



MEMBERSHIP HANDBOOK 2024

Embodying the "Vintage Spirit" of authenticity and integrity in preparation and good sportsmanship in competition.



RACING THE WAY IT USE TO BE
For Prospective, New, and Current Members



This handbook contains information about SOVREN, its purpose, philosophy, history, the 2024 racing schedule, the current officers, licensing information, and rules for racing.

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

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

All forms referenced in this handbook are available on the SOVREN website: sovrenracing.org/forms.

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Version 2024

⌋ in the margins denotes important changes since last year.

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SOVREN, YOUR CLUB FOR VINTAGE RACING

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

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

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

SOVREN communicates with its members through the Vintage Drift magazine and the Bulletin Board. The Vintage Drift is published quarterly and features race stories, great photography, and

profiles of members and member's cars. The Bulletin Board is delivered via e-mail monthly and includes news items and reports from committee and board meetings.

SOVREN'S RACING HISTORY

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

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

SOVREN, NOT JUST FOR RACERS

Running an event requires the talents of a wide variety of dedicated individuals. Those wanting to lend a hand are warmly welcomed and are rewarded with adventure, camaraderie, and friendship. There are lots of jobs to do – one of them will be just right for you. Experience is not needed. We provide basic training and pair you up with an experienced official — soon you will grow into the position you like best. Contact [our Race Chairs](#) to get registered for an event.

2024 CALENDAR OF EVENTS

General Admission for Spectators tickets (if allowed) are available at the gate or ticket booth for all race days.

SPRING SPRINTS **APRIL 26 - 27 – 28**

Pacific Raceways
FRIDAY – Test `n Tune, Novice Orientation,
SATURDAY & SUNDAY - Racing

PACIFIC NORTHWEST HISTORICS **JUNE 28 – 29 - 30**

Pacific Raceways
Featuring Ferrari

COLUMBIA RIVER CLASSIC **AUGUST 31 - SEPTEMBER 1**

Portland International Raceway
Held with the All British Field Meet

FALL FINALE **SEPTEMBER 28–29**

Pacific Raceways
Double Points & Picnic Rides

NON-SOVREN EVENTS - POINTS RACES

*Non-SOVREN vintage racing event earns participation points for SOVREN season championships (see [page 19](#)).

*** SVRA PORTLAND**

Portland Int'l Raceway
July 26--28
Double Points

*** BC HISTORIC MOTOR RACES**

Mission Raceway, B.C.
August 10-11
VRCBC event
Double Points

*** MARYHILL HILL CLIMB**

Maryhill Loops, Goldendale, WA
October 5-6
CONTACT: Starke Shelby,
206.388.6152
Two Points per Timed Run

NON-POINTS RACE

Pacific Raceways Invitational – Pacific Raceways - October 6-8

NON-RACING EVENTS

AGM & BANQUET

January 13, 2024 – The Museum of Flight, Seattle, WA

QUARTERLY MEMBERSHIP MEETINGS

Dates will be posted in the Bulletin Board
April @ Spring Sprints, Pacific Raceways
June @ Pacific NW Historics, Pacific Raceways
September @ Fall Finale, Pacific Raceways

SOVREN RACE EVENTS

SPRING SPRINTS –

APRIL 26-27-28

The racing season kicks off at Pacific Raceways with a three-day event starting on Friday with Novice/Driver Orientation Day and Test-n-Tune.

Friday's focus is on drivers new to SOVREN as well as returning racers looking at shaking out the cobwebs and stretching their legs in the Test-N-Tune. With two full days of racing on Saturday and Sunday everyone and everything will get a great workout. Spring Sprints weekend is your first opportunity to catch up with old friends, make new friends and enjoy early spring weather — as well as get your car ready for another great season of vintage racing with SOVREN.

Tickets may be purchased at the gate. Friday is a free spectator day.

PACIFIC NORTHWEST HISTORICS

JUNE 28-29-30

The first Pacific Northwest Historics was held in 1989 as a racing event to showcase Vintage Racing in the Pacific Northwest. Join us this year for the 37th year of the region's biggest vintage road race. Over 200 special cars of all types, formula, sports, production, and stock, will hit the track for three days of racing at this annual event.

An all-make car corral, a great vendor's row, and other attractions help make this event special for drivers and spectators alike. Lots of seat time for drivers, lots of fun for spectators. Pacific Raceways offers unprecedented viewing opportunities in a beautiful, forested setting. The paddock is wide open, and you can get up close and personal with cars and drivers.

The PNW Historics benefits ***Seattle Children's Hospital*** and has raised over ten million dollars since its first year.

Spectator tickets are \$25 per adult, Children 6-17 are \$5, Military / First Responders (with ID) \$10 each, Seniors over 65 are \$15.

For more information see the website:

<https://northwesthistorics.com>

COLUMBIA RIVER CLASSIC –

AUGUST 31 - SEPTEMBER 1

We'll share the Portland facility with the All-British Field Meet (ABFM) as we have since the CRC was started in 2002. A special Sprite/Midget (Spridget) Challenge race will be held again as well, attracting racers from all over the west.

The ABFM provides some great distraction before, after, and between races. Both Saturday and Sunday see hundreds of special British cars, from Jaguars to MGs to Bentleys, displayed on the big grassy field next to our paddock.

Another great tie-in with the ABFM is the British Cup, presented by Victory Lane Magazine to the most interesting British Race Car at the CRC.

Spectator Tickets are available at the gate.

FALL FINALE –

SEPTEMBER 28-29

It's not too late to score enough points at the Fall Finale to win a top spot in your group. In fact, this event is usually where the season points championship is decided!

If points are not your thing, throw your extra set and helmet in the trailer and share your love of racing with family, crew, & volunteers by offering lunch time rides. They are very popular, and we urge everyone interested to show up early.

September weather can be beautiful but cool. Come prepared for fall weather. If you haven't been out much this year, there is a great opportunity for some quality seat time. If you HAVE been out already, just come out anyway for one last good time before winter sets in.

Spectator tickets are available at the gate.

WHAT IS VINTAGE RACING?

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

Vintage racing is a state of mind that understands the only good reason for vintage racing is fun.

SOVREN IS A GROUP OF CAR ENTHUSIASTS WHO GET TOGETHER TO DISPLAY, EXERCISE, AND COMPETE WITH HISTORICAL RACECARS RATHER THAN LETTING THEM COLLECT DUST IN GARAGES.

The idea is to have fun with your car and not ruin others’ fun while doing it. If you have another goal in mind, then vintage racing is probably not for you. There is risk in all car racing, but in vintage racing the risks are minimized. Rules limiting dangerous driving are strictly enforced with penalties ranging from probation to exclusion from racing. SOVREN rules require safety equipment beyond, in many cases, were not required when the cars were originally raced. Please see our rules for an explanation of the SOVREN infractions policy and for the preparation standards expected for each SOVREN car.

