



MEMBERSHIP HANDBOOK 2025



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



RACING, THE WAY IT SHOULD 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 2025


 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 dedicated to the restoration, preservation, and competition of vintage production and purpose-built sports cars in the Pacific Northwest. SOVREN defines vintage cars as production cars 25 years or older and certain purpose-built race and replica cars. These vehicles are prepared according to the rules and classes outlined in this Handbook, as well as other VMC member club rules. Vintage racing is an amateur sport focused on friendly, fun, fast, and safe.

Membership in SOVREN is open to all, even those without a vintage racecar. We welcome non-car owners and volunteers who help organize and support our events. Our members range from individuals who enjoy the spirit of vintage racing through restoration, and wheel-to wheel competition, to those who work as pit crews, officials, or turn workers, or simply enjoy watching these classic cars in action. Car, driver, and membership forms can be found on our website: sovrenracing.org/forms.

As a member of the Vintage Motorsport Council (VMC), a national group promoting vintage racing throughout the U.S. and Canada, we aim to *"promote the preservation of these cars in a vintage racing format which emphasizes driver safety and etiquette."* SOVREN offers no prizes or recognition of finishing place; our season championship is based upon participation. The goal is to reward those drivers who participate in our events with well-prepared cars and a positive racing attitude, enabling them to complete all racing laps at each event.

SOVREN communicates with its members through the quarterly Vintage Drift magazine and monthly Bulletin Board newsletters by email. The Vintage Drift features race stories, photography, and profiles of cars and members. The Bulletin Board includes news items and reports from committees and board meetings.

SOVREN'S RACING HISTORY

In the mid-1980's, vintage racing events in the Pacific Northwest operated primarily as independent showcases or in conjunction with other races at Seattle International Raceway (now Pacific Raceways). Spotting an unfulfilled need for a dedicated organization of vintage racing events, Seattle Porsche enthusiast Dick Mattei took the initiative to establish a vintage racing club. He assembled a group of 15 charter members who diligently worked to outline the club's objectives and regulations, and took on the formidable task of sponsoring a track event.

The club's inaugural racing involvement was participating in a vintage grid at the first Tacoma Grand Prix in August 1986. Initially, SOVREN hosted track days without actual racing, collaborating with Sports Car Club of America (SCCA) and International Race Drivers Club (IRDC) who featured vintage grids at their events. By 1989, in partnership with the Vintage Motorcycle Enthusiasts, SOVREN organized the Inaugural Pacific Northwest Historics at Seattle International Raceway. Key early club members including Thor and Donna Thorson, Dick and Judy Buckingham, and Tom and Susan Armstrong, were instrumental in the club's early success. Participation has since flourished, growing from 59 participants in 1989 to over 200 in the Pacific Northwest Historics. Presently, the club conducts five track events across three different road courses: Pacific Raceways, Qlispé Raceway Park, and Portland International Raceway.

SOVREN, BEYOND THE RACETRACK

Organizing an event demands the skills of numerous committed individuals. We warmly welcome anyone eager to contribute and, in return, offer a thrilling sense of adventure, camaraderie, and lasting friendships. There are multiple roles available – one of them is sure to fit you perfectly. No prior experience is required. We provide comprehensive training and pair you with a seasoned official to help you quickly acclimate to your desired position. Reach out to our Race Chairs to sign up for an event.

RACING WITH SOVREN

2025 CALENDAR OF EVENTS

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

SPRING SPRINTS MAY 2 - 3 - 4

Pacific Raceways
FRIDAY - Test 'n Tune, Novice Orientation
SATURDAY & SUNDAY – Racing
EMERALD CUP (Formula Ford Series)

SPOKANE FESTIVAL OF SPEED JUNE 6 – 7 - 8

Qlispé Raceway Park (QRP), Airway Heights, WA
FRIDAY - Test 'n Tune with Turn 2 (Register separately)
SATURDAY & SUNDAY – Racing - Double Points Event
EMERALD CUP (Formula Ford Series)
SPRIDGET CHALLENGE RACE (Sprites and Midgets)

PACIFIC NORTHWEST HISTORICS JULY 4 – 5 - 6

Pacific Raceways
Featuring Small Block Chevy
SPRITE vs. MINI Challenge
EMERALD CUP (Formula Ford Series)

COLUMBIA RIVER CLASSIC September 6 - 7

Portland International Raceway
Held with the All British Field Meet
SPRIDGET CHALLENGE RACE (Sprites and Midgets)

FALL FINALE SEPTEMBER 27-28

Pacific Raceways
EMERALD CUP (Formula Ford Series)

NON-SOVREN EVENTS - POINTS RACES

*Non-SOVREN vintage racing event earns participation points for SOVREN season championships (see [page 22](#)).

