



MEMBERSHIP HANDBOOK 2017

For Prospective, New, and Current Members



Inside:

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

Choosing the right car for you — and how to prepare it for fast, safe racing

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

SOVREN 2017 CALENDAR OF EVENTS

Spring Sprints

April 28

Test 'n Tune, Novice orientation

April 29-30

Pacific Raceways

* Non-SOVREN vintage racing event, but earns participation points for SOVREN season championships (see page 26).

Spokane Festival of Speed

June 2

Test 'n Tune, Novice orientation

Riverfront Park Car Show

June 3-4

Spokane County Raceway

Featuring a special Porsche celebration

For information on all racing events, including registration information, visit sovrenracing.org.

Pacific NW Historics

June 30 – July 2

Pacific Raceways

Featuring a salute to the 50th anniversary of

Trans-Am racing at Pacific Raceways

Special guest: Pete Brock

SVRA Portland Historics

July 28-30

Portland Int'l Raceway,

*SVRA event**

Vintage Racing with the SCCA

August 12-13

Ridge Motorsports Park, Shelton, WA

The 2017 SOVREN Membership Handbook was produced by Martin Rudow and Doug Kirk with help from SOVREN E-Board members, especially Sherri Masterson. This handbook is available in pdf format on the SOVREN website: www.sovrenracing.org.

VRCBC Historics

August 19-20

Mission Raceway, B.C.,

*VRCBC event**

Columbia River Classic

September 1-3

Portland Int'l Raceway

Held with the All British Field Meet

Featuring Formula Ford 50th Anniversary celebration

SOVREN Handbooks are published yearly and have evolved to reflect changes in vintage racing policies and rules. A new printed Handbook will be available in February of 2018, and updates will be posted on the website throughout the year. Suggestions for format and content modifications and updates may be made to SOVREN officers, contact information on page seven.

Fall Finale

September 23-24

Pacific Raceways

Featuring a special promotion for Formula Vee

Maryhill Hill Climb

September 30 – October 1

Maryhill Loops, Goldendale, WA*

Welcome to Vintage Racing

This handbook is a guide for prospective members, new members, and current members. Inside you'll find information about SOVREN, its purpose, philosophy, and history, the 2017 racing schedule, as well as current officers, licensing information, and rules for racing.

Because information in this handbook is subject to change without notice, please check the SOVREN website: sovrenracing.org or contact the appropriate officer or committee chairman for the latest news about the club.

This handbook is available in both print and electronic formats. All forms referenced in this handbook are available on the SOVREN website: sovrenracing.org.

Membership mailing address:
SOVREN
1402 Lake Tapps Pkwy St.,
Suite #104, #274
Auburn, WA 98092

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SOVREN-Your Club for Vintage Racing

SOVREN, the Society of Vintage Racing Enthusiasts, is a Pacific Northwest-based organization of several hundred members who, as the name implies, are vintage racing enthusiasts. We are a non-profit organization dedicated to the restoration, preservation, and competition of pre-war, vintage and historic racing automobiles (those manufactured prior to December 31, 1985 — see Competition Rules for eligibility).

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.

As a member of the 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 Vintage Drift magazine and the

Bulletin Board. 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.

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 and IRDC who would have vintage grids at their events. In 1989, with the Vintage Motorcycle Enthusiasts, we held the first Pacific Northwest Historics at S.I.R. 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 sponsor five track events at three different road courses.

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. We are a group of car enthusiasts who get together to display, exercise and compete with historical racers 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. A dice for 10th place between two cars and two drivers closely matched is as much fun for spectators and drivers as is close race for first overall.

What Kind 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 classes.

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 on or before 12/31/85.

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

Exhibition: 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.

2017 SOVREN Officers and Committees

Executive Board

The following members of SOVREN's Executive Board welcome your calls on any topic regarding RACING WITH SOVREN. Members are elected by all SOVREN members and serve for terms of one to two years. The Executive Board meets the first Tuesday of each month. Check the website for the latest information. All SOVREN members are welcome.