In most vintage races, trophies or other awards are not presented. The reward is to have driven well. Intently competing for 10th place between two cars closely matched is as much fun for spectators and drivers as a close race for first overall.

WHAT TYPE OF CARS RACE WITH SOVREN?

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

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

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

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

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

FORMULA CARS: As allowed by the Monoposto Racing rules: through 1963 for Formula Jr., pre-1970 for Formulas V, B, C, and Formula II, thru 1981 for Formula Ford/Club Formula Ford through 1966 for Formula 1, and Club Formula Vee. Formula cars prepared after the above dates will follow the Rules that SVRA has set for Post Monoposto cars.

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

See the SOVREN Grouping Policy ([page 25](#) for group and run group information).

2024 SOVREN OFFICERS AND COMMITTEES

EXECUTIVE BOARD

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

PRESIDENT:

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COMMITTEE CHAIRS

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

MEMBERSHIP/LICENSING:

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COMMUNICATIONS (Tower):

Tom Masterson

EMERGENCY CHIEF:

Reinhold Jung

HOSPITALITY:

Bobbie Kalben

HOT PIT:

Scot Vine

PACE CAR:

Myles Winbigler

PADDOCK:

Jeff Larson

PRE-GRID CHIEF:

Roxann Vine

STARTER CHIEF:

Kimberly Kuzma McFarland

WEBSITE:

Steve Poole

ELIGIBILITY COMMITTEE

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

Group leaders are as follows:

VINTAGE:

Jim "Sully" Sullivan
509.994.1706 C
jwsullivan1@gmail.com

HISTORIC SMALL & MEDIUM BORE:

Ed Millman
(206) 623-6963 W
(206) 406-0499 C
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HISTORIC LARGE-BORE:

TBD

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

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JOINING SOVREN

A membership form is available in two formats, paper & electronic. Find them either on the SOVREN website: sovrenracing.com/forms, or on MotorsportReg: at msreg.com/mem24. Forms are always available at our events.

PHOTOS ARE REQUIRED FOR ALL MEMBERSHIP CARDS with or without a competition license.

An annual SOVREN Racer Membership or GUEST weekend membership is required to race in SOVREN events.

ALL MEMBERS RECEIVE:

- Voting privileges for E-Board Officers. (Family members have no voting privileges.)
- May hold an elected position on Executive Board (Family members may not).
- One-year mailed subscription of Vintage Drift magazine (one per household).
- E-mail subscription to SOVREN Bulletin Board.
- SOVREN Membership Card (includes Competition License for Racer members with SOVREN License).
- Free spectator admission to SOVREN races.

TYPES OF MEMBERSHIPS

NON-RACER MEMBERSHIP (\$50)

- For a single non-racing adult.
- Voting privileges for E-Board Positions.

RACER MEMBERSHIP (\$100/200):

Each racer within a family must have a separate Racer Membership.

All Racer Memberships receive the following, in addition to the benefits listed above:

- Voting privileges for Competition Committee.
- Can submit rule change proposals.

- Reserved current race car number, if available. If renewing membership, the car must have been raced in the last two seasons and dues must be **paid by Feb 28th**.
- No membership surcharge for racers.
- Spouse/Partner and "in resident" children (shared publications, no voting privileges).

Racer Membership has two options:

1. With a SOVREN Competition License, issued with approved Medical. (*All SOVREN Licenses expire on 12/31/current year*). \$200
2. Without a SOVREN License. You must have a valid competition license with another club (VMC clubs, SCCA, FIA, ICSCC, etc.). \$100

LIFETIME MEMBERSHIP (\$1500)

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

SINGLE EVENT WEEKEND GUEST MEMBERSHIP (\$50)

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

YOUR COMBINATION

MEMBERSHIP / LICENSE CARD:

A plastic Membership/Competition combined card now includes a members' photo, membership / license number, and if applicable; a competition license expiration, medical expiration, and license type, are now being issued.

- Present your membership card at Registration for **spectator access**.
- Show your proof of Annual Waiver or sign the waiver and receive a wristband for admittance.

Members Code of Conduct can be found on [page 50](#).

LICENSED TO RACE

You must hold a valid current recognized competition license, and either be an annual SOVREN Racer Member or have a Weekend Guest Membership to race with SOVREN.

SOVREN does issue competition licenses with proper experience/training and a current medical. Other club competition licenses recognized are those from SCCA, ICSCC, FIA, All VMC clubs, etc.

The following licenses are offered by SOVREN:

- Provisional License for all new to SOVREN drivers (see Novice Orientation [page 10](#))
- Competition License for experienced drivers
- Advanced License for higher horse powered purpose-built racecars.

All SOVREN licenses will expire at the end of the current calendar year OR when the medical expires, whichever comes first. A CURRENT Full Annual Racer Membership is also required for all SOVREN licenses to be valid. Medicals expire; 5 years (18-35), 2 years (36-69), or at 13 months (70 and older).

NEW VINTAGE DRIVERS & PAST LICENSED DRIVERS

For drivers without a current valid license, proof of previous road course racing experience within the last 10 years is required. You may be asked to attend a lapping day, ground school or other methods necessary to observe or verify your experience.

It is highly recommended that any returning driver or new to SOVREN take the Driver Orientation Day in April at Spring Sprints.

COMPETITION LICENSE FOR EXPERIENCED DRIVERS

Obtaining a SOVREN competition license is the preferred way to race with SOVREN. However, alternate licenses (those issued by other recognized/accepted organizations) are accepted. Medical cards from HMSA and CSRG are also

accepted. Licenses issued by marque clubs do not qualify. Drivers with a current competition license from another organization who have not previously raced with SOVREN are strongly encouraged to attend the SOVREN Novice Orientation program.

Complete the following to apply for a new SOVREN Competition License if you are licensed by another club.

The following information is required. The forms listed below are available on the SOVREN website: sovrenracing.org or found electronically online at SOVREN.MotorsportReg.com

1. Complete a SOVREN RACER MEMBERSHIP with SOVREN Competition License-Form.
 - A) Pay appropriate fees
 - B) Have a completed current Medical Examination for Vintage Racing Form (other motorsport medical forms accepted)
 - C) Attach proof of a current valid racing license
 - D) Attach a brief racing resume of your racing experience
2. Complete a Car Registration Form (CRF)
3. Submit all completed forms to the address on the Membership form:-

It is recommended you mail it at least 30 days prior to your first event.