*** SVRA PORTLAND**

Portland Int'l Raceway
July 25-27
Single Points

*** BC HISTORIC MOTOR RACES**

Mission Raceway, B.C.
August 9-10
VRCBC event
Double Points

*** MARYHILL HILL CLIMB**

Maryhill Loops, Goldendale, WA
October 4-5
CONTACT: Starke Shelby,
206.388.6152
Two Points per Timed Run

NON-POINTS RACE

Pacific Raceways Invitational – Pacific Raceways - October 3-5

NON-RACING EVENTS

AGM & BANQUET

January 18, 2025 – LeMay Americas Museum, Tacoma, WA

QUARTERLY MEMBERSHIP MEETINGS

Dates will be posted in the Bulletin Board

SOVREN RACE EVENTS

SOVREN members attending as spectators must go through Registration or pay admission at the gate.

SPRING SPRINTS – MAY 2-3-4

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

Friday's activities are geared towards drivers new to SOVREN as well as returning racers aiming to rejuvenate their skills during the Test-N-Tune. With two full days of racing scheduled on Saturday and Sunday, both drivers and cars will undergo a vigorous workout. The Spring Sprints weekend offers a prime opportunity to reconnect with old friends, forge new friendships and relish the early spring weather. Additionally, this event provides an excellent occasion for preparing your racecar for another outstanding season of vintage racing with SOVREN.

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

SPOKANE FESTIVAL OF SPEED

JUNE 6-7-8

Time truly flies when you're having fun! We are thrilled to invite you to the 12th Annual Spokane Festival of Speed, featuring a Friday Test & Tune and two exciting days of vintage racing east of the mountains. Hosted at the continually upgraded Kalispel Tribe's Qlispé Raceway Park, we promise a weekend full of exhilarating activities starting early Friday morning. Participants from west of the mountains, as well as those from Idaho, Montana, and even Alberta, will find this event conveniently located closer to home.

Friday Test & Tune: This requires separate registration. For any inquiries, please contact Tom Pritchett at (425) 417-3675.

Race Car Tour: Post Test & Tune on Friday, fuel up and embark on a thrilling tour with your favorite companion. The tour follows a public

road route from the track to downtown Spokane Riverfront Park for an exhibition, before returning to the track by dusk. This event offers a fantastic opportunity to showcase your car, enjoy the park, and share the excitement of vintage racing with an enthusiastic audience.

Saturday and Sunday will feature competitive vintage racing, bringing the best of the best to the track. Cheer on your favorites as they race head-to-head in various classes. Experience the thrill of vintage racing up close.

Spectators Welcome! Tickets are available at the gate. \$10 adults, \$5 Military.

PACIFIC NORTHWEST HISTORICS

JULY 4-5-6

The inaugural Pacific Northwest Historics took place in 1989, serving as a premier event to celebrate vintage racing within the Pacific Northwest. We are thrilled to invite you to the 38th installment to this renowned vintage road race, the largest in the region. This year will feature over 200 unique cars, including formula, sports, production, and stock vehicles competing over three days of thrilling races.

In addition, the event will host an all-make car corral, an extensive vendor's row, and various other attractions, making it a standout experience for both drivers and spectators. Drivers can enjoy ample driving time, while spectators can revel in the excitement. Pacific Raceways offers exceptional viewing opportunities set against in a picturesque forested backdrop. The paddock area allows for open access, providing attendees with an intimate experience to interact with the cars and their drivers.

This year our feature marquee is the Small Block Chevy. See special cars on display and on the track.

Spectator Tickets: Available at the gate.

COLUMBIA RIVER CLASSIC –

SEPTEMBER 6-7

We are delighted to once again share the Portland facility with the esteemed All-British Field Meet (ABFM) an arrangement that has been in place since the inception of the CRC in 2002. This year we are thrilled to feature the highly anticipated Sprite/Midget (Spridget) Challenge race, which undoubtably draw racers from across the west.

The ABFM adds a wonderful dimension to the event, offering a splendid display of British automotive excellence before, after, and between races. The event will showcase hundreds of iconic British cars, including Jaguars, MGs, Bentleys, and more, all displayed on the expansive grassy field adjacent to our paddock. <https://abfm-pdx.com>

Furthermore, we are pleased to continue our collaboration with Victory Lane Magazine, presenting the British Cup to the most captivating British Race Car at the CRC.

Spectator Tickets: Available at the gate.

FALL FINALE – SEPTEMBER 27-28

The Fall Finale presents a final opportunity to accumulate enough points to secure a top position in your group. This event is often the decisive moment for the season points championship!

For those less concerned with points, we encourage you to bring along your extra seat and helmet to offer lunchtime rides to family, crew, and volunteers, fostering a sense of community and shared passion for racing. These rides are immensely popular, so we urge early arrival for all interested parties.