President:

Martin Rudow
(206) 427-1124
sovrenmr@integra.net

Co-Vice President:

Gary Tisdale
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(206) 316-6136
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Past President:

Jim Johnson
(425) 788-3924 H
jamesfjohnson@comcast.net

Committee Chairmen

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

Licensing Chairman:

Mike Zubko
(206) 909-0671
zubko9367@gmail.com

Novice Chairman:

Art Metz
(509) 954-6514,
streamline60@comcast.net

Timing & Scoring:

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Bulletin Board Editor:

Annie Garmey
(206) 2512127
andreagarmey@rocketmail.com

Competition Committee

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

Competition Committee Group leaders are as follows:

Vintage Cars:

Myles Winbigler
(425) 889-8671 H
(425) 889-2082 fax
mwinbigler@att.net

Historic Small- & Medium-Bore Cars:

Gary Tisdale
(206) 937-0342H,
(206) 316-6136C,
g.tisdale@comcast.net

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

Historic Large-Bore Cars:

Position available

Formula Cars, Sports Racing Cars, and Exhibition Cars:

Al Murray
(206) 930-1902 C,
(425) 487-1902 W,
(360) 805-1342 FAX,
oldcarsmmc@aol.com

RACING WITH SOVREN

Licensed to Race

You must be a SOVREN member and hold a racing license to race with SOVREN. Different levels of membership and licensing are offered by the club. The following licenses are offered by SOVREN:

- Novice License for all new drivers (see page 11)
- Competition License for experienced drivers
- Advanced License for running in the Exhibition Grid.

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 IXSXX 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 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: www.sovrenracing.org:

- Submission of Vintage Racing License Application

- VMC medical form, and appropriate fees mailed to the Licensing Chairman.
- 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 novice competition licenses) except under unusual circumstances by unanimous consent of the Competition and Novice Chairmen.

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

Advanced License for Exhibition Class cars

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

- Sport Racers over 1800cc
- SV, FB, F2, FA, F5000, F1
- CanAm

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 three-race-weekend probation period. Additionally, first time acceptance of an Exhibition Class car into either the

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Pacific Northwest Historics or the Columbia River Classic must also be approved by the Competition Chairmen and Committee.

To apply for an Advanced License, submit the Advanced Driver License Application and current Car Registration Form (CRF), available on the website:

www.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

SOVREN competition licenses are valid for two years from the date of the medical exam. Renewals are processed with a new medical exam form and current fee submitted to the Licensing Chairman. For drivers over 60, a medical exam is required each year. A new license for the second year will be issued, at no charge, on receipt of the new medical exam form. Renewal should be done in a timely manner and licenses will not be processed at Registration during a race event. Refer to current License Application for fees and mailing address

RACING WITH SOVREN

Joining SOVREN to Race

SOVREN MEMBERSHIPS

Racing	\$100.00
Associate (non-racing)	\$50.00
Family (non-racing)	\$75.00
Lifetime (racing or non-racing)	\$1500.00
Single Event Weekend Racing	\$50.00

SOVREN MEMBERSHIP BENEFITS

Racing Membership (\$100) benefits

- SOVREN membership is required to race in SOVREN races
- No Initial Race License or renewal cost
- Voting privileges for E-Board, Competition Committee, and Rules Change Proposals
- One year subscription of *Vintage Drift* magazine
- E-mail subscription to SOVREN *Bulletin Board*
- Guaranteed current car number (if dues paid by Feb 28th), if number is available
- Race and event registration through MotorsportsReg
- Certificate with Race License
- SOVREN Membership Card
- Can submit rule change proposals
- Four admission tickets to the Pacific Northwest Historics
- Spouse/partner will automatically become an Associate Member which allows free admission to SOVREN races

Family Membership (\$75) benefits

for two or more non-racing adults in a single household

- Each family member will have voting privileges for E-Board positions
- One year subscription of *Vintage Drift* magazine
- E-mail subscription to SOVREN *Bulletin Board*
- SOVREN Membership Card
- Four admission tickets to the Pacific Northwest Historics and free admission to other SOVREN races.

Associate Membership (\$50) benefits

for a single non-racing adult

- Voting privileges for E-Board
- One year subscription of *Vintage Drift* magazine
- E-mail subscription to SOVREN *Bulletin Board*
- SOVREN Membership Card
- Four admission tickets to the Pacific Northwest Historics and free admission to SOVREN races

Lifetime Membership (\$1500) benefits for racing and non-racing members:

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

Single Event Weekend Racing Membership (\$50) benefits:

- Allows one person to enter one race weekend. Must agree to follow SOVREN racing protocols and procedures.

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SOVREN's Novice Program

SOVREN membership and participation in the Novice Program are mandatory for drivers new to racing and wishing to obtain a SOVREN Competition license. The Novice Program is not a racing school per se; participation in such a school is a necessary part of the novice process. See below for more details.