Only drivers with a full Competition License will be eligible to race in the PNW Historics (no Provisional competition licenses) except under unusual circumstances by unanimous consent of the Competition and Novice Chairs.

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

LICENSE RENEWAL

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

ALL SOVREN LICENSES WILL EXPIRE AT THE END OF THE CURRENT CALENDAR YEAR **OR** WHEN THE MEDICAL EXPIRES, **WHICHEVER COMES FIRST**. A CURRENT Full Annual Racer Membership is also required for all SOVREN licenses to be valid.

MEDICAL EXAMS

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

- 18-35 - every five (5) years, no EKG required.
- 36-49 - every two (2) years, baseline EKG with 1st exam.
- 50-69 - every two (2) years, stress EKG strongly recommended.
- 70 and beyond – every 13 months, stress EKG strongly recommended with every other exam.

See contact information for Licensing on [page 6](#).

ADVANCED LICENSE

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

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

Taking into consideration the advanced skills required to drive the above cars, an advanced license is required by SOVREN. Items of consideration include previous racing experience in SOVREN cars, advanced racing school experience, race test days in the cars listed, and professional coaching in the cars listed.

If this is your first SOVREN license application, please complete SOVREN Vintage Racing License Application (in conjunction with the RACER Membership form) as well as the SOVREN Advanced Driver License Application.

The Competition Committee will review the Advanced License application. Full licensing will be issued following a successful three race-weekends probation period. The SOVREN Advanced Driver License fee will be waived for a driver with a current SOVREN license. The expiration date follows the same rules as the regular racing license.

Additionally, first time acceptance of a purpose built/exhibition car must also be approved by the Competition Chairs and Committee via a completed Car Registration Form (CRF) available on the website sovrenracing.org/forms or electronically at SOVREN.MotorsportReg.com

SOVREN'S NOVICE ORIENTATION PROGRAM

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

SOVREN Membership and participation in the Novice Orientation Program are mandatory for non-exempted drivers and new drivers. (see [page 8](#) Competition License for Experienced Drivers). The Novice Orientation Program is not a racing school per se; and participation in such a school is a necessary part of the Novice Orientation process.

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

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

Once you have joined SOVREN as a racing member and read the rules and requirements, it is recommended that you get your racecar together early. Any racer will tell you that it takes longer to get a car properly equipped than expected. Contact the Competition Committee Members (see [pages 5-6](#)), for help if you wish guidance on preparing a SOVREN-legal vintage racecar.

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

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

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

sovrenracing.org.

- 1) Attend and fully comply with the requirements of either a multi-day school or racing club school/one day school, and complete two lapping days completed no more than 14 months prior to the Novice Orientation Day. (see [Race Schools](#))
- 2) Contact the Novice Orientation Chair ([page 6](#)).
- 3) Join SOVREN, as a Racer Member ([page 7](#))
- 4) Pass a physical exam and submit a copy of the SOVREN Medical form with a License Application to receive a Provisional License.
- 5) Complete and submit a Car Registration Form (CRF) well in advance of the Novice Orientation Program.

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

WHAT THE CLUB EXPECTS FROM YOU

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

SOVREN Expectations on Novice Orientation Day:

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

WHAT YOU CAN EXPECT FROM THE CLUB

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

COMPLETING THE PROGRAM

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

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

EXPERIENCED RACE DRIVERS PROGRAM

SOVREN recognizes that in some cases an experienced driver from another club may have an eligible car and from prior racing experience may not need the complete SOVREN Novice Orientation program. Contact the Novice Orientation Chair, Steve Newby, (see [page 6](#)), to see if you qualify for an immediate license under this new program.

RACE SCHOOLS

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

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

RECOGNIZED RACE SCHOOLS

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

- Proformance Racing School
Pacific Raceways, (253) 630-5130,
<https://proformanceracingschool.com>.
- Pro Drive Racing School
Portland Intl. Raceway,
(503) 285- 4449, <https://prodrive.net>.
- Skip Barber Racing School
various tracks, (866) 932-1949,
<https://skipbarber.com>.
- The International Conference of Sports Car Clubs ("Conference")
See their website for more information <https://icscc.com>.

HOW TO ENTER A RACE

All event information and forms can be found on both the SOVREN website sovrenracing.org, on SOVREN.Motorsportreg.com, or each individual event short URL. All entry forms are available in electronic and paper form. To create a MotorsportReg account see [page 14](#).

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

- License/Medical Card and Expiration
- Transponder number (available for rent see below).
- Year, Make, Model, Color, Displacement
- Completed Car Registration Form (CRF)
- Preferred Car number (and alternates).
- Class your car has been prepared to race.
- Crew List (varies per event) A SOVREN Racer Member's Spouse/Partner, and minors do not count toward your crew list.

* PAYMENT/FEEES:

Please enter early to save money. SOVREN accepts Credit Cards, Checks, and Cash at our event. Online registration at MotorsportReg.com requires a credit card. For payment by check or money order, mail your completed paper form to the address on the form before the entry deadline.

Please do not mail your entry the week of the event. Email, Call, or Text the Registrar and bring your form and payment with you to the track.

EARLY-BIRD: A substantially reduced "early-bird" entry rate of \$150 off Regular price is available for each event if postmarked or submitted by the specified date on each form.

SOVREN has established an Early bird discount cut off for each race to facilitate race planning. This date is approximately *14-21 days* before the first day of the event, (see entry forms for exact dates).

REGULAR: The discounted rate of \$50 off the Regular price applies after the early bird special ends and is available until Sunday night (4-5 days)

before the event start (see entry forms for exact dates).

LATE: If you register after the Sunday before the event. (see entry forms for exact dates) you will pay the regular price plus the \$50 Late fee.

CANCELLATION/REFUND POLICY

Each entry form will have exact cancelation dates.

- ➔ If you cancel before the Early Bird discount ends, (Thursday) we will refund your full amount less \$50 Admin Fee.
- ➔ If you cancel after the close of Early Bird discount (on Friday or later) or at the event, you will receive a full refund less a \$150.00 Admin Fee.
- ➔ If a credit has been applied to your MotorsportReg.com account, you can make a request in writing to the registrar for a refund. If you don't request by October 1, 2024, it will be graciously accepted as a donation to the club.
- ➔ After you go through Registration or if your tech form leaves registration, there is NO refund.
- ➔ No-shows will not be refunded and will be graciously accepted as a donation to the club.
- ➔ Spring Sprints Package: No refund for a partial package. (can't split T&T from Races) Refund for the whole package per policies above.

*Or adjusted at the discretion of management.

CAR NUMBERS

Contact the Registrar with a list of numbers you would like for your car. 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 bird 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.

