

SOVREN COMPETITION RULES AND CAR ELIGIBILITY

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RULES FOR CAR ELIGIBILITY AND COMPETITION

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

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

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

The Competition Committee are responsible for ensuring that all cars racing with SOVREN are legal per the established rules. This is done using the Car Registration Form (CRF) to document cars so the committee can ascertain compliance with the rule set. (See [page 16](#) in the Handbook for more information). Cars can then be placed in the appropriate race group.



1. CAR GROUPING POLICY

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

SOVREN defines vintage cars as those produced before December 31st 1962 and Historic produced January 1, 1963 to 25 years or older from the current year. SOVREN also recognizes certain purpose-built race and replica cars of interest. These cars are prepared in accordance with the rules and classes defined in this Handbook. Other VMC member clubs defined Rules and Classes may also be used in preparing and racing cars with SOVREN.

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

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

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

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

Group 2: Medium Bore Historics and Small Bore SportsRacers

Group 3: Large Bore Historics

Group 4: Formula Ford, Formula B

Group 5: Large Bore SportsRacers

Group 6: Formula Wings and Things

Group 7: Purpose Built/Exhibition

2. FACILITY RULES AND POLICIES

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

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

B. MOVE IN TIMES

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

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

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

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

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

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

D. ALCOHOL CONTROL

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

E. HOURS OF OPERATION

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

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

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F. RACE MOTORS SHALL RUN ONLY BETWEEN THE FOLLOWING HOURS

1) **PACIFIC RACEWAYS:**

All days, 9:00 a.m. – 5:00 p.m.

2) **PORTLAND INTERNATIONAL RACEWAY:**

IDLE ONLY at 8:00 am – 9:00 am

RACE MOTORS 9:00 am – 10:00 pm.

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

3) **SPOKANE RACEWAY:**

5:00 a.m. – 11:00 p.m.

3. HAND SIGNALS

FROM DRIVER TO PRE-GRID WORKER OR TURN WORKER



CAR WON'T GO



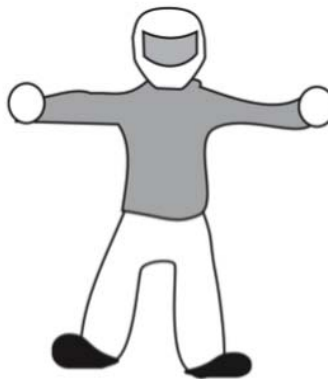
NEED A PUSH

Thumbs backwards
Motion to back



I'M OK

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



I NEED A FLAT TOW

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



I NEED A WRECKER/
FLAT BED

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

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TO DRIVER FROM PRE-GRID WORKER OR TURN WORKER



STOP

Hand out with palm facing driver



FIVE MINUTE WARNING

Hand with five fingers up and whistle blow



COME FORWARD

Back of hand using the proceed motion



ONE MINUTE WARNING

Hand with one digit up and a whistle blow



YOUR GRID POSITION

Indicated in finger count



GO

Twirling hand in air, finger point to the track



SHUT OFF YOUR ENGINE

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

4. ON THE TRACK RULES

A. FIRST: STUDY AND UNDERSTAND the Flag Rules [page 34-37](#), and Hand Signals, [page 28-29](#).

B. CAR NUMBERS:

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

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

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

D. PRE-GRID:

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

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



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

E. CLOCK:

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

F. START BOARD:

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

G. SPLITTING THE GROUP / TIRE SCRUBBING

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

H. RE-ENTRY / PIT LANE SPEED

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

I. BLEND LINE:

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

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

J. PACE/SAFETY CAR PROTOCOL

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

K. PACE CAR (START OF RACE)

- 1) The Pace Car slows during the last half of the pace lap prior to the start to gather the group for the start.
- 2) The front row drivers must maintain the pace speed until the green flag is shown from the starters.
- 3) A car may not improve its position in the field after the cars are released from the grid for the pace lap. Form 2 lines side by side and maintain the same speed as the pace car until they receive the green flag.
- 4) After the pace car exits, if the starter does not see cars bunching up and maintaining pace speed, additional pace laps will be run until proper formation is obtained. The race laps will



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be counted starting at the completion of the first-pace lap even if a second pace lap is required to bunch up the field.