SOVREN has developed the Novice 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 (see page 11) 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. Any officer listed in this Handbook can help you if you wish guidance on preparing a SOVREN-legal vintage racecar.

The first step for most new drivers is to prepare for SOVREN's annual Novice Weekend. Prior to the Novice Program weekend, you will need to complete all the novice licensing requirements (see licensing section) and purchase your safety equipment.

All drivers of purpose-built racecars (formula or sports racers) must use those cars during the Novice Program and it is strongly recommended that all drivers participating in the Novice 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 participate in the same type of car;

for instance, roadster, coupe, or sedan in the Novice Program.

In order to participate in the Novice Program, the driver must satisfy the following criteria. All necessary forms are available on the website: sovrenracing.org

- Join SOVREN
- Pass a physical exam and submit the VMC medical form with license application
- Attend and fully comply with the requirements of either a multi-day school or racing club school/one day school (details follow)
- Complete and submit a Car Registration Form well in advance of the Novice Program
- Send a copy of the completed physical exam form, race school documentation, and a completed
- Vintage Racing License application with appropriate fees

Race Schools

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 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 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. School participation and lapping days must be completed no more than 14 months prior to Novice Day.

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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 co-chairs of the Competition Committee. 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

Performance Racing School: Pacific Raceways,
(253) 630-5130,
www.proformanceracingschool.com

Pro Drive Racing School: Portland Intl. Raceway,
(503) 285-4449, www.prodrive.net

Skip Barber Racing School: various tracks, (866) 932-1949, www.skipbarber.com

The International Conference of Sports Car Clubs ("Conference") associated clubs, ICSCC Member Clubs, IRDC, OREGON SCCA 2-Day drivers school (Portland) are also accepted. See their associated websites for more information.

What the Club expects from you at Novice Day.

Novice Day 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.

- Your car is ready and is the one you intend to race with us, or of similar type.
- You are fully trained and have provided 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:

- Novice Notebook provided for you at registration.
- 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 Novice Program

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

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

Experienced race drivers program

As mentioned above, 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 program. Contact the Novice Chair, Art Metz (509) 954-6514, streamline60@comcast.net to see if you qualify for an immediate license under this new program.

RACING WITH SOVREN

How to Enter a Race

Entry information for SOVREN races may be found on the SOVREN website www.sovrenracing.org. Credit card payment is available online at: Sovren.MotorsportReg.com For payment by check or money order, mail your completed entry form with payment and photo, if requested, before the entry deadline on each form.

Information needed for an Entry form to enter a SOVREN race:

- License/Medical Card and Expiration
- Transponder (available for rent) see Timing and Scoring page 25.
- Year, Make, Model, Color of Car
- Completed CRF (unless filed 2014 or later)
- Car number Preferred
- Class your car has been prepared to race

RATES

Early-bird rates 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. Contact the registrar and bring your form and payment with you to the track. Payment day-of-race only, cash, check or money order will be accepted.

Registration confirmation

Upon receipt of your entry confirmation, BE SURE TO READ IT ALL. Note the Registration hours, Driver Meetings and other regulations or requirements specific to the event.

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. 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.

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Sharing your racecar

If you plan to share your car with another licensed driver, the Driver Change Tech Form must be completed and on file at Registration.

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 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 25 for more information on Transponders.

Cancellation / Refund Policy:

- If you cancel prior 3 days before the event we will credit your full amount toward any event during the rest of the season. After the last event of the season you can make a request in writing to the registrar for a refund less \$50.00. If you don't request by October 1st it will be graciously accepted as a donation to the club.
- If you cancel within 3 days of 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.

RACING WITH SOVREN

Track Rules and Policies

General information to ensure a safe and enjoyable race weekend.

- Always give the “right of way” to racecars and pedestrians.
- When locating your preferred pit, 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.
- Crew vehicles should try to park so as to leave maximum paved surface area for the racecars. At some events crew parking will be located outside of the paddock.
- 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.
- Anyone riding a two-, three- or four-wheeled vehicle such as bicycles, tricycles, scooters, skateboards in the paddock must wear a helmet.
- All pets must be on a leash or confined at all times. Please clean up after your pet.
- No parking of any vehicles is allowed in the Fire Lane.
- No parking of any vehicles is allowed within 50 ft. of the gas pumps.
- Your vehicle will be towed for violations of the above parking regulations—no excuses, no exceptions.