TRANSPONDERS

Battery MyLaps (formerly AMB) units are available for rent at SOVREN-sponsored events and are distributed at Registration and must be returned at the end of the event to Drivers Services. Rental information is on the entry form. See [page 16](#) for more information on Transponders.

WORKER'S FUND DONATION

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

SHARING YOUR RACECAR

If you plan to share your car with another licensed driver in the same race group, the 2nd Driver Form must be completed and on file at Registration, a separate tech sheet will be issued. Additional drivers must be SOVREN Race members or pay the guest fee and hold a valid competition license. A separate transponder is strongly recommended.

CAR PHOTO

Current photos are requested for certain events when programs are available. It is up to the promoting group if a program is created. Please send an updated electronic photo of your car with the year, make, model, and group # - to Doug Kirk at devi.nespeed17@gmail.com by May 15.

REGISTRATION CONFIRMATION

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

ANNUAL WAIVERS / ELECTRONIC

An Annual Insurance Waiver, is only available by electronic format, is designed to make the process of checking in at registration safer and easier. Annuals are to be signed **only once a year** and expire at the end of the current year. All adults are asked to sign, regardless of if they are a SOVREN member or not. The electronic annual can be found here <https://sovren.speedwaiver.com/>.

SIGN IN AT REGISTRATION

Every person needs to report to the Registration Booth on the first day's arrival at the track Drivers, please bring your current Competition License. Every person needs to show proof of an annual waiver signed, if electronic. A wristband (worn the entire event), tech form and race information will be issued at registration.

You may not enter the racing surface with your car until you are processed through registration and tech. If crew/family arrive after Registration closes, they will be required by the track/ticket taker to pay for admission. Contact the Registrar about Will Call.

CREATE A MOTORSPORTREG.COM ACCOUNT

This is not required to race with SOVREN.

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

You can also create an account when you register for an event by following the links. Creating an account does not mean you are registered for an event yet. Check your Dashboard for a listing of any events you are registered for. If you enter by using a paper entry form, you can still see your received entry on the ENTRY LIST (see below)

UPDATE YOUR BASIC ACCOUNT DETAILS

(address, phone number, emergency contact)

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

UPDATING YOUR LICENSE OR MEDICAL EXPIRATION

1. Go to **My Account** → **My Profile** → **Memberships**, select **SOVREN** and **EDIT**
2. Update account details
3. **Save** My Club Information

DELETING A VEHICLE

1. Go to **My Account** → **Edit** (right of the vehicle) or Edit Vehicles (Below list)
2. You have to **edit** the vehicle to delete it. Select vehicle if more than one with **Edit** button on right.
3. Scroll down → Next to the save vehicle button is a **Delete This Vehicle** link.

UPDATE A TRANSPONDER NUMBER OR CAR INFORMATION

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

DID I SUCCESSFULLY REGISTER?

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

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

If your registration has not been completed, you will see a red box displaying *Not Yet Registered*. To finish registering click the **Finish Registering Now!** link on the righthand side. If the event is not listed under My Events at all, you will want to try registering again by opening the link to the event or searching for the event on the calendar.

ENTRY LIST

The **Entry List** is located on the main event registration page → scroll down, select "**Attendees**" or from sovren.motorsportreg.com, select Event → on the right column, select "View current **entry list**".

SOVREN CAR REGISTRATION FORM (CRF)

WHY THE CRF FORM

This form is intended to do four things:

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

COMPLETING THE FORM

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

DEFINITIONS:

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

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

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

For questions on completing this form contact, Bob Posner BPosner60@aol.com (425)753-8220 C, John Rankin jrankinco@comcast.net (206)396-9891, Bob Walker spriteracer98@yahoo.com (206) 304 8109.

Electronic form can be found online at <http://msreg.com/CRF24> or download a form from the website sovrenracing.org/forms.

WITNESS STATEMENT - Forms are available at Driver Services and Registration

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

TIMING AND SCORING

MYLAPS ELECTRONIC TIMING AND SCORING

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

SOVREN encourages each driver to have a functioning MyLaps automotive circuit racing compatible transponder. Rechargeable and Hardwired are both acceptable.

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

TRANSPONDER

LOCATION

The type of vehicle often dictates the mounting location of the transponder. Closed-wheel cars often mount the transponder in

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

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

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

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

above the pavement. For best results the opening should be completely open (not covered by plastic material). Specific questions regarding the mounting of a Transponder should be addressed to Chief of Tech.

OPERATION

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

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

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

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

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

RESULTS

Results for each session on track will be available at Driver Services and/or on the App RACE HERO.

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

TECHNICAL INSPECTION

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

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

ANNUAL TECH

SOVREN now has available an annual Tech Inspection. There are several tech inspectors who have made themselves available to Tech your racecar prior to the start of the racing season. The cost is \$20 for the inspection, plus travel fee. The travel fee may be charged to compensate them for their time. Call Corky Russell at (425) 891-3960 (cell) for more information.

TECH – TIPS –

See: Rules, [Sections 7 Car Preparation](#) and [Section 8.I Driver Equipment](#) for specifics.

Fire Extinguishers:

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

DRIVER'S SAFETY EQUIPMENT

All driver equipment shall be in excellent to new condition.

Helmets:

All drivers must wear an approved safety helmet certified by SNELL, FIA, or SFI. See [section 8.I](#) for exact requirements.

Have your medical information carrier on the helmet. Your helmet should not have deep

scratches / dents. In the case of an accident where the helmet comes in contact with something, it is suggested you have it inspected to see if it needs replacing. A balaclava or hood of an approved fire-resistant material is strongly recommended.

Clothing:

[See section 8.I](#) for exact requirements.

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

All drivers must wear an SFI 3.2A. or FIA approved fire-resistant material driver suit and socks. Fire Retardant underwear is 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.

Eye Protection:

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. These should be cleaned as recommended by the manufacturer.

Head and Neck Restraint devices:

The use of a Frontal Head Restraint (FHR) meeting SF1 38.1 or FIA 8858 standards **is mandatory**. See [page 45](#) for specifics.

Log Books:

New and additional logbooks are available from

Chief of Tech or at the Tech location at the track.

VEHICLE

Transponder

Prior to the event, charge your transponder and verify your subscription is current, if applicable.

Interior:

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

Arm Restraints/Window Nets:

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

Seatbelts:

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

Seat mounting:

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

Fire extinguisher:

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

Firewalls and floors:

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

SUSPENSION & RUNNING GEAR

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

- Magnaflux, probably most common. It consists of flowing an iron bearing liquid over the piece to be tested while in a magnetic

flux. Iron particles will cling to the piece where the cracks are. No iron particles clinging to a part is good news unless the part is non-ferrous.

