



SOVREN NEW ENTRANT ORIENTATION

This Booklet is designed for the Orientation Program for the “New” driver to SOVREN but offers loads of information for the experienced driver as well. It is prepared to help you through the **orientation process** and prepare you for what to expect. Please bring this booklet with you to the track. There are places for note taking, upgrade requirement checklists and sign-offs you will need to complete.

The primary objective of the sport of vintage and historic automobile racing is to promote the preservation of these great old cars in a racing format which emphasizes the fun factor, camaraderie, driver safety and etiquette. The sport is intended to provide a format for friendly wheel-to-wheel competition with vehicles faithfully prepared to their era.

All racing is dangerous and only the proper attitude of the driver and the careful preparation of the cars will diminish the danger and will enhance our appreciation of this sport.

The Society of Vintage Racing Enthusiasts, SOVREN, is a club associated with the **Vintage Motorsport Council, VMC**. The purpose and mission of VMC is to provide support for organizations which are involved with vintage racing. The **VMC** is an advisory and coordinating body which may establish recommended rules and regulations for the benefit of its Members.

The **SOVREN** Executive Board and the Competition Committee are jointly responsible for racing regulations and car specification rules. The Executive Board meets monthly The Competition Committee, attends E-Board meetings, and meets whenever it is needed.

With a **SOVREN** Racer Membership, you have the unique privilege to decide the direction of the club, by expressing your opinion, and submitting rule changes and your vote on the rule changes.

SOVREN also consists of, depends upon, and frankly simply could not exist without a very special group of people, our volunteer officials. These turn workers, pre-grid and hot pits personnel, technical inspection staff, race control, stewards, timing and scoring, registrars, marshals, and many others, are all volunteers who are at the track for the same reason you are – their passion for the sport. They just participate in a different way.

Always remember, if it were not for the volunteers, you couldn't drive your race car.

This Booklet is designed for the Orientation Program for the “New” driver to SOVREN but offers loads of information for the experienced driver as well.

Hopefully this Booklet will answer most of your questions, but please understand it is not designed to replace the Competition Rules or Car Eligibility rules in the SOVREN Handbook. **It is your responsibility to study, understand and comply with the SOVREN rules.**

Please don't hesitate to ask, if you have any additional questions. Every driver on the track and official has been where you are right now. It is better to ask a question now than have a problem later.

Welcome to our SOVREN family.

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1. COMPETITION LICENSES

To race with SOVREN you need a valid recognized competition license and a compliant vintage car.

We understand that there are many drivers with many years of experience in other clubs, venues, and circuits that hold appropriate licenses and wish to now race with SOVREN.

The Orientation program is designed to meet the needs of a new driver (just completing the competition license process) and the very experienced driver or returning driver to racing.

There are two paths available, but **we highly recommend the first choice**, to get your feet wet.

Option 1: Orientation Full Day.

- a. This program takes you from a ground school, track walk, observing, debriefing, and general discussing the procedures and practices that SOVREN uses in their Vintage Racing Program.
- b. Thursday Evening track walk and meeting.
- c. Special Friday morning Tech session.
- d. Mentoring program before, during and after the event.
- e. Observing Senior Drivers from various turns around the circuit.
- f. Separate on track sessions for Orientation Drivers to learn.
 - i. How SOVREN rules of the road apply to you.
 - ii. How Pre-grid & Hot Pit operates.
 - iii. Pace Car and Start procedures.
 - iv. Mock race.
- g. Debriefing sessions to discuss procedures and lessons learned with SOVREN experienced drivers.
- h. Introduction to SOVREN Drivers meetings.
- i. Location of Registration, Tech, and Drivers Services.
- j. Introduction to the Competition Committee and how to find them at races.
- k. The Spirit of Vintage Racing and its Family.

Option 2: Orientation Overview –1st day of each race weekend

- l. Must be an experienced currently licensed driver.
 - i. Meet with a Licensing Chairman or Competition Committee Chair.
 - ii. Understand the SOVREN rules.
 - iii. Attend the drivers meeting.
 - iv. Meet at Lunch with the Competition Committee (or representative).
 - v. Meet at End of day with Competition Committee (or representative).
 - vi. Attend the end of day gathering/BBQ and talk with volunteers.
- m. The Spirit of Vintage Racing and its Family.