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. Rest assured, if SOVREN is charged, we will pass the expenses along to the responsible party.

To repeat, SOVREN may be responsible for any cleanup, legal action or fines brought against participating raceways for illegal disposals. Such fees will be collected from the offending driver or pit crew.

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.

If SOVREN has a crew party, SOVREN must also have written permission from the liquor license permit holder and abide by his rules.

Neighbor Agreement:

The participating track and SOVREN will:

- Assume full responsibility for all curfew violations by its participants and spectators.
- Keep loudspeaker volume low and use only for conducting the race.
- Strictly observe lawful operating hours.
- Not allow loud music or partying.

RACING WITH SOVREN

Pits/Paddock/Pre-Grid Area:

- NO pitting in the hot pits adjacent to the Pacific Raceways straightaway.
- No children under the age of 18 in the hot pits.
- No pre-grid by the fuel pumps.
- DO NOT block any roadways.

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.

Written permission is required for any changes of hours of operations.

NO RACE MOTORS ARE ALLOWED TO BE RUN BEFORE OR AFTER THESE HOURS!!!!

Pacific Raceways:

All days, 9 a.m. – 5 p.m

The Ridge:

Racing engines may not start until 8:00 am on any event day for those without "street mufflers" and last engine noise at dusk.

Test and tune is not allowed anywhere at The Ridge Motorsports Park except on the road course during designated times.

Portland International Raceway:

No start prior to 8:00 am and then idle only. Normal time first car on track is 9:00 am. All noise over 103 db must conclude prior to 10:00 pm.

Spokane County Raceway

No “quiet hours” established.

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.

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 at a motorhome located adjacent to Driver’s Services by the Turn 9 Grandstands.

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 an SA 2010 or later Snell Safety Foundation sticker. A bandanna or balaclava of an approved fire resistant material is strongly recommended. 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.

Clothing:

All drivers must wear a driving suit of an S.F.I. approved fire-resistant material, including socks of an approved fire-resistant material,

Nomex, Kynol, Durette, F.P.T., P.B. I., etc.). Additional layers either in the form of fire-resistant underwear or multi-layered suits are strongly recommended.

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.

HANS devices:

They are highly recommended.

Vehicle Interior:

The rules say that the vehicle interior should have a neat and finished appearance. This is not just for looks. If your vehicle is gutted and has no paneling on the door, you could get your driving suit caught on a sharp edge, or even part of yourself, with painful results.

Restraints:

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.

RACING WITH SOVREN

Seat mounting:

This is really important for safety. If the seat is not firmly mounted, it could come adrift at a rather inopportune time and cause an accident. My personal favorite is to mount it firmly to the roll cage.

Fire extinguisher:

Is it full? Mounted with a metal bracket solidly to the vehicle?

Firewalls and floors: Too many times we have found holes you could throw a cat through in both firewalls and floors. It is not very cool to have your fuel tank or engine compartment open to the driver's compartment where flames can come through to test your nice fire retardant driving suit.

Suspension and Running Gear

Non-destructive testing: Come on now, people—it is not really that expensive compared to repairing your racecar and you after a failure of a vital suspension member. There are three major types of non-destructive tests out there that can be used:

- Magnaflux is the one that comes to mind first and is 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 comes along 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, the whole idea of this missive is to say please be careful in the preparation and maintenance of your racecar — for your own safety and that of your fellow drivers.

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Pre-Grid Procedures

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.

- The pit lane 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.
- 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.
- When gridding for practice or qualifying, the grid positions are “first come, first served.” If you don’t 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.
- 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.
- Allow the grid personnel to guide you back 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.
- 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.
- 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.
- Crew helping in the pre-grid should be 18 years old or older and must be wearing closed-toe shoes. Long pants and shirts with sleeves are strongly recommended.
- NO pets.
- NO smoking.
- NO refueling.
- Crew helping in hot pits (area around Black Flag Station over the wall) should be 18 years old or older and must be wearing long pants, closed-toe shoes, and a shirt with sleeves. NO shorts. NO sandals. NO pets. NO smoking. NO refueling except during Enduros with proper fire protection.
- 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.
- Bikes, scooters, golf carts, and any support vehicles are not allowed in the pre-grid area. They should be parked in the upper level behind pre-grid.
- Failure to comply with the directions of pre-grid personnel will subject you to the black flag.