- Dye penetrant as one of the least expensive and possibly one of the most versatile tests. It can be used on non-ferrous and ferrous parts.
- Ultrasound can be used for most anything to find bubbles, inclusions, and other faults in a part.

Brakes:

Should be in the best condition possible.

Hoses:

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

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

WORDS OF WISDOM

from the Chief Steward

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

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

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

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

AWARDS & MEETINGS

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

The AGM was held in person on January 13th, 2024, at the Museum of Flight, Seattle, WA. Quarterly Meetings in 2023 were held and live at Pacific Raceways during Spring Sprints and Pacific Northwest Historics and the final meeting was held live and virtually at the Hydroplane and Raceboat Museum (Kent). The SOVREN Executive Board meets the first Tuesday of each month virtually. Each of these meetings are open for new, current and prospective members.

See the calendar on [Page 2](#) for the 2024 dates or check the SOVREN Website and SOVREN Bulletin Board for all meeting dates. Seasonal Awards are listed below.

SEASON END CHAMPIONSHIP AWARDS

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

AWARD GROUPS

- A - Production under 1800cc (up to 1799cc)
- B - Production 1800cc – 3200cc
- C - Productions Over 3200cc (over 3201cc)
- D - Formula and SportsRacers
- E - Exhibition-Purpose-Built*
- F - Vintage, 1 Jan 1940 – 31 Dec 1962.

The goal of the season-overall championship is to reward the driver's participation at recognized SOVREN sanctioned events with a well-prepared car rather than rewarding finishing position. Championship points start accumulating as soon as a driver becomes a SOVREN member (not retroactively).

* Exhibition cars are those purpose-built racecars and cars outside the 25-year rule, regardless of Make or Model. A list of some but not limited to cars can be found on the final page of the Handbook.

Any oddities / changes / questionable placement will be asked of the Competition Committee and/or Chief Steward.

To Be Eligible for a SOVREN Championship the following conditions must be met:

1. You must be a Racer Member of SOVREN.
2. Drivers must enter, check-in, and take their Tech Sheet at registration for **at least 3 SOVREN sanctioned events.**
3. It is the **Driver's responsibility** to check the standings after each event. Any questions or concerns regarding championship points, posted on the SOVREN website must be submitted to the **Points keeper** (see page 6) by October 31st of the current season.

OBTAINING POINTS

Eligible SOVREN Racer Members

Non-Lap Points

- One (1) point for every event registered for and taking your tech sheet from registration.
- Ten (10) points will be awarded to licensed drivers who sign up and work at the Novice Program.

RACING WITH SOVREN

- Five (5) points will be awarded if the driver or crew, in lieu of racing, volunteers in a hot track specialty (Corners, Grid, Start, Emergency) for a full day. A driver or their crew may not earn both lap points and "worker" on the same day. It is the driver's responsibility to ensure the points tabulator has recorded their points.

Race Lap Points:

- One (1) point is awarded for each race lap completed at all **four** SOVREN events.
- One (1) extra point per each completed race lap will be awarded at:
 - Fall Finale.
- One (1) point per each completed race lap will be awarded at:
 - The SVRA Portland Historics.
- Two (2) point per each completed race lap will be awarded at:
 - VRCBC (BC Historic Motor Races).
- Maryhill Hillclimb will be awarded Two (2) points only for each timed competition run on the course up the Maryhill Loops Road.

No points are awarded for special races at an event such as an Enduro or handicap race.

The Details

Only one car can be driven at a time in a race. See various scenarios below.

Scenario #1:

- One Driver + One Car + Same Race Group + Same Championship group = Combined Points

Scenario #2:

- One Driver + Different Cars at separate events + Same Race Group + Same Championship group = Points are combined in that Championship Group.

Scenario #3:

- One Driver + Two cars entered + Different Race Groups + Same Championship group = listed separately.

Scenario #4

- One Driver + Change car in same event + Same or Different Race Group + Same Championship group = Combined.

OR

+ Same or Different Race Group + Different Championship group = Separate Listing

If a modification is made to a car and it causes a change to a different Championship Group, then it will remain there the rest of the season listed in the new group.

Ties:

In the case of a tie for 1st place, trophies will be presented to the two first place and a third place (no second). In a tie for 2nd place, both drivers receive a second place and no third is award. In the case of a tie in third place, each driver will receive a third place. More than two tied, who attended the most SOVREN events. The final tiebreakers is driver helping with Novice Day.

2023 CHAMPIONS

Group A - Production under 1800cc.

1 st	Stephen Newby
2 nd	Rich Newman
3 rd	Brian Volkert

Group B - Production 1800cc – 3200cc.

1 st	Jim Loveall
2 nd	Jeffrey Quick
3 rd	Ron Oscarson

Group C - Productions Over 3200cc.

1 st	James Buskirk
2 nd	Del Mackenzie
3 rd	E. Michael Smith

Group D - Formula and Sports Racers

1 st	Glenn Woloski
2 nd	Walt Carrel
3 rd	Ron Bonham

Group E - Exhibition Purpose-Built

1 st	Pat Hall
2 nd	David Adelsman
3 rd	Anthony Nadalin

Group F Vintage, 1 Jan 1940–31 Dec 1962

1 st	Jake Angel
2 nd	Loren Campbell
3 rd	Jason Roosa

PERPETUAL ANNUAL AWARDS

EDITORS' CHOICE AWARD

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

Previous recipients: David Cammarano, Denny Aker, Kevin Fiske, Jim Froula, 1998 The Lyford's, 1999 David Winters, 2000 Ted Rodgers, 2001 Rick Korn, 2002 Chuck Hart, 2003 Dale Gies, 2004 the Lyford family, 2005 Paul Jaremko, 2006 Don Jensen, 2007 Art Redford, 2008 Jeff Quick, 2009 Mark Godsoe & Chip Perkins, 2010 Myles Winbigler, 2011 Carolyn Dimmer, 2012 Frank Anderson, 2013 Joe Gordon, 2014 Walt Carrel, 2015 Tom Cantrell, 2016 Greg Heacock, 2017 Steve Gilmore, 2018 Mike Deilke, 2019 Randy Dunphy, 2020 Lee Eberle, 2021 Del Mackenzie, 2022 Todd Sullivan, 2023 Stephen Newby.

ROOKIE OF THE YEAR AWARD

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

Previous recipients: 1998 Karen Ann Gaston, 1999 Gary Tisdale, 2000 John Goodman, 2001 Janice Bee, 2002 Perry Elsasser, 2003 Skip Foss, 2004 Eric Smith, 2005 Bruce Hunt, 2006 Dan Abercrombie, 2007 Steve Hare, 2008 John Ballantyne, 2009 Chris Schoap, 2010 Don Boyd, 2011 Pete Mahony, 2012 Ron Erickson, 2013 Dallas Hanes, 2014 Karlo Flores, 2015 Roger van der Marel, 2016 Kevin Estes, 2017 Debbie, Brad, and Chandler Briscoe, 2018 Mike Granat, 2019 Brad Shinn, 2020 Claudio Vacalebri, 2021 Randy Johnson, 2022 Martin Maggio, 2023 Jim Duncan.