As September weather can be pleasantly crisp. We advise everyone to come prepared for fall conditions. Whether you've had limited outings this year or have been a regular participant, this event offers a splendid chance for some quality seat time or simply to revel in one last joyous occasion before winter.

Spectator tickets: Available at the gate.

WHAT IS VINTAGE RACING?

Vintage racing is about savoring the thrill, relishing the camaraderie among like-minded enthusiasts, and honoring the rich heritage of vintage racecars. Unlike professional racing, vintage racecars are not disposable tools like modern racecars and does not place drivers' livelihoods or car companies' reputations on the line. Vintage racecars are cherished artifacts of our automotive legacy, not mere tools to be disposed of like their modern counterparts.

Vintage racing embodies a mindset that the primary purpose is to have 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 focus is on enjoying these beautiful machines. If your objectives differ then vintage racing may not be the right fit for you.

While all car racing carries inherent risks, vintage racing uniquely prioritizes reducing these dangers. The enforcement of strict rules regarding dangerous driving ensures the safety of participants, with penalties ranging from probation to exclusion from racing. Additionally, SOVREN's guidelines require safety equipment that often surpasses the standards originally mandated for these historic vehicles. For more information, please refer to SOVREN's-preparation standards for each SOVREN car.

In most vintage races, the goal is not winning trophies or receiving awards. The reward is the satisfaction of driving skillfully and enjoying the experience. Engaging in spirited competition for mid-pack positions between evenly matched cars can be just as thrilling for both drivers and spectators as a battle for the top spot.

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 street car that meets the eligibility rules and is made safe to race is invited to join 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 December 31, 1940, and on or before December 31, 1962.

HISTORIC: Automobiles produced after December 31, 1962, and at least 25 years old from the 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, through 1981 for Formula Ford/Club Formula Ford, and 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.

For detailed information, please refer to the SOVREN Grouping Policy ([page 28](#) for group and run group details).

2025 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 the entire SOVREN membership except for the Race Chairs, who are appointed. Each Board member serves a term of one year. The Executive Board convenes the second Wednesday of each month except possibly July. For the latest information, please visit our website. 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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Tom Masterson

EMERGENCY CHIEF:

Reinhold Jung

HOSPITALITY:

Bobbie Kalben

HOT PIT:

Scot Vine

PACE/SAFETY CAR:

Bob Pengraph

PADDOCK:

Jeff Larson

PRE-GRID CHIEF:

Roxann Vine

STARTER CHIEF:

Kimberly Kuzma McFarland

WEBSITE:

Steve Poole

YODA CHAIR

Loren Cambell
yoda@sovrenracing.org

OTHER COMMITTEES

Contact a Board Member for information.

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:

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(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/mem25. 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 three options:

1. With a SOVREN Competition License, issued with approved Medical. (All SOVREN Licenses expire by 12/31 of the 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
3. YoDA (Youthful Driver Assistance Program) \$0 See next page.

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 new plastic Membership/Competition combined card is now being issued. This card includes your photo, membership/license number, and, if applicable, details such as competition license expiration, medical expiration, and license type.

- 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 55](#).

YOUTHFUL DRIVER ASSISTANCE PROGRAM (YoDA)

YOUNGER DRIVERS RACE MORE FOR LESS WITH SOVREN!

The SOVREN **Youthful Driver Assistance Program** for the 2025 season is designed to support and encourage younger drivers by addressing cost challenges and ensuring they feel welcomed in the racing community. Here is a detailed overview:

WHAT YOU GET AS A YoDA DRIVER:

- **Waived Annual Fees:** Enjoy waived membership (\$100) and license (\$100) fees.
- **Discount on Second Race Entry fee:** Receive 75% off your second race entry every year.

WHAT YOU NEED TO QUALIFY AND RACE WITH SOVREN:

- **Age Requirement:** Must be Age 40 or under on January 1 of the race season.
- **Eligible Car:** A race-prepared and approved car 25 or more years old (for 2025 cars from 2000 or prior are eligible). This means you can race a Miata, Monte Carlo, or a Rabbit with SOVREN!
- **Racing License:** A Provisional, Full or Advanced SOVREN racing competition license. Competition licenses from other recognized clubs such as SCCA, ICSCC, FIA, and all VMC clubs, are also accepted. Refer to [page 10-11](#) for information on licensing.

EASY SIGN UP PROCESS:

- **Create an account:** Set up an account at MotorsportReg.com (MSR), if you don't already have one.
- **Update Profile:** Ensure your birthday in your MSR profile.
- **Contact Us:** Contact us to make sure we have you signed up at yoda@sovrenracing.org.