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On the Track

FIRST: Study and understand the Flag Rules, pp. 38-40 and Hand Signals, pp. 41-42.

- While on the track — SCAN WITH YOUR EYES CONSTANTLY! Don't 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) Instruments
 - g) Left mirror
 - h) Inside mirror (if applicable)
 - i) Windscreen
 - j) Right mirror
 - k) Repeat (a.) through (k.)
- The clock for each session starts when the first car of the group leaves pre-grid.
- 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, ONE LAP, or other information.
- During the last half of a pace lap, racecars will bunch up and maintain the same speed as the pace car until they receive the green flag. After the pace car exits, if the starter does not see cars bunching up and settling down, additional pace laps will be run until proper formation is obtained. The race laps will be counted starting at the completion of the first pace lap even if a second pace lap is required to bunch up the field.
- When the pace car enters the track in the middle of a race, slow down and get in single-file order. The pace car will attempt to enter the field in front of the

lead car; however, if it does not, a racecar may be motioned to move in front of the pace car. If motioned to pass the pace car, proceed around the track at a reduced speed until you encounter another racing vehicle, then join that line of cars. If you cannot see a vehicle in front of you, safely pick up speed until you catch up and then hold your position.

Pace Car Protocol:

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

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.

On-the-Track Mechanical Issues

Are you leaving a trail of fluids? Immediately drive off the racing line and park your vehicle at the next safe off track location. Do not knowingly leave fluids on the track surface for your fellow competitors to hit.

Other mechanical issues:

It is preferred that the vehicle be driven off the racing line and to the 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.

Remain in your vehicle with race gear on until directed otherwise by a turn worker.

Un-intended Excursions and 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

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wave of your hand (either one) or a vigorous nod of your head. That's 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 don't see a closed black when you pass Start/Finish, wave anyway. That tells the starter you know you goofed and won't do it again. The closed black flag is saying, in effect, please pay attention to your driving.

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.

Off-Track Excursion or Car-to- Car Contact:

- Do not get out of your car unless it is on fire or motioned to do so by a worker.
- Using hand signals, notify the closest Flag Station you are OK. If you don't, they will presume you are hurt and will come to help you, possibly putting them in danger.
- If you believe your car is drivable and not leaking fluids, re-enter the track only when motioned by a worker.
-
- You should then report to the Black Flag station for a brief inspection and discussion regarding the off-track excursion.
-
- Report to a Co-Competition Chairman before leaving the facility for the day.

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 Co-Chairmen before leaving the

track.

The policy and procedure of the infractions committee and infraction points will be found in the following on-the-track rules.

Drivers wishing to appeal the 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.

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 Chairman regarding proper car preparation.

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 Chairman a list of entries that are considered as FTC. The Competition Chairman will determine the final action regarding these cars and advise the Registrar. The Registrar will advise Driver's Services and Timing and Scoring. Driver Services will apply an FTC sticker over the qualifying and lap times of any cars on the Grid Sheet that are on the FTC list. The FTC sticker will occlude the vehicle's times and lap quantity. Drivers Services will copy and distribute the Race Results/Grid Sheets per their normal process.

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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:

- 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.
- 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 Chairman 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 Chairman 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 Chairman.

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.

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

Reprisal: Any unsportsmanlike conduct towards the Competition Chairmen 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.

Recommendations for Driver-to-Driver Conflict

The drivers involved should behave in a sportsman-like manner at all times.

- If you “screwed up” on track, an apology to the affected driver(s) goes a long way towards resolving conflicts.
- 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.
- 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.
- Drivers who cannot resolve their differences over on- or off-track incidents should take their case to the Competition Chairmen, Chief Steward, or other SOVREN officer.
- 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.

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Gridding Policy

Gridding for cars for SOVREN events is done based on the category of the vehicle: Pre-war, Vintage, Historic, and 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 gridded by the Competition Chairman based on the information submitted on the entrant's Car Registration Form (CRF), pertaining to age, type of vehicle, year and class of preparation, and engine displacement. In some cases, the Competition Chairman may also grid based on the speed/experience of the entrant.

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

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

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Timing and Scoring

AMB electronic timing and scoring

SOVREN uses the AMB electronic timing and scoring system at all our races. Racers with no transponder will be gridded at the back of the field and will accrue no points towards the season-overall championship. While the Pacific Northwest Historics requires a transponder for all participants due to the large race groups, transponders are encouraged at all events.