VOLUNTEER OF THE YEAR AWARD

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

Previous recipients: 1996 Phil and Kathleen Edwards, 1997 Sue Lingbloom, 1998 Fran Blackman, 1999 Mike Lawler, 2000 Ray Mortensen, 2001 Tom Kracht, 2002 Ricky Lee Berger, 2003 Bob Wells, 2004 Jay Bratton, 2005 Cece Papa, 2006 Lorrie Mortensen, 2007 Ward Bettis, 2008 Roxann Vine, 2009 Margot Bee, 2010 Esther Sicks, 2011 Debbie Haley, 2012 Tom Masterson, 2013 Frank Langford, 2014 Scot Vine, 2015 Doug Smith, 2016 Mike Currie, 2017 Linda Grass, 2018 Solvejg Rockcliffe, 2019 Mike Evans, 2020 Jeff & Ryan Larson, Reinhold Jung, 2021 Phil Edwards, 2022 Kimberly Kuzma McFarland, 2023 Lynn Lyscio-Evans.

EDDIE VANETTI JR. AWARD

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

Nominations for this award may come from drivers or anyone associated with a racecar or team should be written and should be submitted to the SOVREN Secretary, by November, at the end of a racing season.

RACING WITH SOVREN

Selection from the nominations will be done by a consensus of the previous winners and members of the SOVREN Board.

Previous recipients: 2004 Robin Bee, 2005 Eva Gordon, 2006 Vince Plancich, 2007 David Hunt, 2008 Ray Quick, 2009 Karen Smith, 2010 Pat Johnson, 2011 Ken Dye & Crew, 2012 John Anderson, 2013 Hal Brown & Tom Balzarini, 2014 Karen Bindara, 2015 Bill Hart, 2016 Annie Garmey, 2017 John Allen, 2018 Jeff Kerney, 2019 Phil Edwards, 2020 Freddie Jonsson, 2021 Jay Ivey, 2022 Steve McCaughey, 2023 Devon Newby.

WADE CARTER SPORTSMANSHIP AWARD

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

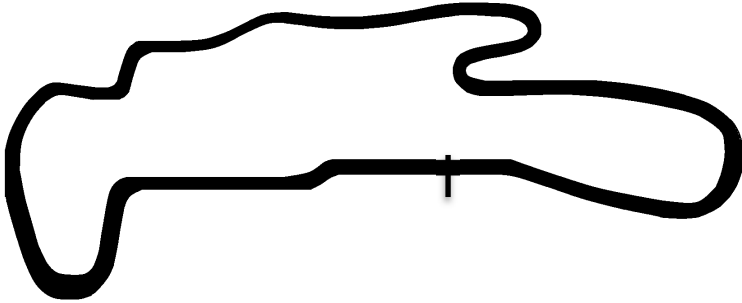
Previous recipients: 1995 Byron Sanborn, 1996 Bob Walker, 1997 John Brosius, 1998 Bob Bentler, 1999 Myles Winbigler, 2000 Terry Larson, 2001 Bruce Bradburn, 2002 Retta Winbigler, 2003 David Phillips, 2004 Jim Sullivan, 2005 Dick and Judy Buckingham, 2006 Al Murray, 2007 Paul Burckhard, 2008 Tony Garmey, 2009 Frank Anderson, 2010 Jeff and Ray Quick, 2011 Dick Tilden, 2012 Phil Edwards, 2013 Sheridan Fahnestock, 2014 Robin and Margot Bee, 2015 Tom Balzarini, 2016 Al Murray, 2017 Greg Heacock, 2018 Karen Salvaggio, 2019 Thomas Leeming, 2020 Debbie Briscoe, 2021 Wil Painter, 2022 Lori & Stephen Newby, 2023 Jeff Quick.

FOUNDER'S AWARD

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

Previous recipients: 1987 Dick Mattie, 1988 Donna Thorson, 1989 Sharon Webster, 1990 Donna Thorson, 1991 Terry Larson, 1992 Tom & Susan Armstrong, 1993 Frank & Joan Manley, 1994 Betty Hunholz, 1995 Judy Buckingham, 1996 Dick Buckingham, 1997 Michael Reischl, 1998 Barbara & Eric Mann, 1999 Ward Bettes, 2000 Doug Kirk, 2001 Martin Rudow, 2002 Starke Shelby, 2003 John Long, 2004 Al Murray, 2005 Bob Bush, 2006 Bill Babcock, 2007 Phil Edwards, 2007 Kathleen Boutiette, 2008 Robin & Margot Bee, 2009 Jay Bratton, 2010 Paul Burkhard, 2011 Mike Lawler & Ward Bettes, 2012 Jim Loveall, 2013 Jim Sullivan & Jim Sloane, 2014 Gary Tisdale, 2015 Myles Winbigler, 2016 Rick Korn, 2017 Doug Smith, 2018 Debbie Haley, 2019 Sherri Masterson, 2020 Stephen Newby, 2021 Ricky Lee Berger, 2022 Eric Schlichte, 2023 Bob & Linda Grass.