If you are interested in obtaining a SOVREN Competition License:

To obtain a SOVREN Competition License, the driver will be issued a provisional license after completing the proper paperwork and showing proof completion of approved licensing school and appropriate lapping days. The driver must meet the following criteria within the same year:

- Without incident, complete five races in the current year.
- Complete the Orientation for New driver program.
- Volunteer one full race day during the current year to gain better insight into all aspects of vintage racing. Coordinate this with the Novice/Orientation Chair.

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 Orientation program.

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

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

See the SOVREN Handbook for more information.

2. MAXIMIZING YOUR EXPERIENCE

To make the most of your time at the track, focus on the following items.

1. Safety: In Vintage racing, safety is the single most important factor you must consider. Things happen very fast at racing speed. Make sure you're mentally alert and focused to the task at hand. Nothing you will ever win is worth endangering a life - yours or someone else's.

2. Preparation:

- Send your entry in early.
- Make a checklist and use it.

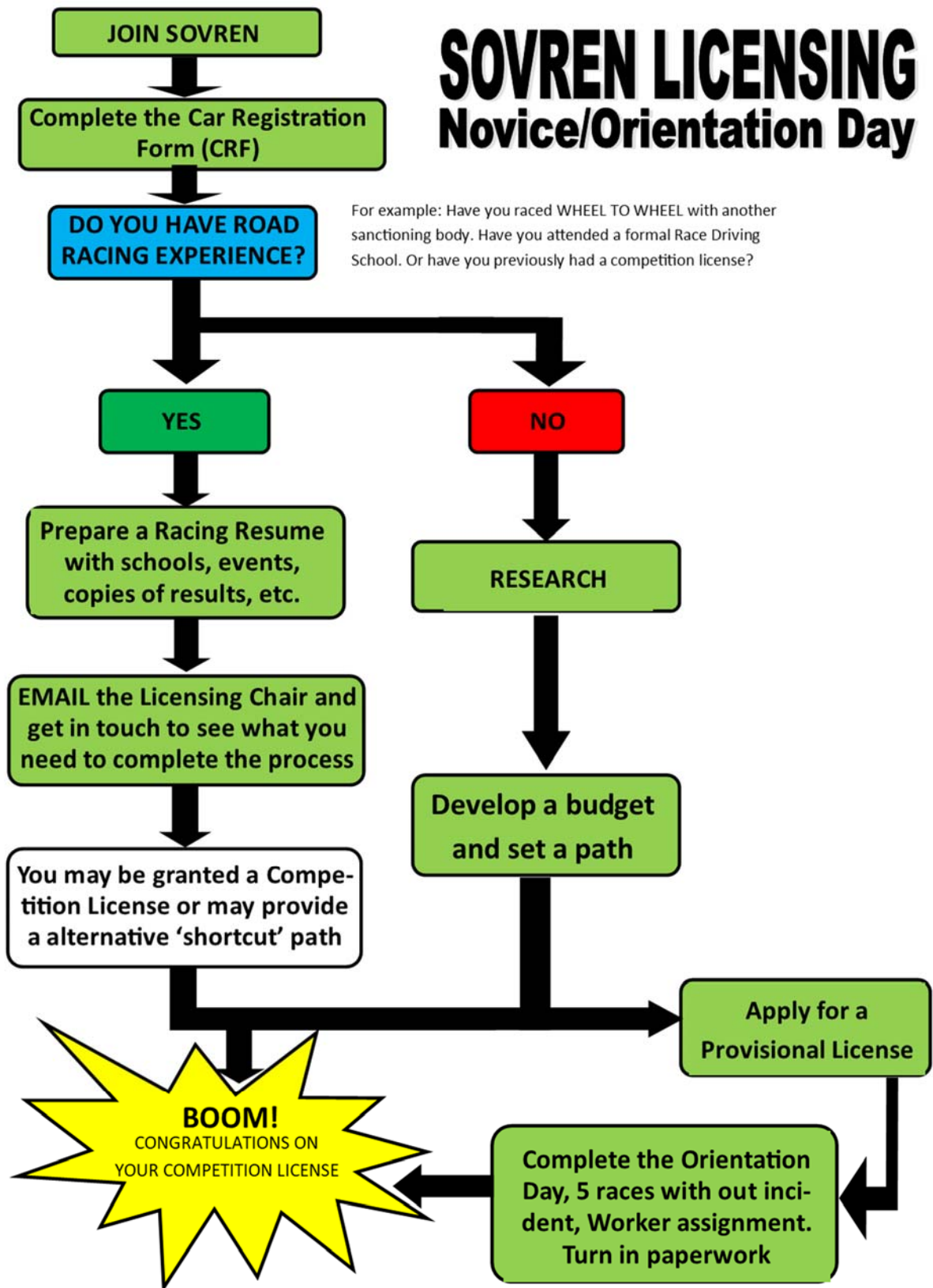
A list of things you should bring might include:

- Pop Up Canopy Tent (and tie downs/weights for wind gusts)
- Large Clock (best to zip tie to one of the canopy's braces, or to the trailer door, so it is visible)
- Cooler, with plenty of water
- Lunch and snacks
- Table
- Chairs
- Hand soap / or baby wipes
- Tools, rags, duct tape, whatever you use while working on your car
- Warm coat, sunscreen, hat
- Small first aid kit
- Fire Extinguisher (10lb required at Pacific NW Historics)
- A friend or family member to help or take advantage of the mentor program. This will be a busy day and it is helpful to have someone to keep an eye on the time and help get the car ready for the next session.
- A place to have the day's schedule posted so it is visible and easy to find. Either a plastic page protector to insert the printed schedule or a white board works well. (Don't forget markers for white board.)
- Competition License
- Vehicle Log Book
- Safety Gear (Helmet, Fire suit, underwear, gloves, etc)
- This Orientation Booklet, pens and/or pencils

- Have the race car, trailer, tow vehicle and gear ready the day before you need to leave for the track.
- The fewer details you have on your mind the better you will be able to focus on driving.

3. **Be punctual:** Be on time for the meetings and each track session. Be alert for changes in the schedule. Note which race group precedes yours, listen for their call to pre-grid, and judge your own time accordingly.
4. **Fun:** 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.
5. **Vintage Spirit:** Vintage racing is a state of mind that has the understanding that the only good reason for vintage racing is to have fun. We are a group of car enthusiasts who get together to display, exercise, and compete with our historical racers rather than letting them collect dust in our garage. The idea is to have fun with your racecar and NOT ruin others’ fun while doing it.
6. **Ask:** If you have a question, or don’t know what to do, just ask. The Competition Committee, Orientation Committee, and other drivers are eager to help you, we’re all here to have fun, and will help you out.

3. WHAT YOU NEED TO GET STARTED (The Details)



Prior to the Orientation 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 Orientation Day and it is strongly recommended that all drivers participating in the Program use the car they intend to race. For non-purpose-built cars (production, historic, etc.), if the regular racecar is unavailable, the driver must participate in the same type of car; for instance, roadster, coupe, or sedan in the Orientation Program.

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

- 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 (See appendix for list of schools)
- 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

For new drivers (just completing a recognized Driver's School)

You 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 Orientation Day.

The classroom and on track sessions given for many social club lapping days will NOT be accepted as meeting this requirement.

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

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.

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
- Medical Examination for Vintage Auto Racing form, or another recognized club (SCCA, ICSCC, etc.) mailed to the address on the form.
- 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 Orientation Chairmen.

Driver Apparel and Safety Equipment

- There are many places to buy a driving suit and other personal safety equipment. Take time to shop around. You will probably own this equipment for several years, so it is to your benefit to buy the best you can afford. Plus, keep your gear clean. Don't work on your car in your driver's suit. Grease-, oil-, or gas-soaked clothes are not fire resistant.
- Exact specifications for each safety item can be found in the current **SOVREN HANDBOOK, Section 8, Driver Responsibility.**
 - **Driving Suit:**

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 multilayered 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. Do NOT use cotton thread to sew up seams. Use only an approved thread to make repairs to your fire-retardant clothing.
 - **Helmets**

All drivers must wear an approved safety helmet with a Snell Safety Foundation sticker of the current years requirements.