L. SAFETY CAR - DURING A RACE, FULL COURSE DOUBLE YELLOW (see Flag Rules [page 34-37](#))

- 1) The Safety (Pace) car shall not enter the racing surface until the Starter has acknowledged the dispatch of the Safety (Pace) Car and displays the proper signage, and double yellow flags.
- 2) The Safety car will enter the racing surface when safe to do so, not necessarily in front of the leader of the race.
- 3) When the Safety (Pace) Car enters the track in the middle of a race, slow down and create a single file line.
- 4) If motioned to pass the Safety (Pace) car, proceed SAFELY around the track at a reduced speed until you encounter another racing vehicle, then join that line of cars.
- 5) If you cannot see a vehicle in front of you, SAFELY pick up speed until you catch up and then hold your position.

M. EMERGENCY VEHICLES

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

N. HOT PIT PROCEDURES

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

O. ON THE TRACK MECHANICAL ISSUES

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

P. OFF-TRACK EXCURSIONS AND CLOSED BLACK FLAG

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



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Q. FIRST TIME GETTING TOWED OFF THE TRACK

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

R. CAR-TO- CAR CONTACT

- 1) Do not get out of your car unless it is on fire or motioned to do so by a worker.
- 2) Using hand signals, (see [page 28-29](#)) notify the closest Flag Station you are OK. If you do not, they will presume you are hurt and will come to help you, possibly putting them in danger.
- 3) If you believe your car is drivable and not leaking fluids, re-enter the track only when motioned by a worker.
- 4) You should then report to the Black Flag station for a brief inspection and discussion regarding the off-track excursion.
- 5) Report to a Competition Chairs before leaving the facility for the day.

S. RECOMMENDATIONS FOR DRIVER-TO-DRIVER CONFLICT

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

- 1) If you "screwed up" on track, an apology to the affected driver(s) goes a long way towards resolving conflicts.
- 2) It is the primary responsibility of each participant to make the best effort to resolve a dispute in a sportsman- like manner with your fellow competitors.

NOTE: Cool down before discussing issues—do not attempt to resolve disputes when you are upset.

- 3) Unsafe/unsportsmanlike driving behavior on-track should be immediately reported to the Chief Steward. Corroboration from turn workers or other drivers is helpful in resolving issues.
- 4) Drivers who cannot resolve their differences over on- or off-track incidents should take their case to the Competition Chairs, Chief Steward, or other SOVREN officer.
- 5) Attempting to resolve conflicts between drivers by use of physical force, threats, or foul language will result in infraction points awarded to the responsible parties.

T. FINISHING THE RACE

- 1) The timing line is located at turn 9 at Pacific Raceways, the race officially starts and ends at the starter stand.
- 2) All competitors shall maintain racing speed through the checker flag at Start/Finish at all tracks.
- * 3) After the checker SLOW DOWN, there maybe slower cars in front of you. Once you have received the checker flag there is no passing of slower cars.



5. SOVREN FLAG RULES

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

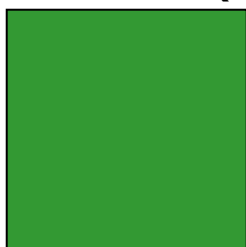
These flag rules have been in effect for many years and have stood the test of time with very few changes. Most of our drivers are familiar with them, as are the corner workers who marshal our events. These rules are published here for our drivers' convenience and are also available on-line from the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

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

- * **Always try to acknowledge a flag shown with a head nod or quick hand wave.** This lets the flaggers/starters know you have seen their flag.

MEANING OF EACH FLAG

A. GREEN FLAG (SOLID GREEN):

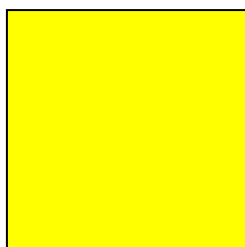


When displayed, the green flag indicates the COURSE IS CLEAR, AND RACING IS UNDERWAY.