WHERE WE RACE



PACIFIC RACEWAYS

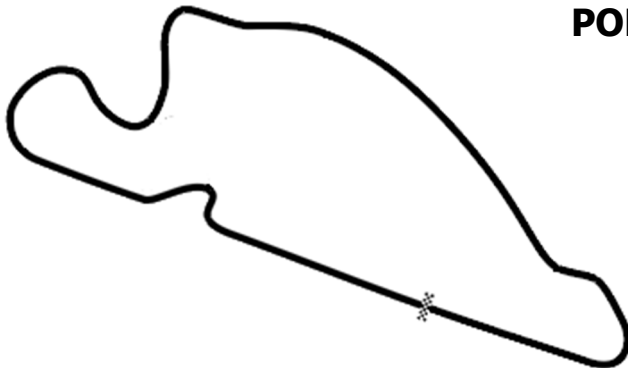
2.25 Mile Road Course

<https://pacificraceways.com>

April 26 – 28 - 29

June 28 - 29 - 30

September 28 - 29



PORTLAND INTERNATIONAL RACEWAY

1.977 Mile Road Course w/Chicane

1.94 Mile Road Course w/o Chicane

<https://portlandraceway.com>

August 31 - September 1

SOVREN COMPETITION RULES AND CAR ELIGIBILITY

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

RULES FOR CAR ELIGIBILITY AND COMPETITION

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

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

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

The Competition Committee are responsible for ensuring that all cars racing with SOVREN are legal per the established rules. This is done using the Car Registration Form (CRF) to document cars so the committee can ascertain compliance with the rule set. (See [page 15](#) 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 Pre-War to 1962 Production Cars & Sports Racers
- Group 2 – Formula Vee, Club Vee, and Formula JR
- Group 3 – Vintage Small-Bore Production/Small Sports Racers 1963-1972
- Group 4 – Historic Small-Bore Production/Small Sports Racers 1973-1999
- Group 5 – Vintage Medium-Bore Production 1963-1972
- Group 6 – Historic Medium-Bore Production 1973-1999
- Group 7 – Vintage Large-Bore Production 1963-1972
- Group 8 – Historic Large-Bore Production 1973-1999
- Group 9 – Formula Ford/Club Ford
- Group 10 - Large Sports Racers
- Group 11 – Wings & Things (Slicks) Formula Cars
- Group 12 – Purpose Built Racers 2000+ Split by displacement (12A/12B)

Run Groups

{1, 2, 3, 4} { 5, 6, 12A} – {7, 8, 12B } – {9 } – {10-11}

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.
- 8) Paddock speed limit is 10mph.

B. MOVE IN TIMES

Move in times are 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.

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.

Sound Limit **103.00 db** must conclude prior to 10:00 pm.

3. HAND SIGNALS

FROM DRIVER TO PRE-GRID WORKER OR TURN WORKER



CAR WON'T GO



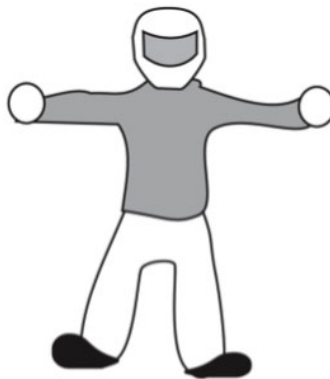
NEED A PUSH

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

TO DRIVER FROM PRE-GRID WORKER OR TURN WORKER



STOP

Hand out with palm facing driver

FIVE MINUTE WARNING

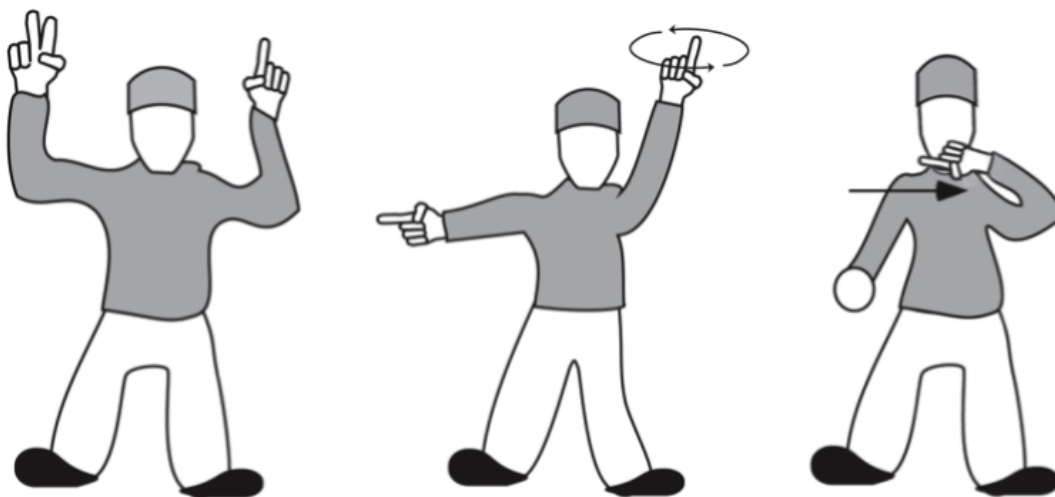
Hand with five fingers up and whistle blow

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 pre-grid. If the crew does not step away, the car will be held and will start last.
- 9) Crew helping in the pre-grid shall be 18 years old or older.

SOVREN COMPETITION RULES & CAR ELIGIBILITY

- 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

SOVREN COMPETITION RULES & CAR ELIGIBILITY

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.

LI. 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.

LII. 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.

LIII. 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.

LIV. 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 (furlled) black flag at Start/Finish and your car number on the number board. As you pass Start/Finish, be sure to acknowledge the closed black with a wave of your hand (either one) or a vigorous nod of your head. That is all you need to do. You do not have to go to the hot pits, and you do not need to slow down. Even if you do not see a closed black when you pass Start/Finish, wave anyway. That tells the starter you know you goofed and will not do it again. The closed black flag is saying, in effect, **"please pay attention to your driving."**

Q. FIRST TIME GETTING TOWED OFF THE TRACK

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

R. CAR-TO-CAR CONTACT

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

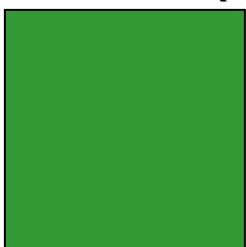
These flag rules have been in effect for many years and have stood the test of time with very few changes. Most of our drivers are familiar with them, as are the corner workers who marshal our events. These rules are published here for our drivers' convenience and are also available on-line from the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

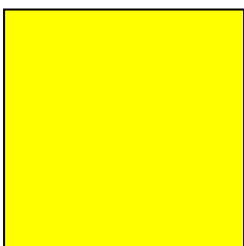


When displayed, the green flag indicates the COURSE IS CLEAR, AND RACING IS UNDERWAY.

The green flag is ordinarily shown only by the Starter. The Green Flag may also be displayed at the Turn Station after a Turn Station displaying a Yellow Flag to indicate that drivers may resume racing.

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 displaying a green 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 with a green flag. NOT to the point of the incident.

SOVREN COMPETITION RULES & CAR ELIGIBILITY

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

WAVED YELLOW: GREAT DANGER, SLOW DOWN, BE PREPARED TO STOP, NO PASSING FROM THE FLAG until the next station that is displaying a green 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 with a green flag.

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 displays a GREEN flag. You must pass the green flag prior to resumption of racing. 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.