DETAILS:

- **Eligibility:** based on driver age on January 1 of the race season/year: drivers who are 40 or under on January 1 meet the age eligibility requirement for the entire season.
- **Good Standing:** Drivers must be in good standing with SOVREN; drivers who cannot meet the entry requirement due to license suspension are ineligible for YoDA benefits.
- **Participation Requirements:** To continue to receive the waived membership and license benefits drivers must enter two SOVREN events each season to qualify for those benefits the following year. Drivers who do not meet this requirement can pay the fees the following year and re-qualify for the waivers by entering two or more events.

Ready to race, need a hand to get going, or want more info? Contact Us

LICENSED TO RACE

To participate in races with SOVREN, it is mandatory to possess a valid and recognized competition license, along with either an annual SOVREN Racer Membership or purchase a Weekend Guest Membership.

Competition licenses from other recognized clubs such as SCCA, ICSCC, FIA, and all VMC clubs, are also accepted.

SOVREN offers the following licenses contingent on appropriate experience/training and a current medical certification:

- Provisional License for all new to SOVREN drivers (see Novice Orientation [page 12](#)).
- Full 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 upon the expiration of the medical assessment, whichever occurs first. A current Annual Racer Membership is also required for validity of all SOVREN licenses.

SOVREN COMPETITION LICENSE FOR EXPERIENCED DRIVERS

Obtaining a SOVREN competition license is the preferred method for participating in races with SOVREN. However, current alternate licenses (those issued by other recognized and accepted organizations) are also valid. Medical cards from HMSA are also accepted, while licenses issued by marque clubs do not qualify.

Drivers holding a current competition license from another organization who have not previously raced with SOVREN are strongly encouraged to attend the SOVREN Novice Orientation program.

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

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.

To apply for a new SOVREN Competition License or if you are licensed by another club, please complete the following steps.

The necessary forms are available on the SOVREN website: sovrenracing.org or electronically at SOVREN.MotorsportReg.com

1. Complete a SOVREN RACER MEMBERSHIP with SOVREN Competition License-Form.
 - Pay the appropriate fees.
 - Have a completed current Medical Examination for Vintage Racing Form (other motorsport medical forms are accepted).
 - Attach proof of a current valid racing license.
 - Attach a brief racing resume detailing your racing experience.
2. Complete a Car Registration Form (CRF).
3. Submit all completed forms to the address provided on the Membership form. It is recommended you mail these forms 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. In exceptional cases, with the consent of the Competition and Novice/Orientation Chairs, we can make exceptions to ensure participation for everyone.

Changes may be made to these requirements. Please 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.

Please refer to [page 12](#) for information on the Orientation Program.

LICENSE RENEWAL

Renewal should be completed in a timely manner, as licenses will not be processed during Registration at a race event.

All SOVREN licenses will expire at the end of the current calendar year or upon the expiration of the medical examination, whichever occurs first. A current Full Annual Racer Membership is also required for all SOVREN licenses to remain 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 7](#).

ADVANCED LICENSE

The Advanced License from SOVREN is essential for those driving high-performance, purpose-built racecars. These include

Sport Racers over 1800cc, as well as classes like 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.

Drivers must demonstrate advanced skills and substantial experience in several areas. Considerations include prior racing experience in SOVREN cars, attendance at advanced racing schools, participation in race test days, and engagement with professional coaching.

For first-time SOVREN license application, the process involves:

1. Complete the SOVREN Vintage Racing License Application alongside the RACER Membership form.
2. Filling out the SOVREN Advanced Driver License Application.

The Competition Committee will review applications. Full licensing will be granted following a successful probationary period of three race weekends. The expiration date aligns with regular racing licenses.

Additionally, new acceptance of a purpose built/exhibition car requires approval from the Competition Chairs and Committee through a completed Car Registration Form (CRF) accessible via 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 book contains valuable information to assist you in your first event at our races.

Novice Orientation Program

SOVREN Membership and participation in the Novice Orientation Program are mandatory for non-exempted drivers and new drivers. (see [page 10](#) 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 component of the Novice Orientation process.

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

- Ensuring new members are adequately prepared to compete in vintage motor racing.
- Verify that their cars meet SOVREN's technical safety standards.
- Introducing new racers to the "vintage spirit."
- Providing a fun and safe vintage racing experience.

Preparation and Assistance

Once you have joined SOVREN as a racing member and familiarized yourself with the rules and requirements, it is recommended that you prepare your racecar early. Any racer will attest that equipping a car properly takes longer than anticipated. Contact the Competition Committee Members (refer to [pages 6 & 7](#)), for guidance on preparing a SOVREN-legal vintage racecar.

Vehicle Requirements

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

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

Participation Criteria

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 a club racing school/one-day school, and complete two lapping days within 14 months prior to the Novice Orientation Day. (refer to [Race Schools](#)).
2. Contact the Novice Orientation Chair (refer to [page 7](#)).
3. Join SOVREN, as a Racer Member (refer to [page 8](#)).
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 experienced SOVREN 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 and make minor adjustments, if necessary.

