

SOVREN Competition Rules

Rules for Car Eligibility and Competition

SOVREN's Rules for Car Eligibility and Competition are subject to change by a combined vote of available board members, competition chairmen and run group committee chairmen who hold a current SOVREN Competition License. Anyone presenting a current SOVREN competition license may submit a rules 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 chairmen 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. During the next 45 days the proposals will be discussed in committee and posted in the Bulletin Board for member comment. Any SOVREN licensed member will have the 45 days to provide a CON statement or offer comments and information to be considered in the discussions before a vote is made.

2015 Car Eligibility and Rules Regarding 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 Annual Participation Championship

The Annual Participation Championship is open to all SOVREN members in good standing and is based on participation at recognized events.

- Ten (10) points are awarded for entering an event and passing technical inspection.
- An additional one (1) point is awarded for each lap completed (for one car per event) in the race(s).

At the Maryhill Hill Climb points will be awarded as follows:

- 10 points for registering at the event.
- 10 points for passing technical inspection.
- 2 points for each completed timed run.

To encourage the assistance of active drivers during the Novice Day, 10 points will be awarded for signing in at Novice Day and assisting the Novice Committee as needed.

SOVREN may elect to modify, delete or promulgate additional rules governing its members, events and activities. Only those members of SOVREN holding current racing licenses recognized by SOVREN may vote on these rules and any modification thereto. These rules are intended as a guideline. 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.

Vehicle Categories

There shall be three categories of vehicles for automotive competition: Pre-war, Vintage, and Historic. At selected events a fourth category—Exhibition—may be added. These shall be defined as follows:

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.

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.

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.

Historic: Those automobiles produced after December 31, 1962 but on or before December 31, **1985**. A Vintage automobile's "point in time" may be upgraded to the **1985** regulations but shall then be designated as a Historic automobile. In the case of formula racing cars, age, eligibility and con-figuration 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 WHEELS).

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.

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.

Modified cars: In order for an 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 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.

Exhibition: Significant purpose-built racecars which 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. In the case of Formula racing cars manufactured on or before December 31, 1979, age, eligibility, and configuration shall be as allowed by the Monoposto 70 Rules and Regulations governing Formula 5000, Formula Atlantic, F2, and Formula SV.

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. FF70 Formula Fords will use the same tires as specified for Historic Formula Fords. Partial or full carbon monocoques are prohibited.

In the case of sports racing cars, the eligibility and acceptance shall be as allowed by the attached "Exhibition Grid Eligible Sports Cars" list. 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 "Exhibition Grid Eligible Sports Cars" page as certain models are approved by the Competition Committee. The Competition Chairman may consider later cars, but in all cases shall have sole discretion on a car-by-car and race-by-race basis. Production-based cars must adhere to existing SOVREN rules and will not be permitted to race in the Exhibition class.

Advanced License: For the following EXHIBITION CLASS purpose-built racecars:

- Sport Racers over 1800cc
- FSV, FB, F2, FA
- F5000
- CanAm
- Formula 1
- All other Exhibition Class cars

In view of the advanced driving ability that the above cars require, an advanced license will be 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. Review and approval for the advanced license will be made by the Competition Chairman and Competition Committee. Upon approval by the Competition Committee, the new advanced driver will be under a three-race weekend probation period for observation and then final licensing. Additionally, first time acceptance into either the Pacific Northwest Historics or Columbia River Classic will also be approved by the Competition Chairman and Committee.

No reproduction or replicas of any sort or kit cars produced after December 31, 1969 shall be permitted with the exception of approved Tribute Cars.

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 Chairman 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 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.

Car Preparation Guidelines

The following general guidelines are to assist the competitor in preparing the vehicle for competition. Reference must be made to the appropriate FIA or SCCA regulations for particulars. No modifications are permitted except those modifications specifically authorized by the appropriate SCCA or FIA rules.

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.

Seatbelts: Each vehicle shall have a minimum of a 3-inch-wide nylon web racing-type seatbelt with a metal-to-metal buckle and 2-inch-wide shoulder belts securely mounted to the vehicle. 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 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 2nd year after the date of manufacture as indicated by the label. If for example the manufacture date is 2006 the second year after the date of manufacture is 2008.
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.

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 pre-1986 cars. Rollbars must be padded per the 1985 GCR requirements. The padding must be such as to prevent the drivers helmet from impacting the rollbar and must be non resilient. Prewar and, under certain circumstances, pre-1960 Grand Prix and World Championship automobiles may participate without rollbars only with the specific written permission of the Competition Chairman.

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.

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.

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.

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.

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.

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.

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 categories. Racing recaps and vintage racing tires are allowed. Radial tires which 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.

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 1986 model year car is presented for competition, it must meet the 1985 or earlier SCCA or FIA configuration, including engine displacement, regardless of its 1970 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.

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.

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.), configuration (size, operating system, etc.) and fit the original intake manifold with only minor modification.

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.

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.

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

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 Chairman.

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 at a regularly scheduled Competition Committee meeting, the Competition Chairmen 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:

- The non-period part improves safety and reliability.
- Allowed period part is not obtainable at any (reasonable) cost or time frame.
- No major improvements in performance over the allowed period part.
- Period part has a history of failure under racing conditions.
- Replacement part is a continuation model of a 1985 or earlier part.
- Replacement part is similar in design and function to the allowed period part.
- Replacement part meets the 1985 (or earlier) General Competition Rules (GCR) for the vehicle.
- 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 by a vote of the membership.

A “Technical Bulletin” section shall be maintained on the SOVREN website listing all non-period replacement parts approved by the Competition Committee.

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

- 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).
- Each carburetor shall be equipped with a return spring in addition to the single linkage return spring or internal spring.
- Fuel cells are strongly recommended.
- A firewall shall be provided between the cockpit, engine, and fuel tank. Selected Formula cars are excepted.
- Undertrays shall have drain holes.
- 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.
- 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.
- An eyebolt or equivalent tow cable attachment point is recommended both front and rear on the car.
- Oil, fuel, and water leaks of any kind will not be tolerated. Any entrant having more than one substantial fluid leak may be removed from the event by either the Chief Scrutineer or the Competition Chairman.
- 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 Chairman.
- 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).
- Hoods, doors, deck lids, and all body panels shall be securely fastened.
- Drain plugs shall be safety-wired or paint-stripped.
- Batteries shall be securely fastened and the hot terminal shall be insulated. Batteries located in the cockpit shall be covered or have leakproof caps (a marine-type battery case is recommended).
- It is strongly recommended that wooden steering wheels not be used for racing.
- Downloadable data acquisition, traction control, digital readout gauges, and other modern electronics not in the spirit of “Vintage Racing” are not permitted.
- 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.

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. All vehicles shall display legible numbers (three digits maximum) on both sides with a minimum numeral size of ten (10) inches high with a two-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 five inches and a minimum one-inch brush stroke.

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 race car 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.