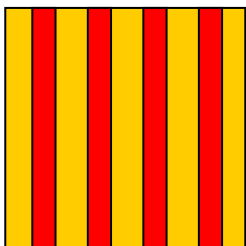
C. BLUE FLAG (BLUE WITH DIAGONAL YELLOW STRIPE):



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

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

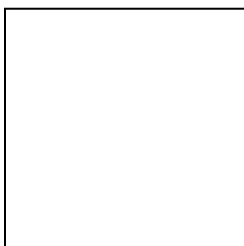
D. SURFACE CONDITION (YELLOW WITH RED STRIPES):



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

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

E. WHITE FLAG (SOLID WHITE):



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

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

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

F. BLACK FLAG (SOLID BLACK):



CLOSED Black (Furled):

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

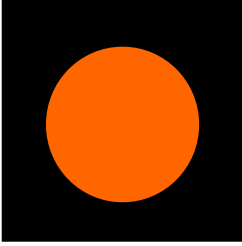
OPEN BLACK: displayed from the Starter's stand with a number board indicating the car number: PROCEED DIRECTLY TO THE HOT PITS and the location designated by the Chief Steward or event chairman for consultation with Officials. DO NOT TAKE ANOTHER LAP. *Note: The driver should acknowledge this flag when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

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

OPEN BLACK: DISPLAYED AT ALL STATIONS.

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

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



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

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 <https://sovrenracing.com/rules>.

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 Rules and Regulations <https://www.monoposto.com/car-specs> governing Formula B, Formula Junior, and Formula Vee with the exception as noted below (see [Section 7](#), Wheels, [page 41](#)).

D. FIA CATEGORY A (RECOGNIZED PRODUCTION CARS):

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

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

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

F. MODIFIED CARS:

In order for a Historic car to be eligible to run as a "Modified" or Sports Racing" car (per SCCA period regulations) and compete in SOVREN events, it must have a period history of having raced with such modifications. Street cars modified in the current era will only be allowed to run as production cars with the changes that were allowed in the era PCS's and NOT with the 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 Formula 70 Rules and Regulations governing Formula 5000, Formula Atlantic, F2, and Formula SV.
- 2) Club Formula Fords as allowed by Monoposto: Formula Fords from 1973 through 1981 will be allowed to race with Historic Formula Fords. All Formula cars newer than 1981 follow the SVRA Post Club Ford (PCF) Rules of Car and Tire Prep.
- 3) PCF Formula Fords will use the same tires as specified for Historic Formula Fords. Partial or full carbon monocoques are prohibited
- 4) In the case of sports racing cars, the eligibility and acceptance shall be as allowed by the "Purpose Built / Exhibition Eligible Cars" list on [page 51](#).
- 5) Purpose-built racecars manufactured after December 31st, 1989, that are unchanged in technology from the 1989 models already accepted by SOVREN may apply to the Competition Committee for approval to race with SOVREN. A list of these cars will be added to the "Purpose Built / Exhibition Eligible Cars" [page 51](#) as certain models are approved by the Competition Committee. The Competition Chairs may consider later cars, but in all cases, shall have sole discretion on a car-by-car and race-by-race basis.

7. CAR PREPARATION

SOVREN utilizes FIA and SCCA Class standards created in the 1950's and forward for car preparation. In the early years of formalized racing these were the only sanctioning bodies present. SOVREN also recognizes other VMC (Vintage Motorsport Council) clubs and their classes as long as it fits with in SOVREN's current established age requirements (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 15](#)).

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.

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 all cars. The switch must be clearly marked.

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% of the original tire size but not less than 60 series may be used, unless an alternative tire is

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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.

S. REPLACEMENT OF ALLOWED PERIOD-CORRECT PARTS:

Any SOVREN member wishing to use a non-period replacement part on their car must provide

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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. GENERAL:

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

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

Cameras such as Go-Pros are permitted with a safe and secure mounting design. The body of the camera or recording unit that weighs more than 8 oz shall be secured at a minimum of 2 points on different sides of the camera body. Suction cups or elastic mounts are not permitted. If a tether is used to restrain the camera, the tether length shall be limited so that the camera cannot contact the driver.
- 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.

U. 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.

V. 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, for production cars and a minimum six (6) inches high with a one-inch brush stroke for Formula and Sports Racer cars. Production cars numbers shall also display legible numbers on the top of the hood and Formula and Sports Racer cars on-the nose. Numbers on the rear of production cars are recommended.

All SCCA/ICSCC 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 one-inch brush stroke.

W. INADEQUATELY PREPARED CARS:

Any car the Chief Scrutineer or 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.

I. DRIVER EQUIPMENT

ALL DRIVER EQUIPMENT SHALL BE IN EXCELLENT TO NEW CONDITION. There shall be no

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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.

2) **Driver Suit:**

- a. All drivers must wear All drivers must wear a fire-retardant suit covering the body from the ankles to the neck and shoulders to the wrist. Suits must be SFI, or FIA certified.
- b. Suits meeting SFI 3.2A/1 must be worn with fire retardant underwear: Suits meeting these requirements do not have an expiration date if they are clean and in good repair.
- c. Fire-retardant underwear is strongly recommended for all driver suits regardless of certification.

3) **Balaclava:**

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

4) **Eye Protection:**

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.

5) **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.

6) **Head and Neck Restraint devices:**

The use of a Frontal Head Restraint (FHR) meeting SF1 38.1 or FIA 8858 standards is **mandatory**. Devices must have current certification and must be recertified every 5 years per SFI 38.1. FIA approved FHRs must display a valid FIA label. FIA devices do not require recertification. If an FHR is certified by both SFI and FIA, the recertification standards of SFI 38.1 shall apply. Tethers may need to be replaced every 5 years.

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 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 driver of the 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 displayed: **2 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 points added during the thirteen-month period, then the new total of points will expire after

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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. MEMBER CODE OF CONDUCT

Society of Vintage Racing Enthusiast (SOVREN) is a not-for-profit organization formed to organize and operate vintage motor-sports racing events for its members and other enthusiasts and to encourage and promote the active use of vintage sports cars in an environment emphasizing safe, sportsmanlike, and friendly competition among the participants. Our aim is to create an environment fostering friendship and mutual respect among our members and participants, the 'Vintage Spirit'.

To that end, we expect that all participants in our events will observe the organization's rules and procedures. We strongly discourage and will not tolerate any conduct as set forth below.

- A.** Abusive language, discourtesy, rudeness, physical harassment directed at SOVREN Workers, volunteers, track employees, spectators and other participants and their crews.
- B.** Actual or threatened violence toward any individual or group at a SOVREN event.
- C.** Conduct endangering the life, safety, health, or well-being of others at a SOVREN event.
- D.** Failure to follow SOVREN safety policies or procedures as required at a SOVREN event.
- E.** Failing to cooperate with instructions or decisions from race officials.
- F.** Harassment, abuse, or slander by SOVREN members of other members in any public forum, including electronic and social media forums.

Any SOVREN member, attendee or vendor, at any SOVREN-sponsored event who violates this Code of Conduct is subject to discipline, up to and including expulsion from future events and the organization.

12. 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