SOVREN Expectations on Novice Orientation Day:

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

- You bring the correct vintage racing attitude.

WHAT YOU CAN EXPECT FROM THE CLUB

- Upon registration, 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 Full Competition License, the participant must meet the following criteria within the same year:

- Successful completion of the Novice Orientation Day.
- Completion of five (5) individual races in the current year without incident.
- Volunteering for one full race day, preferably at a turn station to gain better insight into all aspects of vintage racing. Coordinate this with the Novice Orientation Chair.
- Completion and submission of all Novice Orientation Program paperwork for review. The Novice Orientation Chair will finalize and notify the Licensing Chair.

EXPERIENCED RACE DRIVERS PROGRAM

SOVREN recognizes that some experienced drivers from other clubs may have an eligible car and may not need the complete SOVREN Novice Orientation Program due to prior racing experience. Contact the Novice Orientation Chair, Stephen Newby, (refer to see [page 7](#)), to see if you qualify for an immediate license under this new program.

RACE SCHOOLS

A driver must attend and successfully complete 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 consist of two or more full days of instruction, which include in-car/on-track training on both days. Participation in these schools must be completed no more than 14 months prior to Novice Orientation Day. It is important to note that classroom and on-track sessions provided for many social club lapping days will NOT be accepted as meeting this requirement.

In addition, it is recommended that the driver participates in two (2) full lapping days, track days, or club lapping days prior to Novice Orientation Day. These sessions 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 Orientation Chair to confirm acceptability. Please note: 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 17](#).

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/FEES:

Early Registration: 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.

Late Registration: 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 DISCOUNT:

A substantially reduced "early-bird" entry rate of **\$150** off Full price is available for each event if postmarked or submitted by the specified date for each event.

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 DISCOUNT: The discounted rate of **\$50** off the Full 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).

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

ELECTRONIC CANCELLATION / REFUND POLICY

SOVREN will NOT issue any refunds for online (MotorsportReg.com) entries.

All online entries will be offered an option for cancellation insurance, which can be found on the left side of the payment page on a larger screened electronic device. When registering via a cell phone, this option will create a single-column form and will be located above your payment information. The average cost of purchasing this insurance is 7% of your total registration. Insurance MUST be selected at the time of registration; this is a required field.

CANCELLATION/REFUND POLICY FOR PAPER FORMS MANUALLY ENTERED BY REGISTRAR

Each entry form will specify exact cancellation dates.

- **Early Bird Cancellation:** If you cancel before the Early Bird discount ends (Thursday), we will refund your full amount less a \$50 Admin Fee.
- **Late Cancellation:** If you cancel after the Early Bird discount closes (on Friday or later) or at the event, you will receive a full refund, less a \$150.00 Admin Fee.
- **Credit Refund Request:** If a credit has been applied to your MotorsportReg.com account, you can request a refund in writing to the registrar by October 1, 2025. or it will

be graciously accepted as a donation to the club.

- **No Refund After Registration:** After you go through Registration or if your tech form leaves registration, there is NO refund.
- **No-Shows:** 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.

Policies may be adjusted at the discretion of management.

CAR NUMBERS

Please contact the Registrar with a list of numbers you would like for your racecar. 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.
- Failure to use a permanent number for two consecutive seasons may result in the reassignment of that number to another member.
- Permanent numbers will be reserved for the member and vehicle only until 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 must 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. These units

are distributed at registration and must be returned at the end of the event to Drivers Services. Rental information can be found on the entry form. For further details on Transponders, please refer to [page 19](#).

WORKER'S FUND DONATION

We are fortunate to have a dedicated core of volunteer officials who competently and safely run our events. Many of these volunteers dedicate four to six weekends per year to SOVREN. To partially reimburse them for travel and lodging expenses, we have established the Worker's Fund. Each entry form includes a space for voluntary contributions to this fund. Your generosity is greatly appreciated.

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 filed at Registration. A separate tech sheet will be issued for additional drivers, who must be SOVREN Race members or pay the Guest fee and hold a valid competition license. It is strongly recommended to use a separate transponder.

CAR PHOTO

Current photos are requested for certain events when programs are available. It is at the discretion of the promoting group to create a program. Information will be included with each race event that is appropriate. An electronic photo of your car must include your name, and the year, make, model, and group number.

REGISTRATION CONFIRMATION

Confirmation of your entry will be provided through MotorsportReg.com. A letter with final event details will be sent via email shortly before the event. Please ensure you read this email thoroughly. Note the Registration hours, Move-in Time, Driver Meetings, and other specific regulations or requirements for the event. For any questions, please contact the registrar.