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

Battery AMB 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 vehicles often mount the transponder in (1) the wheel well, (2) forward of the radiator (front engine), (3) 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 Transponder mounting should be addressed to Chief of Timing & Scoring.

Transponder Operation

The AMB antenna is located in 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 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.

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

Season overall championship points are awarded for participation. Lack of a working transponder will cost.

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SOVREN Seasonal Awards

SOVREN presents awards at its annual banquet each January for the season overall driving championship in each class and for several special awards.

The season overall championship is presented in five groups: Vintage cars, Historic Small-Bore cars, Historic Large-Bore cars, and Formula, Sportsracing, and Exhibition cars.

Group Participation Point Awards

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.

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

Volunteer of the Year Award

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

Previous winners: *Debbie Haley, Esther Sicks, Margot Bee, Roxann Vine, Ward Bettes, Lorrie Mortensen, CeCe Lawler, Jay Bratton, Bob Wells, Ricky Lee Berger, Tom Kracht, Ray Mortensen, Mike Lawler, Fran Blackman, Sue Lingbloom, Phil and Kathleen Edwards, Tom Masterson, Frank Langford, Scot Vine. Doug Smith, Mike Currie.*

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 winners: *Greg Heacock, Walt Carrel, Carolyn Dimmer, Myles Winbigler, Mark Godsoe & Chip Perkins, Jeff Quick, Art Redford, Don Jensen, Paul Jaremko, the Lyford family, Dale Gies, Chuck Hart, Rick Korn, Ted Rodgers, David Winters, Jim Froula, Kevin Fiske, Denny Aker, David Cammarano, Frank Anderson, Joe Gordon, Tom Cantrell*

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 winners: *Kevin Estes, Pete Mahony, Don Boyd, Chris Schoap, John Ballantyne, Steve Hare, Dan Abercrombie, Bruce Hunt, Eric Smith, Skip Foss, Perry Elsasser, Janice Bee, John Goodman, Gary Tisdale, Karen Gaston, Ron Erickson, Dallas Hanes, Karlo Flores, Roger van der Marel.*

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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 winners: *Al Murraray, Dick Tilden, Jeff and Ray Quick, Frank Anderson, Tony Garmey, Paul Burckhard, Al Murray, Dick and Judy Buckingham, Jim Sullivan, David Phillips, Retta Winbigler, Bruce Bradburn, Phil Edwards, Byron Sanborn, Bob Walker, John Brosius, Bob Bentler, Myles Winbigler, Terry Larson, Sheridan Fahnestock, Robin and Margot Bee. Tom Balzarini.*

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 SOVREN Secretary 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 winners: *Ken Dye & crew, Pat Johnson, Karen Smith, Ray Quick, David Hunt, Vince*

Plancich, Eva Gordon, Robin Bee, John Anderson, Hal Brown & Tom Balzarini, Karen Bindara, Bill Hart, Annie Garmey.

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 winners: *Rick Korn, Gary Tisdale, Jim Sullivan, Ward Bettes & Mike Lawler, Paul Burckhard, Jay Bratton, Robin & Margot Bee, Phil Edwards & Kathleen Boutiette, Bill Babcock, Bob Bush, Al Murray, John Long, Starke Shelby, Martin Rudow, Doug Kirk, Ward Bettes, Jim Loveall, Barbara & Eric Mann, Mike Reischl, Dick Buckingham, Judy Buckingham, Betty Hunholz, Frank & Joan Manley, Tom & Susan Armstrong, Terry Larson, Donna Thorson, Sharon Webster, Myles Winbigler.*

SOVREN'S FEATURE EVENT

The Pacific Northwest Historics

SOVREN Racing works closely with the SOVREN Guild to hold the annual Pacific Northwest Historics, one of the country's leading vintage racing weekends. The 2017 event will be held June 30 and July 1 and 2, and will attract racers from throughout the U.S. and Canada. Since 1989, this race has been held to benefit Seattle Children's Hospital. The majority of the money raised goes to uncompensated care, with a small portion going to the Seattle Children's Hospital Research Institute. The primary focus is to help Seattle Children's fulfill its promise to provide care to every child in need, regardless of their ability to pay. SOVREN is proud to have raised almost 10 million dollars for the hospital as a result of this weekend of races. The fundraising started from modest beginnings, but guild members and volunteers, SOVREN racers, and generous friends of Children's have combined efforts to produce donations each year that we are very proud of!

