FIA specification 8853/98 and 8854/98 will have a label containing the type of harness designation (C-###. T/98 or D-###. T/98) and date of expiration which is the last day of the year marked. All straps in this FIA restraint system will have these labels.
- 3) If a restraint system has more than one type of certification label, the label with the latest expiration may be used.

### C. ARM RESTRAINTS/WINDOW NETS:

Arm Restraints are required in all open cockpit cars and arm restraints or a window net is required in closed cars.

### D. ROLLBARS:

Each vintage and historic vehicle shall be equipped with a padded rollbar appropriate to the size and weight of the vehicle per the current FIA or SCCA regulations for the year the car is prepared to. The padding must be such as to prevent the drivers helmet from impacting the rollbar and must be non-resilient. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable. Holes in the roll cage to accommodate the installation of the harness must be bushed and welded completely. Prewar and, under certain circumstances, pre-1960 Grand Prix and World Championship automobiles may participate without rollbars only with the specific

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written permission of the Competition Chairs.

## **E. MIRRORS:**

Each vehicle shall have at least one securely mounted rear view mirror of at least eight-square-inches capable of providing visual coverage of the course sufficient to ensure adequate warning of an overtaking vehicle.

## **F. FIRE EXTINGUISHER:**

Each vehicle shall have a fire extinguisher of at least 2lbs. capacity securely mounted in the cockpit and within easy reach of the driver. An onboard SFI or FIA approved fire system is strongly recommended in place of the fire extinguisher.

## **G. ELECTRICAL CUTOFF SWITCH:**

Cutoff switches are required for Sports Racing and Formula cars and strongly recommended for Production cars. If one is installed it shall have a clearly visible marking.

## **H. BODYWORK:**

No modifications from the selected "point-in-time" per the appropriate FIA or SCCA rules will be allowed. Only cars prepared to FIA specification will be allowed to use flares, spoilers, or air dams as described in the original FIA homologation document for their particular make and model. Paint schemes must be appropriate to the original period.

Contemporary commercial advertising is not permitted. Historically authentic markings, including advertising, are permitted and encouraged. Headlights, bumpers, and certain interior trim, including passenger seats, may be removed for certain historic vehicles so long as it is done in conformance with the appropriate FIA or SCCA regulations and results in a neat and finished appearance. Required passenger seats may be substituted with seats similar in style and color to the driver's seat. "Gutted" interior shall not be permitted. Glass headlights, turn signals, taillights, markers, etc. shall be taped. The original glass windshield, side and rear windows may be replaced with ones of Lexan polycarbonate plastic as long as they are securely attached and retain the original appearance. Straps or clips for retaining windshields and rear windows in place are authorized and recommended.

## **I. RECONSTRUCTION:**

All parts that are remanufactured or reproduced must conform with and be appropriate to the model of vehicle and shall be constructed of the original type of materials. The original fender openings and contours shall be retained in the "as-raced" conformation.

## **J. WHEELS:**

Each vehicle shall be equipped with wheels of the appropriate width, diameter, offset, and appearance for either the vintage or historic periods described in the appropriate FIA or SCCA regulations. Formula Ford wheels shall be 13 inches in diameter with a maximum width of 5.5 inches. Wheel covers, wheel faces, or any device to fair in the wheels are prohibited. Wheels must be metal (steel, aluminum, magnesium) and the appearance must be period correct

## **K. TIRES:**

Tires must approximate as closely as possible the original size(s) per the appropriate FIA or SCCA regulations for the vehicle. Vintage vehicles shall use a minimum 70 series tire with full-width tread (no asymmetrical tread pattern as of January 1, 1993) and Historic vehicles shall use a minimum 60 series tire, unless an alternative series tire is otherwise approved by the Competition Committee. All tires shall have a molded tread pattern with a minimum depth of 1/16th inch. Slicks will be allowed only where originally used on certain Exhibition category vehicles (FIA, Can Am, Formula, etc.) but not in the regular Pre-war, Vintage or Historic

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categories. Racing recaps and vintage racing tires are allowed. Radial tires that are within 10% of the original tire size but not less than 60 series may be used, unless an alternative tire is otherwise approved by the Competition Committee. Should larger tire sizes than original be allowed per the appropriate regulations, all other modifications to the suspension required to safely handle the additional loading must also be in place.