ANNUAL WAIVERS / ELECTRONIC

The Annual Insurance Waiver is designed to streamline the registration process. These waivers are signed **once a year** and expire at the end of the current year. All adults, whether SOVREN members or not, are asked to sign. The electronic annual waiver can be found here sovren.speedwaiver.com.

SIGN IN AT REGISTRATION

Upon arrival at the track, all participants must report to the Registration Booth. Drivers are required to bring their current competition license. Proof of an electronically signed annual waiver must be shown. At registration, participants will receive a wristband (to be worn for the entire event), a tech form, and race information. Racecars may not enter the racing surface until registration and tech processes are completed. If crew or /family members arrive after registration hours, they will be required to pay for admission at the track/ticket booth. For Will Call arrangements, please contact the registrar.

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 registering for an event by following the links provided. Please note that creating an account does not automatically register you for an event. To see a list of events you're registered for, check your Dashboard. If you submit your entry using a paper form, you can still view 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?

To check if you successfully registered for an event on Motorsportreg.com, simply log in and navigate to the Dashboard tab. Here, you will find a list of events you are registered for, with the status displayed in a colored box next to each event's name. If you see statuses like "New," "Confirmed," "On Hold," "Cancelled," or "Checked In," then your registration process was successfully completed.

However, if you see a red box with "Not Yet Registered," it means your registration is incomplete. To finalize it, click the "Finish Registering Now!" link on the right-hand side. If the event does not appear under My Events, try registering again by either using the event link or searching for it 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**", or "**Attendees**", the name of list does vary.

SOVREN CAR REGISTRATION FORM (CRF)

WHY THE CRF FORM

This form is intended to do four essential purposes:

- Encourage the entrant to evaluate their vehicle's period correctness, preparation and modifications.
- Require the entrant to research their vehicle's exact specifications and be ready to present the appropriate documentation upon request.
- Provide the Competition Committee with accurate information on how cars participating in our events have been prepared.
- Enable the Competition Committee to place cars in the most appropriate 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 photo on file with the Competition Chairs for each race car.

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 cars 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.)

For further information on SCCA PCS, FIA, MONOPOSTO, or CFV (Club Formula Vee) please visit the SOVREN website sovrenracing.org/rules.

Please ensure that all questions on the form are 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:

- Jeff Kerney ajkerney@comcast.net 206.790.8089
- John Rankin jrankinco@comcast.net
206.396.9891
- Cary Richards cary.richards@gmail.com
206.786.9677

You can find the electronic form online at msreg.com/CRF25 or download a form from the website sovrenracing.org/forms.

This information should help you prepare and classify your vehicle accurately and meet all requirements for the competition. Thank you for your attention to detail and commitment to maintaining the integrity of the event.

WITNESS STATEMENT –

Forms are available at Driver Services.

- This form is intended to notify the Competition Committee, Stewards and/or Race Chairs of any incidents occurring on or off track.
- Please complete this form immediately following any incident you witness or are involved in.
- Submit 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 (AMB TransX260 or better) 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 than 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 the 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 TRY to 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

Race Hero has shutdown. Results for each session on track will be available at Driver Services and/or on the apps MyLaps Speedhive and Race Monitor.

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

TECHNICAL INSPECTION

Tech Sheet:

- You will receive your Tech sheet at Registration. Please ensure the upper portion is filled out correctly before the tech inspectors arrive to inspect your car.
- Have your gear and car ready when the inspectors arrive.

Roving Tech Inspection:

- 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:
 - Pacific Raceways - adjacent to Driver's Services by the Turn 9 Grandstands.
 - Spokane - to your left when entering the paddock.
 - Portland - near the outer fence in Pre-Grid.

Annual Tech Inspection

SOVREN now has available an annual Tech Inspection. Several tech inspectors are available to Tech your racecar before the racing season begins.

A car must be re-inspected if damage from the car's previous event(s) are noted in the Vehicle Logbook.

The cost for the annual inspection is \$20 plus a travel fee. To schedule your annual, contact Charly Mitchel tech@sovrenracing.org.

GENERAL PREPARADNESS

See: Rules, Sections 7 Car Preparation and Section 8.I Driver Equipment for specifics.

Log Books: New and additional logbooks are available from the Chief of Tech or at the Tech location at the track. Log Books should always remain with the car and must be present to receive a race sticker.

Paddock Fire Extinguishers: Each paddock space **must have** at least 1 current/unexpired and working fire extinguisher available in addition

to the car mounted fire extinguisher.

- 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.

- Medical information carrier must be on the helmet.
- Helmets should not have deep scratches or dents. After any accident, have the helmet inspected for replacement needs.
- A balaclava or hood of approved fire-resistant material is mandatory.

Clothing: See section 8.I for exact requirements.