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 meets something, it is suggested you have it inspected to see if it needs replacing.
 - **Balaclava:**

A balaclava or hood of an approved fire-retardant material meeting SF or FIA standards is mandatory.
 - **Eye Protection:**

Every driver needs two levels of eye protection, even when driving in the pits or paddock area.

For open-cockpit cars, full-faced helmets shall be worn with a full-faced shield. For closed cars, all helmets shall be worn with a full-face shield, approved goggles, or approved safety glasses.
 - **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.

- **FHR (Frontal Head Restraint)**, HANS type devices

The use of a Frontal Head Restraint (FHR) meeting SF1 38.1 or FIA 8858 standards is mandatory.

- **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.

Open-wheel drivers must wear arm restraints when on track.

Transponders

- The transponder is a device about the size of a business card that sends out an electronic signature that is detected at the Turn 9 station. This is how your laps are timed and scored.
- SOVREN uses the MYLAPS electronic timing and scoring system at all our races. Racers with a nonfunctioning or missing transponder will be gridded at the back of the field and will accrue no points towards the season-overall championship. All events require a transponder for all participants and strongly encourage all drivers to either purchase or rent a transponder for all events.
- 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.
- Transponders should not be located near the ignition wires or in an area of excessive heat. The orientation of the transponder is a portrait (taller) state and be placed no higher than 12" of the ground. It also must "see" the ground beneath it. An opening below the transponder should be 4-6" minimum depending on how close the transponder is to it. A common place to mount them is the wheel well or in front of the radiator.

Race Car

- All race cars must meet the safety requirements of SOVREN. The Car compliance is not required for cars running in the Orientation day events. Once you enter a SOVREN race you are required meet compliance rules.

TIP: If you are planning on building or buying a race car, do your research. Don't buy or build an overbuilt car that has limited competition or opportunities for racing. A good choice is a car that can run in multiple groups and clubs and has the opportunity of close competition in at least one group. Renting is a relatively inexpensive way to discover your best fit.

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. Numbers on the rear of production cars are recommended.

- 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.
- Contact the Registrar for a list of available numbers.

4. ABOUT ORIENTATION DAY

An orientation day for SOVREN is scheduled on the Friday before the first event (generally Spring Sprints). This day is to assist new drivers to SOVREN to experience the spirit of Vintage racing and to learn the idiosyncrasies of why SOVREN does the things they do. A typical **SAMPLE** schedule is below. The actual schedule wording depends on space, and all on track activities (sessions) are bolded. Here, all orientation items are bolded.

All Orientation meetings to be held in NOVICE AREA

7:00	1:00	Registration & Tech, (No Novices)
7:00	7:30	Tech & Registration for Novice Orientation
7:30	8:30	ORIENTATION MEETING
7:45	8:25	Orientation Track "Walk"
8:25	- 9:00	Drivers Meeting Orientation Drivers taken to corners to observe
9:20	10:20	25 minutes Test N Tune Groups
10:20	-	<i>pick up Orientation drivers and drop off senior drivers</i>
10:25	-	Orientation Drivers to pre-grid
10:40	- 11:10	30 min Orientation Track Session #1
11:30	-	<i>pick up senior drivers and reports</i>
11:20	-	Orientation debrief
12:15	- 1:10	Lunch
1:10		<i>Senior drivers to corners for observation</i>
1:15	- 1:45	30 min Orientation Track Session #2
1:45	-	<i>pick up senior drivers and reports</i>
1:50	-	Orientation debrief
1:55	- 2:50	25 minutes Test n Tune Groups
2:50	-	<i>Senior drivers to corners for observation</i>
2:55		<i>Select Sr. Drivers to Pre-Grid</i>
3:00	- 3:25	25 min Orientation Track Session #3
3:25		<i>pick up senior drivers and reports</i>
3:05		Orientation debrief
3:35	- 4:20	20 min sessions Test n Tune Groups
4:30	- 4:55	Orientation Session #4 w/Senior Drivers
5:00	-	<i>debrief and greet.</i>

5. HOW TO REGISTER FOR ORIENTATION DAY & SOVREN EVENTS

- There are two ways to enter a race; online or with a paper form.
 - **Online:**
To enter online, go to the Events tab of <http://sovrenracing.org> and scroll down and click on “Register Online” follow the “Register Online” link for the event you want to enter.