SOVREN Guild

Soon after holding the first Pacific Northwest Historics, SOVREN recognized that it needed help to transform the Historics into a major event and in 1992 the SOVREN Guild of Seattle Children's Hospital was formed. The Guild is filled with dedicated men and women who not only work at the race itself but also throughout the year on such projects as publicity and promotions, poster production, program advertising, event planning, and organizing the car corral. Many members of SOVREN are also members of the Guild, and many Guild members have enjoyed the association with vintage racing so much that they have joined SOVREN. There are many opportunities to volunteer with Guild and help benefit Children's Hospital, during race weekend as well as year around. For

information about volunteering with the Guild go to: www.northwesthistorics.com.

Guest Celebrities

We have been very fortunate to have been able to host many guest celebrities from the motorsports world during this festive weekend event. They have included Lyn St James, Dominic Dobson, David Donohue, Chip Hanauer, Danny Sullivan, Mauricio Gugelmin, Bobby Rahal, Jim Hall, Bob Bondurant, Phil Hill, Dan Gurney, Parnelli Jones, Jimmy Vasser, Brian Redman, Al Unser, Sr., Vic Edelbrock, Augie Pabst, Parker Johnstone, Johnny Rutherford, and Brian Redman.

Major Sponsors

The amount of money raised by the Pacific Northwest Historics would not happen without the financial, physical, and moral support of our major sponsors, foundation grants, anonymous matching funds sponsor, in-kind donors, volunteers, and friends. This event couldn't happen without everyone's involvement!

Guild Meetings

The SOVREN Guild welcomes anyone interested to be a guest at one of their regular meetings. For information regarding guild meetings, please contact SOVREN Guild President Richard Zaine, zteamrealestate@gmail.com

Location for most meetings:
Seattle Children's Hospital
Anna Clise Board Room
5200 Sand Point Way NE, Seattle, 98105

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.

2017 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 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

Cars RACING WITH SOVREN must fit into one of the club's general racing classes. 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

SOVREN COMPETITION RULES

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 Wheels, page 33, and Formula Ford Replacement Parts, page 34).

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 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 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 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. 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.

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

SOVREN COMPETITION RULES

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.

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.

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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:

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.

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. Cars and Equipment General mounted to the roll structure or frame of the car. 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 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

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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 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.

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

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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.

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- 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.

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 leak-proof 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

SOVREN COMPETITION RULES

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 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.

Driver Responsibility

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 of 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.**

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 Chairman, 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.

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.

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 from tech and Race Chairman or Race Steward or appointee.

Should no Black Flag notification be shown, driver and car shall be required to report to Black Flag or impound. In cases where a

SOVREN COMPETITION RULES

Black Flag or Meatball Flag is given and acknowledged, driver will report to the Black Flag station or the designated impound area for evaluation of the issue involved. The driver and the car are not allowed to leave impound without permission of the Race Chairman or appointee.

Infractions

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

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 Chairman. 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.

Infractions Schedule: Offenses & Points

- Failure to appropriately respond to any flag throw: **3 points**
- Unsportsmanlike conduct on or off the track, including disputes with SOVREN or a member of SOVREN: **5 points**
- Damage to vehicle due to a racing incident: **5 points**

Dangerous driving infractions

- No damage: **5 points**
- Minor damage: **8 points**
- Major damage: **15 points**

The Infractions Committee may at its sole discretion impose less or more points than the above schedule.

Penalties for points accumulation:

- 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.

- 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 Chairman. 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.
- 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.

Points will also be assessed for confirmed (by letter, telephone call, or email from sanctioning body official) infractions occurring at other sanctioning bodies' such as VMC, VRC of BC, NWVRG, SCCA, CSRG, SVRA, VARA, HMSA, RMVR, etc. events.

Drivers wishing to appeal the 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.

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 Chairmen 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 Chairmen.

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.

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.

RACING WITH SOVREN

SOVREN Flag Rules

SOVREN has adopted the SCCA flag rules (GCR Section 6.1.1) as the official flag rules for all SOVREN events. These flag rules have been in effect for many years and have stood the test of time with very few changes. The majority 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.

Please familiarize yourself with the flags. As a driver, you are expected to know and understand the meaning of each flag and respond appropriately.

NOTE: Text in *italics* is clarification not appearing in the GCR.