- No holes, soiled areas or damage should be present on any equipment.
- Use only approved thread to make repairs to fire-retardant clothing.
- All drivers must wear approved fire-resistant material with driver suit and socks.
- Fire Retardant underwear is strongly recommended.
- Follow the manufacturer's recommendations for cleaning your driver's suit and accessories.
- Dry clothing between sessions to prevent perspiration build-up.

Eye Protection: For open-cockpit cars, full-faced helmets with full-faced shield must be worn. For closed cars, helmets with full-face shield, approved goggles, or approved safety glasses are required.

Gloves and Shoes: All drivers must wear gloves of leather or approved fireproof material (without holes) and shoes with leather uppers or an approved fire-resistant material. Follow the manufacturers' cleaning recommendations.

Head and Neck Restraint devices (FHR): See [page 51](#) for specifics. The use of a Frontal Head

Restraint (FHR) meeting required standards **is mandatory.**

VEHICLE PREPARATION:

Transponder: Please ensure your transponder is charged, if it is not wired, and verify your subscription is current before the event. Your transponder signal can be checked at the tech location.

Interior: Remove or cover all sharp edges in gutted vehicles to prevent damage to your driving suit.

Arm Restraints/Window Nets: Required in all open cockpit cars and arm restraints, or a window net on the driver's side is required in closed cars.

Seatbelts: SOVREN requires that seatbelts meet standards from section 7B and C. Expiration dates will vary and labels should be on all straps.

Belts are made of Nylon or Polyester and, if cared for properly, they will last 2 to 5 years depending on FIA or SFI Certification. Leaving your belts exposed to UV light will shorten their life. Always inspect and replace belts if needed after any accident.

Seat mounting: Securely attach the driver seat to the vehicle floor or roll cage. Use large back-up washers on the underside if bolted to the floor.

Fire Extinguisher: Ensure the fire extinguisher is full, charged, and securely mounted to the vehicle using a metal bracket. Alternatively, a mounted fire suppression system is acceptable.

Firewalls and floors: Eliminate holes in firewalls and floors to prevent flames from entering the driver's compartment.

Roll Bars / Roll Cages: Specifications for Roll Cages and Roll Bars can be found in the 1985 SCCA Vintage Competition Rules. Publication 5953 March 2005.

SUSPENSION & RUNNING GEAR

Non-destructive testing - 3 types:

- Magnaflux: Uses iron bearing liquid and magnetic flux to detect cracks.
- Dye penetrant: as one of the least expensive and possibly one of the most versatile and cost-effective for non-ferrous and ferrous parts.
- Ultrasound: Detects bubbles, inclusions, and faults in a parts.

Brakes: Ensure brakes are in the best possible condition.

Hoses: Use new hoses if possible, to prevent fluid leaks and potential accidents.

SUMMARY: Be thorough in the preparation and maintenance of your racecar, for the safety of yourself, your fellow drivers, and the course workers.

WORDS OF WISDOM

from the Chief Steward

Safety: The safety of competitors, workers, and spectators is the prime directive, without exception.

Schedule: Adherence to the schedule is crucial, to ensure that all drivers have as much allotted track time as possible.

Drivers on-track: Adherence to the schedule is dependent on drivers' actions and responsibilities on-track. Upon entering your racecar, the first action is to activate your "race brain." This mindset continues until your session concludes and your vehicle is parked.

On-track behavior: During your first practice lap, take note of each flag station and acknowledge the workers with a wave. This gesture signifies to yourself and the workers that you are aware of each flag station's location. Similarly, during your final cool-down lap, wave to the workers to express your gratitude.

AWARDS & MEETINGS

SOVREN conducts four membership meetings annually commencing with the Annual General Meeting (AGM) in January, followed by three "Quarterly Meetings". The primary objective of these meetings is to keep the membership appraised of the state of the club's status, both financially and operationally. The AGM also provides a recap of the past year and a preview of the upcoming season. Awards for the overall driving championship in each group and six special perpetual awards are presented in January.

The AGM was convened, in person, on January 18th, 2025, at LeMAY – America's Car Museum, Tacoma, WA. The 2024 Quarterly Meetings were held and live at Pacific Raceways during Spring Sprints and Pacific Northwest Historics and the final meeting conducted live at Griots Garage in Tacoma. The SOVREN Executive Board meets virtually **the second Wednesday** of each month. These meetings are open to new, current and prospective members.

Please refer to the calendar on [Page 2](#) for the 2025 dates or visit the SOVREN Website and SOVREN Bulletin Board for all meeting dates. The 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 7](#)) by November 15th of the current season.

OBTAINING POINTS

Eligible SOVREN Racer Members

Non-Lap Points

- One (1) point for every SOVREN 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 Orientation Program.
- Five (5) points per day 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

RACING WITH SOVREN

“worker” on the same day. It is the driver’s responsibility to ensure that the points tabulator has recorded their points accurately.