### **L. ENGINE:**

Each entrant shall certify that the engine in place for competition is of the correct displacement. The engine shall be of the original type as fitted to the chassis series or as allowed per the appropriate FIA or SCCA regulations and should be the original year if possible. No engine shall have a greater displacement than originally fitted or allowed per the appropriate FIA or SCCA regulations (maximum overbore allowance, from stock, of 1.2 mm or .0472 in.). If a 1996 model year car is presented for competition, it must meet the 1995 or earlier SCCA or FIA configuration, including engine displacement, regardless of its 1996 production configuration including engine displacement. In the vintage spirit of authenticity, integrity, and good sportsmanship, entrants will assume the responsibility for keeping their engines as period correct as possible. Dry sump oiling systems shall be permitted only where they fit the specified "point-in-time" per the appropriate FIA or SCCA rules for the individual car. Oil accumulators (i.e. Accusumps) may be installed on all vehicles so long as they are mounted out of sight.

### **M. IGNITION:**

Ignition is free as long as triggering is done from inside the distributor housing, the cap and rotor distribute the spark, and the distributor is the original type as came with the car or as allowed by our rules.

Electric RPM limiters are free. This does not supersede Monoposto rules.

### **N. CARBURETION:**

Substitution may be permitted by the Competition Committee on a case-by-case basis for documented situations where original parts are not available. The replacement carburetor(s) shall be the same number (one, two, three, etc.), type (downdraft, sidedraft, etc.), modification.

### **O. SUSPENSION:**

All steering and suspension components shall be checked and properly fitted with no excessive wear or play. No additions or modifications to the suspension shall be permitted unless shown in appropriate FIA or SCCA regulations.

### **P. BRAKES:**

Disc brakes are permitted only when it can be shown that they were an option or original equipment per the appropriate FIA or SCCA regulations. Brakes must be of the original size and type for the vehicle and shown in appropriate FIA or SCCA regulations. Slotted or cross-drilled rotors are not permitted. Bias adjusters may be installed on all vehicles so long as they are mounted out of sight and are not adjustable during competition.

### **Q. WEIGHT:**

Each vehicle shall meet or exceed the minimum weight specified in the appropriate FIA or SCCA rules for the "point-in-time" selected.

### **R. MODIFICATIONS:**

All modifications from the original not otherwise permitted by these rules will be declared upon the membership or entry application and are subject to the approval of the Competition Chairs.

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### **S. REPLACEMENT OF ALLOWED PERIOD-CORRECT PARTS:**

Any SOVREN member wishing to use a non-period replacement part on their car must provide a written request for use of such part to the SOVREN Competition Committee. After reviewing the request, the Competition Chairs along with other E-Board appointees to the Committee will have a minimum of three months to solicit membership feedback and review the request for approval or disapproval. The following criteria will be used when considering a request to use a non-period replacement part and should be addressed in the applicant's request for approval:

- 1) The non-period part improves safety and reliability.
- 2) Allowed period part is not obtainable at any (reasonable) cost or time frame.
- 3) No major improvements in performance over the allowed period part.
- 4) Period part has a history of failure under racing conditions.
- 5) Replacement part is a continuation model of a 1995 or earlier part.
- 6) Replacement part is similar in design and function to the allowed period part.
- 7) Replacement part meets the 1995 (or earlier) GCR for the vehicle.

### **T. FORMULA FORD REPLACEMENT PARTS:**

Formula Fords may use the following replacement parts: Aluminum cylinder head, Ford replacement iron block, Scat crankshaft, replacement rods and forged pistons. These parts must meet the original Ford specifications.

It should be noted by the competitor that if granted, the replacement part may not be allowed by all vintage racing clubs and the approval could be reconsidered by SOVREN if this rule is changed in the future.