Or go to <http://www.sovren.motorsportreg.com> and find the event you want to enter. You will be prompted for all the necessary information, including a credit card to pay the entry fee.
 - **Paper:**
If using a paper form, you can print out a copy from the forms section of on the sovren website and fill it out. Send it to the race registrar’s address noted on the race announcement.
- Be aware of due dates as **discounts** are offered for early entries.
- Regardless of which method you use to enter a race, consider donating to the Worker Fund. This fund helps defray the expenses of the volunteers without whom our races could not take place. Donation to this fund is optional, and there is no correct amount. Give what you feel comfortable giving.
- Should you have to withdraw from a race, see the cancellation policy to find the dates you need to meet for credit or refund. No Shows at events will not receive a refund or credit.
- If you cannot find the information needed for a race, contact the SOVREN Registrar.

6. AT THE TRACK - REGISTRATION AND TRACK CHECK-IN

- Try to make it to registration on the day/evening prior to the race if possible. Refer to the driver notes email from the registrar that arrives just prior to the event for announcements on move in, meetings, and other important information. You will need to secure a paddock space. If you are unable to arrive the evening before the event, make sure arrive early the first morning. Try to be at registration when it opens.
- To register, you will need a valid state or provincial driver's license and your competition license. The Registrar will also ask for your transponder number if it was not included on previous paperwork.
- You will sign a waiver and make sure your crew is listed and they know when they need to arrive before registration closes.
- Minors will need to have annual waivers signed and on file in, these are available at Registration.
- Once your credentials have been checked, the registration official will give you a driver's packet containing information specific to the event if available, a car-tech sheet, and weekend schedule. You are responsible for the actions of your family and crew.
- The Wristband's issued at registration must be worn the entire race weekend and you may be asked to show it at Pre-Grid, and at the gate to get in to the facilities each morning.

7. TECHNICAL INSPECTION

- You are now ready to get your car to “tech” for vehicle and driver gear safety inspection. Do this the day/evening before the event, if you can. It will give you less to worry about on the first race day.
- Fill in the blanks on your tech inspection form – leaving the inspection checklist and inspector signature areas blank.
- SOVREN tech is usually “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 located adjacent to Driver’s Services by the Turn 9 Grandstands. Check the schedule for times and if they are stationary or roving.
- It is not the job of SOVREN’s Scrutineers to find fault with the drivers/mechanics work in preparing their racecar. The following is a sample of what we check for tech.
 - Helmets
 - Clothing
 - Goggles
 - Gloves
 - Shoes
 - Hans type devices
 - Seat mounting
 - This is important for safety. If the seat is not firmly mounted, it could come adrift at an inopportune time and cause an accident It is recommended 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
 - Check your firewalls and floor for any holes to avoid any fire spreading quickly.
 - Suspension and Running Gear
 - Brakes
 - Hoses

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.

- If you are renting or sharing a car you will need to present tech with the appropriate information along with your driver gear. The primary driver will need to complete the tech process before you.
- After your car passes tech you will receive a tech sticker, good for the weekend. Place the tech inspection sticker on your car’s windshield or roll cage where it is easily visible to the pre-grid workers. Failure to display this sticker could result in penalties.

8. PRE-RACE ACTIVITIES

Track Tour

- There will be an early morning or night before Track Tour for all drivers signed up for Orientation day, and any other drivers wishing to get a close look at the circuit. The exact time and place for the departure of the track tour will be listed on the daily schedule. Pay close attention to what the tour guide says as they will give you critical information about where to enter and exit the circuit, and possibly some important features of the circuit. Please be prompt.

Drivers' Meetings

- If you are participating with an Orientation Day, there will be a mandatory Driver Orientation meeting, otherwise you will be notified personally of a scheduled time. The time and location for this meeting will be listed on the day's schedule. You will be required to sign-in. The timing of this meeting is another reason to get your tech inspection done the day before.
- On the first day of racing at all events there is also a mandatory Driver's Meeting. The time and location will be on the weekend schedule.
- The Orientation Day will have meetings throughout the day, with lunch meetings planned on regular racing days throughout the year. You will be notified of these times and places personally.