The green flag is ordinarily shown only by the Starter.

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

B. YELLOW FLAG (SOLID YELLOW):



'Waving on the paving; standing in the grass'

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

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

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

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

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

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

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

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

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

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

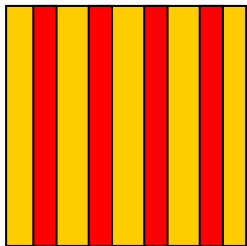


ANOTHER COMPETITOR IS FOLLOWING VERY CLOSELY OR IS TRYING TO OVERTAKE. This flag may be displayed standing or waving, depending upon the speed differential.

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

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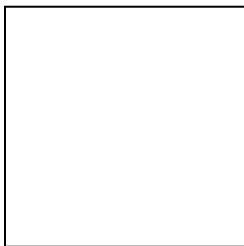
D. SURFACE CONDITION (YELLOW WITH RED STRIPES):



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

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

E. WHITE FLAG (SOLID WHITE):

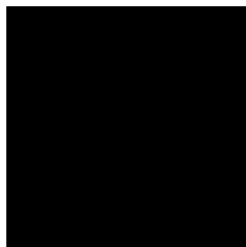


CAUTION AND TAKE CARE FOR A SLOW-MOVING RACE CAR, AMBULANCE OR OTHER EMERGENCY VEHICLE ON THE RACING SURFACE.

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

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

F. BLACK FLAG (SOLID BLACK):



CLOSED Black (Furled):

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

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

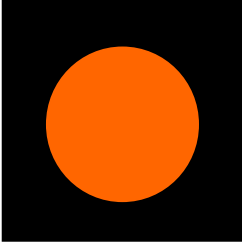
NOTE: This flag and number board may also be displayed at station(s) elsewhere on the course (designated Black Flag Station).

OPEN BLACK: DISPLAYED AT ALL STATIONS.

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

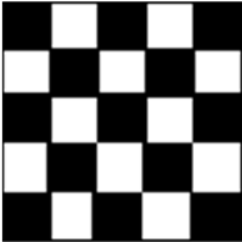
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G. MECHANICAL BLACK FLAG (BLACK WITH ORANGE BALL):



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

H. CHECKERED FLAG (BLACK AND WHITE CHECKS)



Displayed at Finish to indicate that THE SESSION IS FINISHED.

*

Once displayed - at end of session, acknowledge that you have seen the flag

*

Note: SLOW DOWN AFTER the checker, do not pass slower cars.

Continue cautiously to your paddock area.

Note: The checkered flag may be displayed at a station other than Start/Finish only during practice sessions at the discretion of the stewards.

I. RED FLAG (SOLID RED)



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

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

6. VEHICLE CATEGORIES

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

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

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

SCCA Production Car Specifications (PCS) for 1962, 1967, 1969, 1972 and 1985 are on the SOVREN website [SCCA PCS](#)

A. PRE-WAR:

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

B. VINTAGE:

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

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

C. HISTORIC:

Those automobiles produced after December 31, 1962, but 25 years or older. A Vintage automobile's "point-in-time" may be upgraded to the 1996 regulations but shall then be designated as a Historic automobile.

In the case of formula racing cars, age, eligibility and configuration shall be as allowed by the [Monoposto Register Rules and Regulations](#) governing Formula B, Formula Ford, Formula Junior, and Formula Vee with exceptions as noted below (see Section 7. **Wheels**, [page 41](#), and Formula Ford **Replacement Parts**, [page 43](#)).

D. FIA CATEGORY A (RECOGNIZED PRODUCTION CARS):

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

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

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

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F. MODIFIED CARS:

In order for a Historic car to be eligible to run as a "Modified" or Sports Racing" car (per SCCA period regulations) and compete in SOVREN events, it must have a period history of having raced with such modifications. Street cars modified in the current era will only be allowed to run as production cars with the changes that were allowed in the era PCS's and NOT with the additional changes that would have been allowed in the "Modified" or "Sports Racing classes." In no case shall a car accepted under this rule as a "modified" or "sports racing" car have modifications which were not available in the era.