### **U. GENERAL:**

The following general items are covered in greater detail in the appropriate FIA or SCCA regulations.

- 1) Catch tanks, securely fastened, and a minimum of one (1) quart capacity each are required for both engine oil and radiator water overflow (if used).
- 2) Each carburetor shall be equipped with a return spring in addition to the single linkage return spring or internal spring.
- 3) Fuel cells are strongly recommended.
- 4) A firewall shall be provided between the cockpit, engine, and fuel tank. Selected Formula cars are excepted.
- 5) Undertrays shall have drain holes.
- 6) Wheels shall be securely mounted and free of cracks or faults. Spokes on wire wheels must be properly tensioned and none may be missing. Bolt-on Rudge Whitworth spline adapters are not permitted.
- 7) Suspension and steering shall have no excessive play or wear. It is strongly recommended that all suspension components be magnafluxed or crack-checked by some other method once a year.
- 8) An eyebolt or equivalent tow cable attachment point is recommended both front and rear on the car.
- 9) Oil, fuel, and water leaks of any kind will not be tolerated. Any entrant having more than

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one substantial fluid leak may be removed from the event by either the Chief Scrutineer or the Competition Chairs.

- 10) At least one working brake light shall be fitted to all cars. Prewar, and under certain circumstances, pre- 1960 Grand Prix, Formula 1 and World Championship automobiles may participate without brake lights with the specific written permission of the Competition Chairs.
  - 11) Fuel filler caps shall be safety-wired or securely fastened so as not to open on impact (Monza-type caps shall be drilled and wired closed).
  - 12) Hoods, doors, deck lids, and all body panels shall be securely fastened.
  - 13) Drain plugs shall be safety-wired or paint-striped.
  - 14) Batteries shall be securely fastened, and the hot terminal shall be insulated. Batteries located in the cockpit shall be covered or have leak-proof caps (a marine-type battery case is recommended).
  - 15) It is strongly recommended that wooden steering wheels not be used for racing.
  - 16) Downloadable data acquisition, traction control, digital readout gauges, and other modern electronics not in the spirit of "Vintage Racing" are not permitted.
  - 17) Racecars with driver-side and passenger-side front windows that open will have those windows totally down or totally open when on the racetrack. All removable windows will be removed from the racecar.
- V.** Vehicles shall be presented for technical inspection in neat and finished condition. All interior and exterior trim required shall be in place. Engine compartment, chassis, suspension and drive train must be clean and properly fitted. Cables, wires, hoses, etc. shall be taped, tied or otherwise secured to prevent flapping or chafing.
- W.** All vehicles shall display legible numbers (three digits maximum) on both sides with a minimum numeral size of ten (10) inches high with a one and half inch brush stroke. All vehicles shall display legible numbers on the top of the hood of the vehicle or the top of the nose in the case of an open wheel vehicle. The number will have minimum height of six (6) inches with a recommended one-inch brush stroke. Numbers on the rear of production cars are recommended. All SCCA and appropriate FIA vehicles shall also display legible "point-in-time" class designations on both sides with a minimum height of four inches and a minimum one-inch brush stroke.
- X.** Any car that the Chief Scrutineer or his assistants determine to be inadequately prepared for the racing event shall be excluded unless and until the problem areas have been corrected. However, it is the entrant's responsibility to ensure that the car and all its components are mechanically suitable to sustain the severe stresses imposed by racing. The brief inspection of an entrant's racecar by a SOVREN volunteer cannot reasonably be substituted for the hundreds of hours of labor and inspection which is required to prepare a car for racing. The entrant's obligation is to present a car which is both safe to race in and safe for other entrants to race with.