Practice/Qualifying Session

- SOVREN schedules a combined Practice/Qualifying session at the beginning of each weekend event. If you are new to SOVREN and not in the Orientation Day we strongly encourage you to buddy up with an established driver for this session.
- Orientation Day will have a separate schedule to cover each area of SOVREN both on and off-track procedures. Please check the schedule.
- Make sure your car is well prepared. Check the gas level, tire pressures, lug nuts for torque, etc.
- Get to pre-grid early. Pre-grid is the area where the cars are staged before entering the track. Don't rely on the P.A. system or time schedule. Make a note on the schedule which group runs before you; when that group is on track it is your cue to get ready.
- You are not required to shut off your engine on pre-grid. If a pre-grid worker asks you to shut off your engine, follow their directions regardless.
- Be attentive to what the Grid marshals are telling you, especially when they are guiding you to your parking spot. Follow their directions. They will inform you of any issues about the track condition.
- If you have any concerns or problems, put your arm up out the window, and a Grid worker will be there to assist you.
- Remember, this is only a practice/qualifying session, not a race.

- Have a plan for your session, something to work on.

*****Note*****-there is no tire scrubbing allowed at any time on the access road coming to pre-grid or leaving. Tire scrubbing is only allowed behind a pace car and past the splitter (if the start of a race).

Race Preparations

- After the morning practice/qualifying sessions, you will need to prepare for your race.
- Make sure your car is ready. Make yourself a checklist. Prepare early. Don't wait until the last minute to discover you have a problem.
- Make sure you have all your gear.
- Don't be afraid to ask for help if you need it. An assistant is very helpful, especially for the first few races. If you don't have an assistant with you, talk to the Orientation committee or Competition Committee who can suggest someone to help you. You have a lot to learn and get familiar with, so a friendly taskmaster is a good support to have.

9. WAITING FOR GREEN

Pre-Grid

- The pit lane from the paddock to pre-grid is for racecars only. No crew support vehicles, bicycles, or pedestrians are allowed. Get to pre-grid early. Check the schedule and listen to the track announcer for your call. 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.
- 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.
- The Pre-Grid Marshals will tell you what grid spot you are in and direct you there. If the door on your car opens, open it at the entrance to pre-grid, so the pre-grid personnel can see your car number. This will help them guide you to your pre-grid position.
- 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.
- At the one or two-minute warning (it may vary), at which time your crew must leave the grid. If your car fails to start on its own, or if a crew member touches the car after the one-minute warning, you must start at the back of the field. If your car starts after the one-minute warning and you are ready to go, raise your index finger to let the pre-grid workers know you are ready to go.
- If you arrive at pre-grid after the five-minute warning, you forfeit your grid position and start at the back of the field. If you arrive early you have time to get your mind into competition driving, to drive that perfect lap in your head, and to concentrate on the task at hand. Latecomers seldom are in the right mindset.

Leaving the Grid & Entering the Track

- Watch for the splitter as you leave pre-grid. This person will be standing in the center of the exit lane, directing you to either the right or the left. Pay attention. This is a very dangerous area. Accidents happen very easily here. Make eye contact with and acknowledge the splitter’s directions as you receive them with a wave. This lets them know you see them.
- As you enter the circuit, your speed is controlled by the pace or safety car. You may scrub your tires behind the pace car only. There are no points given for show scrubbing;

keep it safe and on track. The pace car will speed up to allow room for this and will then slow the field after about half a lap and collect the field. The cars bunch up two by two and prepare for the start. Follow the car ahead of you at a safe distance, approximately one car length. The pace car will turn off its lights when the track is ready to go green. After the pace car leaves the track, the car on pole position controls the pace of the field.

- Stay in line and watch for the green flag signaling the start of the race. When it drops, you are free to race. Be sure you obey all flags. Make a habit of looking at the flag stations every lap.
- If you need to exit the track before the race is over, you must signal the drivers behind you by raising your left hand before pulling into the hot pits or paddock. Be aware if you exit the race to the paddock. If you have a mechanical issue that can be somewhat easily resolved, come to the hot pits instead of the paddock.
- Your race session will last 15 or 20 minutes and will end when the checkered flag flies.