**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 needn't wait to cross the Start/Finish line to begin racing.

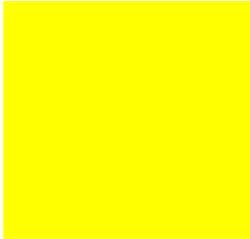


**BLUE FLAG (Blue with
Diagonal Yellow Stripe)**

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.



**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.

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.

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.

NOTE: The waving yellow flag tells the drivers that there is an obstruction on the racing surface. It prepares them to take necessary evasive action to avoid compounding the incident.

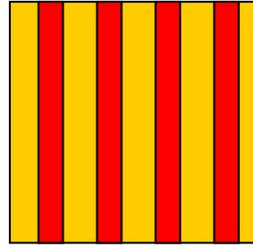
Double Yellow, displayed at all stations: Indicates the entire course is under yellow (full-course yellow). All stations will display double yellow flags for all pace and safety car laps.

SLOW DOWN, NO PASSING.

However, cars may carefully pass emergency vehicles and other cars that are disabled or off pace.

NOTE: The GCR does say a double yellow will be displayed at ALL stations but if a station has an incident on the track then one of the two yellows shall be waved.

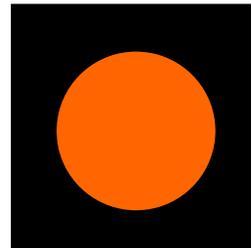
NOTE: A driver may encounter several flags before reaching the emergency area. The requirements are still the same: SLOW DOWN, NO PASSING.



**SURFACE CONDITION
(Yellow with Vertical Red Stripes)**

TAKE CARE. TRACK IS SLIPPERY OR THERE IS DEBRIS ON THE TRACK. 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.



**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 (designated black flag station). The driver should acknowledge this flag when shown.



BLACK FLAG (Solid Black)
• **Closed Black Flag (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 pits at this time.

Open Black Flag: displayed from the Starter’s stand with a number board indicating the car number: **PROCEED DIRECTLY TO THE PITS** and the location designated by the Chief Steward or event chairman for consultation with Officials.

NOTE: The driver should acknowledge this flag when shown.

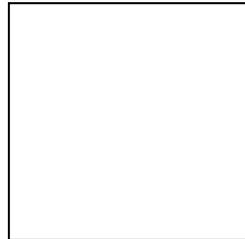
NOTE: This flag and number board may also be displayed at station(s) elsewhere on the course (designated black flag station).

• **Open Black Flag:**

displayed at all stations: **THE SESSION HAS BEEN STOPPED; ALL CARS MUST STOP RACING,** and proceed directly and immediately to the 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.

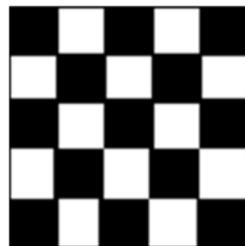
A “black flag all” will be used to return cars to the pits



WHITE FLAG(Solid White)

CAUTION AND TAKE CARE FOR A SLOW-MOVING RACE CAR, AMBULANCE OR EMERGENCY VEHICLE.

The standing flag is displayed for 2 flag stations prior to the vehicle in question. In addition, a standing white flag will be displayed during the first lap of each race group’s first session of the day to indicate the location of the flagging stations.

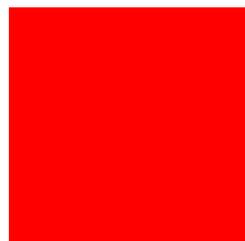


CHECKERED FLAG (Black and White Checks)

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.



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 race track (preferably before and within sight of a staffed station). When released by an official, proceed cautiously to the pits. Once a red flag has been displayed, it will not be withdrawn until all cars have come to a stop.

Hand Signals FROM DRIVER to pre-grid worker or turn worker



CAR WON'T GO



NEED A PUSH

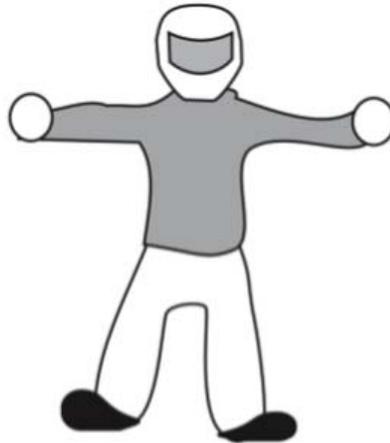
Thumbs backwards
Motion to back

Hand Signals FROM DRIVER to track officials:



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

Hand Signals 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