## 8. DRIVER RESPONSIBILITY

- A.** It is the responsibility of the overtaking driver to initiate and execute a safe pass. However, it is the responsibility of every driver, including the driver(s) being overtaken, to avoid a racing incident. A safe pass is when ALL cars involved have adequate room to race when an overlap exists, even if one or all the cars involved have to deviate from the "normal racing line" to avoid an incident. Drivers being overtaken are expected to be reasonably aware of the other cars around them and shall not inhibit a pass once it has begun. NO BLOCKING IS ALLOWED.
- B.** The fundamental part of driving a car in competition is the use of the driver's head in conjunction with his mirrors. These should both be used often. In the event of an incident, the Chief Steward, Competition Chairs, and Infraction Committee shall review the circumstances surrounding the incident and decide on appropriate action to be taken concerning the drivers involved. Racing contact between vehicles is forbidden and may result in removal from the event and suspension or revocation of the offender's competition license. Driving infractions such as ignoring flags, repeated spinning or overly aggressive or unsportsmanlike driving shall lead to either a reprimand and/or immediate removal from the event.
- C.** Flagrant violations will result in removal from the event, suspension of the driver's rights as a member of SOVREN, and revocation of SOVREN membership.
- D.** When a car has been involved in an incident on the track such as:
- A single-car or multiple-car off-course or on-course incident and is drivable.
  - Non-vehicle contact where either driver must go off the track to avoid contact.
  - Vehicle contact with a permanent or temporary track fixture(s); cones, tire barriers, curbing, k-rail, or Armco.
  - Vehicle-to-vehicle contact to the extent that all or some of the racecars involved are disabled on or about the racing surface.

The driver(s) will report to the Black Flag station or a designated impound area for evaluation by tech and Competition Chairs or Chief Steward or appointee.

- E.** In cases where an OPEN Black Flag or Mechanical (Meatball) Flag is given and the driver will acknowledge and report to the Black Flag station or the designated impound area for evaluation of the issue involved.
- F.** The driver and the car are not allowed to leave impound without permission of the Competition Chairs, or Chief Steward or appointee.
- G.** It shall be the duty of every driver to conduct him or her self in a polite and courteous manner. The driver / entrant are responsible for the conduct of their crew and guests at all times during an event. Any offence committed by a crew member or guest will be chargeable to the driver. For this section, an event begins when registration opens and ends when the driver, entrant, all crew members, and guests have left the track property at the conclusion of the event.
- H.** The parent (s) and/or guardian that has signed a minor waiver on behalf of a minor is fully responsible for that minor.

## 9. FAILURE TO COMPLY (FTC)

The following relates to Failure to Comply with solutions or agreements with a Competition Committee Group Leader and/or the Competition Chairs regarding proper car preparation.

### A. PROCESS FOR GRID SHEETS:

Timing and Scoring will provide a normal grid sheet to Driver's Services. The Competition Committee Group Leader will provide the Competition Chairs a list of entries that are considered as FTC. The Competition Chairs will determine the final action regarding these cars and advise the Timing and Scoring. Timing will remove laps and times and note the FTC for car and driver at the bottom of the appropriate Grid Sheet or Results. Drivers Services will copy and distribute the Race Results/Grid Sheets per their normal process.

### B. PROCESS FOR PARTICIPANT:

How the FTC program will handle drivers who are FTC'd and want to enter another event and various levels of implementation of the FTC program:

- 1) The FTC program has no limit on the number of times an entrant could be classified as FTC. The subcommittee would continue to work with the driver to bring the car into compliance and would have the option to exclude the car from future events.
- 2) When a vehicle is FTC'd, it is not allowed to enter future SOVREN events until it is inspected, approved, and removed from FTC status. If a car that has been declared FTC enters a subsequent SOVREN event the Competition Group Leader will confer with the Competition Chairs and decide where and when to inspect the car for compliance. The vehicle must be approved for compliance before the vehicle is removed from FTC status. The Competition Chairs will advise the Registrar if the entry allowed and if it should be removed from the FTC list. Entries from drivers that are in FTC status will be returned with a note stating the person is still FTC'd and they should contact the Competition Chairs.

### C. RACE RESULT POSITION:

On the result sheet for a race the vehicles that are FTC are also considered DNS and do not hold their position in the finish. If a vehicle physically finishing in first place has FTC status, the next vehicle on the race result sheet that does not have an FTC will be the place finisher. This applies to all other positions.