10. AFTER THE RACE IS OVER

- During your cool down lap, acknowledge the Turn Marshals with a wave and exit the track as instructed.
- You may not remove your safety gear—including helmet, gloves, seat belts, and window net—until you exit the racing surface.
- Remember, if you are in an open-wheel car, you are required to wear all safety equipment until you have arrived in your paddock.
- Look for the Turn Workers instructions when exiting the track.
- If you're not at an Orientation Day be sure to visit the Competition Committee or the Orientation Committee after the race to read your comments from the Senior drivers who have observed you. Feel free to ask your driver friends to observe you as their input will be very helpful.
- Go to the social/party to meet and thank the volunteers. Introduce yourself by name and car number. Ask what turn station they were working and if they can give you some tips regarding that portion of the track. Flaggers see everybody and can tell you a lot about what the fast guys do. Turn workers are a great feedback source!
- Ask questions and make new friends.
- One of your Orientation requirements is to complete three Senior driver interviews. To get to know who you will be racing with, your task is to locate and interview drivers in your run group. Ask questions that will ultimately help you become a better driver and have more fun at the track. Suggested topics include passing strategies, tips on signaling recognition of an overtake, comments regarding faster and slower cars in the run group and how the driver handles each, wet course strategies. See the appendix for Driver interview forms.

11. WHATS NEXT?

Completing the Program

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

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

APPENDIX

Driver Interview Forms

Worker Assignment

Hand Signals

Flags

Driver Interviews

Driver #1 _____ Car # _____ Class: _____

Tips, Strategies, Other Learnings:

Driver's Signature: _____ Date: _____

Driver #2 _____ Car # _____ Class: _____

Tips, Strategies, Other Learnings:

Driver's Signature: _____ Date: _____

Driver #2 _____ Car # _____ Class: _____

Tips, Strategies, Other Learnings:

Driver's Signature: _____ Date: _____

WORK REQUIREMENTS

Use this form to record your work assignment. Return completed forms to the Novice Orientation Chair.
At least one full day (preferably on a turn station or start)

NAME: _____

CAR NUMBER: _____

FULL DAY

Date: _____

Track Location: _____

Signature of Official: _____

HALF DAY

Date: _____

Track Location: _____

Signature of Official: _____

HALF DAY

Date: _____

Track Location: _____

Signature of Official: _____

RACE HISTORY: Keep track of your 5 Races. Return form to Novice/Orientation Chair.

Date _____
Event _____
Location _____
Sanction _____
Car Used _____
Track Conditions _____

Date _____
Event _____
Location _____
Sanction _____
Car Used _____
Track Conditions _____

Notes and Observer's Comments

Notes and Observer's Comments

Official Comments

Official Comments

Official Infractions

Official Infractions

Finished Overall _____ Out of _____
Finished in Class _____ Out of _____
Credit Given for Novice Race ____ Senior Race ____
No credit due to: _____

License Director: _____

Finished Overall _____ Out of _____
Finished in Class _____ Out of _____
Credit Given for Novice Race ____ Senior Race ____
No credit due to: _____

License Director: _____

RACE HISTORY: Continued

Date _____
Event _____
Location _____
Sanction _____
Car Used _____
Track Conditions _____

Notes and Observer's Comments

Official Comments

Official Infractions

Finished Overall _____ Out of _____

Finished in Class _____ Out of _____

Credit Given for Novice Race ____ Senior Race ____

No credit due to: _____

License Director: _____

Date _____
Event _____
Location _____
Sanction _____
Car Used _____
Track Conditions _____

Notes and Observer's Comments

Official Comments

Official Infractions

Finished Overall _____ Out of _____

Finished in Class _____ Out of _____

Credit Given for Novice Race ____ Senior Race ____

No credit due to: _____

License Director: _____

RACE HISTORY: Continued

Date _____
Event _____
Location _____
Sanction _____
Car Used _____
Track Conditions _____

Notes and Observer's Comments

Official Comments

Official Infractions

Finished Overall _____ Out of _____

Finished in Class _____ Out of _____

Credit Given for Novice Race ____ Senior Race ____

No credit due to: _____

License Director: _____

Date _____
Event _____
Location _____
Sanction _____
Car Used _____
Track Conditions _____

Notes and Observer's Comments

Official Comments

Official Infractions

Finished Overall _____ Out of _____

Finished in Class _____ Out of _____

Credit Given for Novice Race ____ Senior Race ____

No credit due to: _____

License Director: _____

Recognized Race Schools

The following race schools are recognized by SOVREN. Other schools may be added at the discretion of the Orientation 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.