G. PURPOSE BUILT / EXHIBITION AND FORMULA CARS:

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

- 1) In the case of Formula racing cars manufactured on or before December 31, 1989, age, eligibility, and configuration shall be as allowed by the Monoposto 70 Rules and Regulations governing Formula 5000, Formula Atlantic, F2, and Formula SV.
- 2) FF70 Formula Fords as allowed by Monoposto 70 Race Class-Group IV: Formula Fords from 1973 through 1981 will be allowed to race with Historic Formula Fords.
- 3) FF70 Formula Fords will use the same tires as specified for Historic Formula Fords. Partial or full carbon monocoques are prohibited.
- 4) In the case of sports racing cars, the eligibility and acceptance shall be as allowed by the "Purpose Built / Exhibition Eligible Cars" list on [page 50](#).
- 5) Purpose-built racecars manufactured after December 31st, 1989, that are unchanged in technology from the 1989 models already accepted by SOVREN may apply to the Competition Committee for approval to race with SOVREN. A list of these cars will be added to the "Purpose Built / Exhibition Eligible Cars" page 51 as certain models are approved by the Competition Committee. The Competition Chairs may consider later cars, but in all cases, shall have sole discretion on a car-by-car and race-by-race basis.

7. CAR PREPARATION

SOVREN utilizes FIA and SCCA Class standards created in the 1950's and forward for car preparation. In the early years of formalized racing these were the only sanctioning bodies present. SOVREN also recognizes other VMC (Vintage Motorsport Council) clubs and their classes as long as it fits with in SOVREN's current established age requirements (25 years) and meets proper era correctness.

The following are to be used in preparing the vehicle for competition. Reference must be made to the appropriate regulations for particulars. No modifications are permitted except those modifications specifically authorized by the appropriate sanctioning body. A CRF (Car Registration Form) must be submitted for each vehicle to be raced for approval. (See [page 16](#) in Handbook).

A. LOGBOOKS:

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

B. SEATBELTS:

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

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

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

C. ARM RESTRAINTS/WINDOW NETS:

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

D. ROLLBARS:

Each vintage and historic vehicle shall be equipped with a padded rollbar appropriate to the size and weight of the vehicle per the current FIA or SCCA regulations for the year the car is prepared to. The padding must be such as to prevent the drivers helmet from impacting the rollbar and must be non-resilient. 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 Chairs.

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E. MIRRORS:

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

F. FIRE EXTINGUISHER:

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

G. ELECTRICAL CUTOFF SWITCH:

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

H. BODYWORK:

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

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

I. RECONSTRUCTION:

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

J. WHEELS:

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

K. TIRES:

Tires must approximate as closely as possible the original size(s) per the appropriate FIA or SCCA regulations for the vehicle. Vintage vehicles shall use a minimum 70 series tire with full-width tread (no asymmetrical tread pattern as of January 1, 1993) and Historic vehicles shall use a minimum 60 series tire, unless an alternative series tire is otherwise approved by the Competition Committee. All tires shall have a molded tread pattern with a minimum depth of 1/16th inch. Slicks will be allowed only where originally used on certain Exhibition category vehicles (FIA, Can Am, Formula, etc.) but not in the regular Pre-war, Vintage or Historic categories. Racing recaps and vintage racing tires are allowed. Radial tires that are within 10%



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of the original tire size but not less than 60 series may be used, unless an alternative tire is otherwise approved by the Competition Committee. Should larger tire sizes than original be allowed per the appropriate regulations, all other modifications to the suspension required to safely handle the additional loading must also be in place.