### D. CHAMPIONSHIP POINTS:

No season-overall championship points will be awarded to a car that is in FTC status.

### E. REPRISAL:

Any unsportsmanlike conduct towards the Competition Chairs or subcommittee members or any other volunteer or official by individuals that have been FTC'd will result in infraction points for unsportsmanlike conduct to be given to the participant. Additionally, unsportsmanlike conduct from crewmembers, engine builders, or trackside service providers could result in the participant receiving infraction points.

## 10. INFRACTIONS

In the event of any incident on- or off-track, which may result in infraction points being levied, the participant must report to one of the Competition Chairs before leaving the track. A Driver may go to Driver Services to have the Comp Chairs called on the radio.

The policy and procedure of the infractions committee and infraction points will be found below.

Drivers wishing to appeal their Infraction Committee's point assessment will present their case with new evidence at a Competition Committee meeting with sufficient notification. New evidence required may include videos, photos, or witnesses or witness statements. The Committee chairs will appoint an appeals panel to hear the appeal and may participate in the hearing if not involved in the original decision. No hearing will occur without new information.

For any infraction of 8 or more points a driver appealing the points will not be allowed to participate in future SOVREN races until the appeal has been resolved. When an appeal has been requested the Competition Committee will hold a special competition meeting within 4 weeks to hear the appeal.

To encourage appropriate driver behavior SOVREN has determined that the following infraction policy be instituted based upon a firm but fair approach.

**A.** The Steward of the Event may, at his discretion, remove any car from the course that presents a hazard to the competitors due to driver conduct, vehicle safety, speed, or any other factor. At the end of each day's racing activities the Chief Steward, his officials, and eyewitnesses to dangerous or unsportsmanlike conduct shall meet to discuss and evaluate events that have occurred. If it appears that such conduct was a negligent or intentional demonstration of inappropriate driver behavior and in violation of the goals set forth, points may be imposed upon the driver(s) involved according to the established schedule by an Infractions Committee composed of three members appointed by the Competition Chairs. At least two of the appointees on that committee shall be current active vintage racecar drivers to ensure that a driver's perspective of the events is maintained.

### **B. INFRACTIONS SCHEDULE**

- 1) Offenses & Points
  - a) Failure to appropriately respond to any flag throw: 3 points
  - b) Unsportsmanlike conduct on or off the track, including disputes with SOVREN or a member of SOVREN: **5 points**
  - c) Damage to vehicle due to a racing incident: **5 points**
  
- 2) Dangerous driving infractions
  - a) No damage: **5 points**
  - b) Minor damage: **8 points**
  - c) Major damage: **15 points**
  
- 3) The Infractions Committee may at its sole discretion impose more or less points than the above schedule.

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## C. PENALTIES FOR POINTS ACCUMULATION

- 1) 3-7 points: thirteen (13) months of probation. Points given to a driver will expire after thirteen (13) months from the date the infraction is committed. If there are additional points added during the thirteen-month period, then the new total of points will expire after the thirteenth month from the last addition of points.
- 2) 8-14 points: thirteen (13) months of probation and suspension for one SOVREN points event at which the sanctioned driver shall work under the direction of the Competition Chairs. Points given to the driver will expire after thirteen (13) months from the date the infraction is committed. If there are additional points added during the thirteen-month period, then the new total of points will expire after the thirteenth month from the last addition of points.
- 3) 15 points or more: suspension for thirteen (13) months and probation for thirteen (13) months following the suspension. Thirteen (13) month suspension expires 13 months from the date of the infraction resulting in the accumulation of 15 points or more. Probation expires twenty-six (26) months from the date of the infraction resulting in the accumulation of 15 points or more.
- 4) Points will also be assessed for confirmed infractions occurring at other sanctioning bodies' (by letter, telephone call, or email from sanctioning body official) such as VMC, VRC of BC, NWVRG, SCCA, CSRG, SVRA, VARA, HMSA, RMVR, etc. events.