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, 2-Day drivers school are also accepted. See their associated websites for more information.

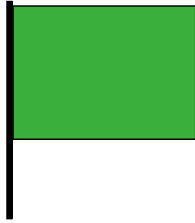
SCCA 2-Day Drivers’ school are also accepted. See their associated websites for more information.

Hand Signals

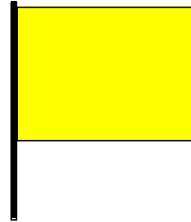
<p>Waving Yellow</p>  <p>Arm Moves Up & Down</p>	<p>Steady Yellow</p>  <p>Arm Held Steady</p>	<p>White Flag</p>  <p>Pull on Whites</p>	<p>Red Flag</p>  <p>Slashing Motion</p>
<p>Oil Flag</p>  <p>Form Letter "O"</p>	<p>Alert</p>  <p>Pumping the Sky Motion</p>	<p>Help Required</p>  <p>Tapping Top of the Head</p>	<p>Now!</p>  <p>Repeated Pointing to the Ground</p>
<p>Ambulance</p>  <p>Form Letter "A"</p>	<p>Fire Truck</p>  <p>Form Letter "F"</p>	<p>Flat Tow</p>  <p>Form Letter "T"</p>	<p>Wrecker</p>  <p>Form Letter "W"</p>
<p>Driver Injured</p>  <p>Forearm Swings at Elbow</p>	<p>Driver O.K.</p>  <p>Arms Crossing Above the Head</p>	<p>Pace Car</p>  <p>Windmill</p>	<p>Fire Bottle Needed</p>  <p>Pumping the Opposite Fist</p>
<p>Cancel</p>  <p>Arms Crossing in Front of Eachother</p>	<p>Track Clearance</p>  <p>Point to Last Car as it Passes</p>	<p>Half Way</p>  <p>Arms Crossed</p>	<p>Chequered Flag</p>  <p>Waving Figure Eight Motion</p>

FLAGS

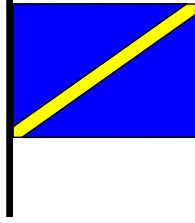
You may see any or all of these flags on the track



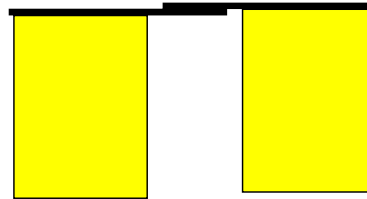
**Start
Course Clear**



Steady: **Caution
No Passing**
Waved: **Danger
Slow Down
Be Prepared
To Stop**



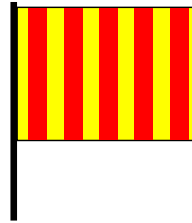
**Another Car
Overtaking
You**



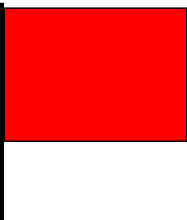
**Double Yellow
Full Course
Caution**



**Report to
Official in
Pits**



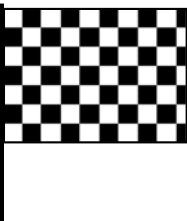
**Debris on
Course**



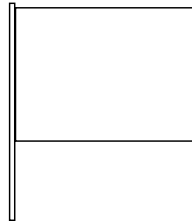
**Stop
Immediately
and Safely**



**Mechanical Fault
Report to Pits**



**Race or
Track Session
Completed**



**Slow or Official
Vehicle on Course**

Electronic Signs displayed at Start/Finish



Last Lap of Race



Safety Car on Course