L. ENGINE:

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

M. IGNITION:

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

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

N. CARBURETION:

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

O. SUSPENSION:

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

P. BRAKES:

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

Q. WEIGHT:

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

R. MODIFICATIONS:

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



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S. REPLACEMENT OF ALLOWED PERIOD-CORRECT PARTS:

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

- 1) The non-period part improves safety and reliability.
- 2) Allowed period part is not obtainable at any (reasonable) cost or time frame.
- 3) No major improvements in performance over the allowed period part.
- 4) Period part has a history of failure under racing conditions.
- 5) Replacement part is a continuation model of a 1996 or earlier part.
- 6) Replacement part is similar in design and function to the allowed period part.
- 7) Replacement part meets the 1996 (or earlier) GCR for the vehicle.

T. FORMULA FORD REPLACEMENT PARTS:

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

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

U. GENERAL:

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

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



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- 9) 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 Chairs.
- 10) At least one working brake light shall be fitted to all cars. Prewar, and under certain circumstances, pre- 1960 Grand Prix, Formula 1 and World Championship automobiles may participate without brake lights with the specific written permission of the Competition Chairs.
- 11) Fuel filler caps shall be safety-wired or securely fastened so as not to open on impact (Monza-type caps shall be drilled and wired closed).
- 12) Hoods, doors, deck lids, and all body panels shall be securely fastened.
- 13) Drain plugs shall be safety-wired or paint-striped.
- 14) Batteries shall be securely fastened, and the hot terminal shall be insulated. Batteries located in the cockpit shall be covered or have leak-proof caps (a marine-type battery case is recommended).
- 15) It is strongly recommended that wooden steering wheels not be used for racing.
- 16) Downloadable data acquisition, traction control, digital readout gauges, and other modern electronics not in the spirit of "Vintage Racing" are not permitted.
- 17) Racecars with driver-side and passenger-side front windows that open will have those windows totally down or totally open when on the racetrack. All removable windows will be removed from the racecar.

V. VEHICLE PRESENTATION:

Vehicles shall be presented for technical inspection in neat and finished condition. All interior and exterior trim required shall be in place. Engine compartment, chassis, suspension and drive train must be clean and properly fitted. Cables, wires, hoses, etc. shall be taped, tied or otherwise secured to prevent flapping or chafing.

W. CAR NUMBERS:

All vehicles shall display legible numbers (three digits maximum) on both sides with a minimum numeral size of ten (10) inches high with a one and half inch brush stroke. All vehicles shall display legible numbers on the top of the hood of the vehicle or the top of the nose in the case of an open wheel vehicle. The number will have minimum height of six (6) inches with a recommended one-inch brush stroke. Numbers on the rear of production cars are recommended. All SCCA and appropriate FIA vehicles shall also display legible "point-in-time" class designations on both sides with a minimum height of four inches and a minimum one-inch brush stroke.

X. INADEQUATELY PREPARED CARS:

Any car that the Chief Scrutineer or his assistants determine to be inadequately prepared for the racing event shall be excluded unless and until the problem areas have been corrected. However, it is the entrant's responsibility to ensure that the car and all its components are mechanically suitable to sustain the severe stresses imposed by racing. The brief inspection of an entrant's racecar by a SOVREN volunteer cannot reasonably be substituted for the hundreds of hours of labor and inspection which is required to prepare a car for racing. The entrant's obligation is to present a car which is both safe to race in and safe for other entrants to race with.