**D. PROBATION**, for the purposes of the foregoing, shall include but not be limited to, increased scrutiny by any SOVREN committee member or official working a SOVREN event, as well as turn workers or others supporting the operation of the event. Drivers on probation must meet with the Competition Chairs before each SOVREN race weekend. The meeting will occur immediately following the first Drivers' Meeting of the race weekend, prior to the driver going to pre-grid.

Alternate meeting times may be arranged in advance with the approval of the Competition Chairs.

- E.** Points given to a driver will expire after thirteen (13) months from the date the infraction is committed. If there are additional points added during the thirteen-month period, then the new total of points will expire after the thirteenth month from the last addition of points.
- F.** Flagrant violations or multiple instances of probation or suspension, regardless of point accumulation, shall be cause for termination of driver's rights and/or SOVREN membership at the sole discretion of the infractions committee, in conjunction with the Board of Directors, regardless of the type of membership or membership status.

## 11. PURPOSE BUILT/EXHIBITION ELIGIBLE CARS

The following list is not all inclusive. Purpose built racecars and replica cars regardless of the year of manufacture may be presented to the Competition Chairs for consideration. See Vehicle Categories [pg. 40](#)

### Background and philosophy:

These cars shall be prepared as they were during their competitive racing period. Since racing technology progressed very rapidly during this period, there may be different specifications/ configurations that are period correct. There were many one-off or very-low-production cars produced that ran in ASR, BSR, and CSR in the U.S., as well as other FIA categories around the world. This list could never cover all of the possible makes and configurations so other cars not included on this list can be submitted for approval on a case-by-case basis.

### Modifications:

These cars must be prepared to the configuration as they were originally designed and constructed; otherwise, it is the responsibility of the competitor to provide documentation for any specification that does not align with common-class configurations. Since these cars mostly ran in open categories, there will be variations within a particular make and model that are period correct. In all cases, they are expected to have period equipment and specifications.

### Approved Tires:

Racing slicks and treaded tires, either molded or hand cut. While exact size and aspect ratio are not specified, entrants must ensure that the tire choice is appropriate for the car and for the eligibility period.

#### A. Can-Am and ASR

- BRM P167
- Chapparral (Chevrolet)
- Delta Ti22
- Ferrari 512/612/712
- Frissbee GRDS72
- Lola T70/160-165 (7.4L Chevrolet)
- Lola T220/222/260/310 (8.1L Chevrolet)
- Lola T333CS, T530
- March 707, 717 (8.1L Chevrolet)
- Matich SR-3
- McLaren M6A, M6B (5.7L Chevrolet)
- McLaren M8B, M8C/M8E/M8F (7.6L/8.1L Chevrolet)
- McLaren M12, M20 McKee (7.2L Chevrolet) Porsche 908 (3.0L, flat 8)
- Porsche 917PA, 917/10 & 30 (5.0L/5.4L flat 12)
- TOJ SS-02
- UOP Shadow DN4A (8.1L Chevrolet)

#### B. 2.0L SPORTS CARS, BSR, CSR,

#### C. CENTER SEAT CANAM

- Abarth 021,2000SP
- AMS 273, 1300

- Bobsey SR
- Chevron B19, 21, 23, 26, 31, 36
- Lola T210/212, 290-298, 390,496
- Mallock U
- March 73S 2
- Royale RP4, 4a, 4/6, 6, 10, 17

#### D. WORLD CHAMPIONSHIP FOR MAKES

- Alfa T33/3 & T33TT/3
- Alpine A442-Renault
- Chevron B31
- Ferrari 312P & BP (3.0L)
- Ferrari 512S & M (5.0L)
- Lola T280-286, 380 (3.0L)
- March 75S
- Matra-Simca MS670
- Mirage M6, M8 (3.0L)
- Porsche 908/03 (3.0L)
- Porsche 917K, 917/20 (4.5/5.0L)

#### E. HISTORIC SPORTS 2000 (HS2)

SOVREN has adopted the classification and preparation rules of the North America Chapter of SRCC for the Historic Sports 2000 cars.

includes cars produced before 12/31/1984. Typical HS2 cars include:

- Aquila RO82S
- Chevron B52, B54, B60
- Crossle 37S, 42S, 47S
- Elden PRH23
- Lola T-490, T-492, T-590, T-592S, T-596
- March 81S, 82S, 83S, 84S, S2000
- Martin MRC/81 (Mariah)
- Ocelot Mk5B, Mk6A, Mk8
- Robinson RS2
- Royale S2000M, RP37
- Shrike P15
- Tiga SC78, SC79, SC80, SC81, SC82, SC83, SC84
- Porsche 936 (2.2L turbo)

#### F. NASCAR / IMSA

- Oldsmobile Cutlass
- Ford Taurus
- Chevrolet Lumina, Barretta
- BMW CSL, 3.5L,

#### G. OTHER

- Caterham, Seven, R500, CSR 260,
- FFR Challenge Car
- 87 Russell FM



# SOCIETY OF VINTAGE RACING ENTHUSIASTS

## 2020 MEMBERSHIP FORM

NEW     RENEWAL

Electronic Membership Form available at [msreg.com/member20](http://msreg.com/member20)

Please Print Clearly and Fill out Completely to ensure our records are correct

### TYPES OF MEMBERSHIPS

#### Racing Membership (\$100)

Individual Racer (each family member racing needs a separate membership).

- SOVREN Racing Membership is required to race in SOVREN races.
- No Initial Race License or renewal cost (You must submit form and medical).
- Voting privileges for Competition Committee.
- Can submit rule change proposals.
- Guaranteed current car number (if dues paid by Feb 28<sup>th</sup>), if number is available.
- Spouse/partner automatically becomes a Family Member (shared privileges).

#### Family Membership (\$75)

For two non-racing adults in a single household.

#### Associate Membership (\$50)

For a single non-racing adult.

#### Lifetime Membership (\$1500)

For racing & non-racing members:

- All the benefits listed as Racing Member (including racing items, if desired).

#### ALL MEMBERS RECEIVE:

- Each adult will have Voting privileges for E-Board positions.
- One-year mailed subscription of Vintage Drift magazine (one per household).
- E-mail subscription to SOVREN Bulletin Board.
- SOVREN Membership Card.
- Free admission to SOVREN races.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Home: \_\_\_\_\_ Cell: \_\_\_\_\_ Work: \_\_\_\_\_

E-mail: \_\_\_\_\_

Spouse/Partner Name: \_\_\_\_\_

E-mail: \_\_\_\_\_ Cell: \_\_\_\_\_

Race Members: Permanent Numbers / Cars: Comp License with \_\_\_\_\_

| Yr / Make / Model | Engine | #     | #         |
|-------------------|--------|-------|-----------|
|                   | Disp   | Resv. | Requested |
| _____             | _____  | _____ | _____     |
| _____             | _____  | _____ | _____     |

#### Want to Get Involved?

There are several ways to participate in SOVREN Vintage racing, Training is provided!

- Yes, please contact me     No, not at the time.

### PAYMENT INFORMATION

#### Choose one.

- Racer Membership..... \$ 100.00 \_\_\_\_\_
- Family Membership ..... \$ 75.00 \_\_\_\_\_
- Associate Membership ..... \$ 50.00 \_\_\_\_\_
- Lifetime Membership ..... \$ 1500.00 \_\_\_\_\_

#### Additional Items: Printed copies must be ordered by Feb. 28

Directory Digital Copy emailed free, Handbook Digital Copy available at [sovrenracing.org](http://sovrenracing.org)

- Mailed printed copy of the Membership Directory ..... \$ 5.00 \_\_\_\_\_
- Mailed printed copy of the SOVREN Handbook ..... \$ 5.00 \_\_\_\_\_
- Late Fee if rejoining after February 28 ..... \$ 10.00 \_\_\_\_\_

Total Amount Due: \_\_\_\_\_

Please make checks payable in US FUNDS to: **SOVREN and Mail to:**

SOVREN Registrar  
17806 Bass Lane NW  
Lakebay, WA 98349

### Renewals are due no later than February 28, 2020

To be considered a member in good standing and Racers to retain their permanent car number