8. DRIVER RESPONSIBILITY

- A.** It is the responsibility of the overtaking driver to initiate and execute a safe pass. However, it is the responsibility of every driver, including the driver(s) being overtaken, to avoid a racing incident. A safe pass is when ALL cars involved have adequate room to race when an overlap exists, even if one or all the cars involved have to deviate from the "normal racing line" to avoid an incident. Drivers being overtaken are expected to be reasonably aware of the other cars around them and shall not inhibit a pass once it has begun. NO BLOCKING IS ALLOWED.
- B.** The fundamental part of driving a car in competition is the use of the driver's head in conjunction with his mirrors. These should both be used often. In the event of an incident, the Chief Steward, Competition Chairs, and Infraction Committee shall review the circumstances surrounding the incident and decide on appropriate action to be taken concerning the drivers involved. Racing contact between vehicles is forbidden and may result in removal from the event and suspension or revocation of the offender's competition license. Driving infractions such as ignoring flags, repeated spinning or overly aggressive or unsportsmanlike driving shall lead to either a reprimand and/or immediate removal from the event.
- C.** Flagrant violations will result in removal from the event, suspension of the driver's rights as a member of SOVREN, and revocation of SOVREN membership.
- D.** When a car has been involved in an incident on the track such as:
- A single-car or multiple-car off-course or on-course incident and is drivable.
 - Non-vehicle contact where either driver must go off the track to avoid contact.
 - Vehicle contact with a permanent or temporary track fixture(s); cones, tire barriers, curbing, k-rail, or Armco.
 - Vehicle-to-vehicle contact to the extent that all or some of the racecars involved are disabled on or about the racing surface.
- The driver(s) will report to the Black Flag station or a designated impound area for evaluation by tech and Competition Chairs or Chief Steward or appointee.
- E.** In cases where an OPEN Black Flag or Mechanical (Meatball) Flag is displayed, the driver will acknowledge and report to the Black Flag station or the designated impound area for evaluation of the issue involved.
- F.** The driver and the car are not allowed to leave impound without permission of the Competition Chairs, or Chief Steward or appointee.
- G.** It shall be the duty of every driver to conduct him or her self in a polite and courteous manner. The driver / entrant are responsible for the conduct of their crew and guests at all times during an event. Any offence committed by a crew member or guest will be chargeable to the driver. For this section, an event begins when registration opens and ends when the driver, entrant, all crew members, and guests have left the track property at the conclusion of the event.
- H.** The parent (s) and/or guardian that has signed a minor waiver on behalf of a minor is fully responsible for that minor.

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* **I. DRIVER 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.

1) Helmets:

- * a. All drivers must wear an approved safety helmet with a SA 2015 or newer Snell Safety Foundation sticker or SFI Sticker SFI 31.1/2015 or FIA 8859-2015 or FIA 8860-2010 or newer. Closed-face helmets are strongly recommended for drivers of open cars.
- b. It is strongly recommended that the SOVREN furnished medical information form be filled out in pencil and the carrier affixed to the helmet. Your helmet should not have deep scratches or dents.
- c. A balaclava or hood of an approved fire-resistant material is strongly recommended.

2) Driver Suit:

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

3) Goggles:

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

4) 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.

5) Head and Neck Restraint devices:

They are highly recommended.



9. FAILURE TO COMPLY (FTC)

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

A. PROCESS FOR GRID SHEETS:

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

B. PROCESS FOR PARTICIPANT:

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

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

C. RACE RESULT POSITION:

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

D. CHAMPIONSHIP POINTS:

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

E. REPRISAL:

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

10. INFRACTIONS

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

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

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

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

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

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

B. INFRACTIONS SCHEDULE

1) Offenses & Points

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

2) Dangerous driving infractions

- a) No damage: **5 points**
- b) Minor damage: **8 points**
- c) Major damage: **15 points**

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

C. PENALTIES FOR POINTS ACCUMULATION

- 1) 3-7 points: thirteen (13) months of probation. Points given to a driver will expire after thirteen (13) months from the date the infraction is committed. If there are additional

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points added during the thirteen-month period, then the new total of points will expire after the thirteenth month from the last addition of points.

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

D. PROBATION

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

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

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

11. PURPOSE BUILT/Exhibition Eligible Cars

The following list is not all inclusive. Purpose built racecars and replica cars regardless of the year of manufacture may be presented to the Competition Chairs for consideration. See Vehicle Categories [page 38](#).

Background and philosophy:

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

Modifications:

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

Approved Tires:

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

Can-Am and ASR

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

2.0L SPORTS CARS, BSR, CSR, CENTER SEAT CANAM

- Abarth 021,2000SP
- AMS 273, 1300
- Bobsey SR

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

WORLD CHAMPIONSHIP FOR MAKES

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

HISTORIC SPORTS 2000 (HS2)

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

12/31/1984. Typical HS2 cars include:

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

NASCAR / IMSA

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

OTHER

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