Race Lap Points:

- One (1) point is awarded for each race lap completed at:
 - Spring Sprints (SS)
 - Pacific Northwest Historics (PNWH)
 - Columbia River Classic (CRC)
 - Fall Finale (FF)
 - SVRA Portland Historics
- Two (2) points per each completed race lap will be awarded at:
 - Spokane Festival of Speed (SFOS)
 - VRCBC (BC Historic Motor Races)
- Maryhill Hillclimb will be awarded Two (2) points only for each timed competition run on the course up 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 event of a tie for 1st place, trophies will be awarded to both 1st place finishers and the 3rd place (no 2nd). In a tie for 2nd place, both drivers receive 2nd place and no 3rd is award. In the case of a tie in 3rd place, each driver will receive a 3rd place. If more than two are tied, then (1) who attended the most SOVREN events and finally (2) Participation points with Novice Day.

2024 CHAMPIONS

Group A - Production under 1800cc.

- 1st Loren Campbell
- 2nd Rich Newman
- 3rd Rod Duncan

Group B - Production 1800cc – 3200cc.

- 1st Jeffrey Quick
- 2nd Michael Deilke
- 3rd Ron Oscarson

Group C - Productions Over 3200cc.

- 1st Steve van Meel
- 2nd Mark Eaton
- 3rd Anthony Nadalin

Group D - Formula and Sports Racers

- 1st Craig Larsen
- 2nd Glenn Woloski & Chris Schoap
- 3rd Michael Nau

Group E - Exhibition Purpose-Built

- 1st David Adelsman

Group F Vintage, 1 Jan 1940–31 Dec 1962

- 1st Bill Simer
- 2nd Jake Angel
- 3rd Greg Heacock

PERPETUAL ANNUAL AWARDS

EDITORS' CHOICE AWARD

Presented by the Editor of The Vintage Drift 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, 2024 Bill Simer.

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, 2024 Mark Eaton.

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 Rockliffe, 2019 Mike Evans, 2020 Jeff & Ryan Larson, Reinhold Jung, 2021 Phil Edwards, 2022 Kimberly Kuzma McFarland, 2023 Lynn Lyscio-Evans, 2024 Myles Winbigler.

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, 2024 Owen Duncan.

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.

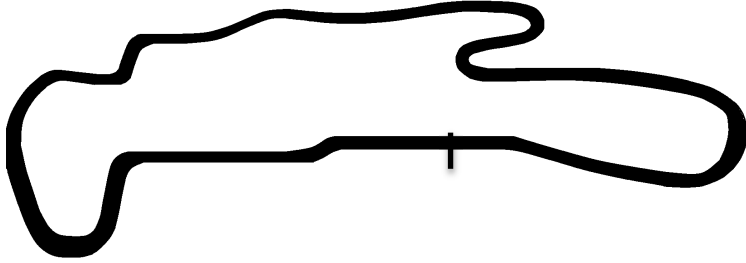
Previous recipients: 1995 Byron Sanborn, 1996 Bob Walker, 1997 John Brosius, 1998 Bob Bentler, 1999 Myles Winbigler, 2000 Terry Larson, 2001 Bruce Bradburn, 2002 Retta Winbigler, 2003 David Phillips, 2004 Jim Sullivan, 2005 Dick and Judy Buckingham, 2006 Al Murray, 2007 Paul Burckhard, 2008 Tony Garmey, 2009 Frank Anderson, 2010 Jeff and Ray Quick, 2011 Dick Tilden, 2012 Phil Edwards, 2013 Sheridan Fahnstock, 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, 2024 Loren Campbell.

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, 2024 Wil Painter.

WHERE WE RACE



PACIFIC RACEWAYS

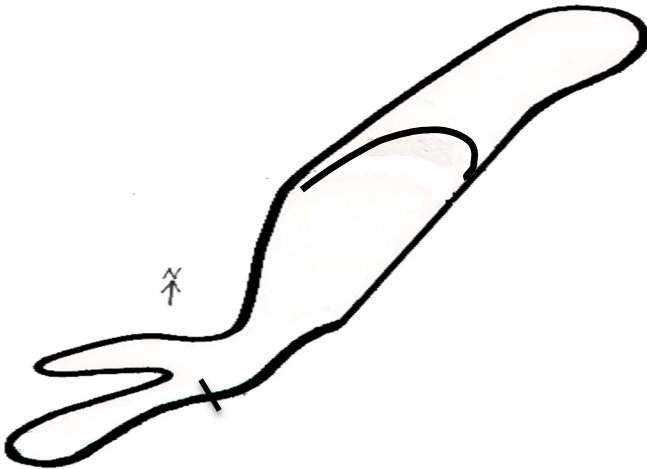
2.25 Mile Road Course

<https://pacificraceways.com>

May 2 - 3 - 4

July 4 - 5 - 6

September 27 - 28

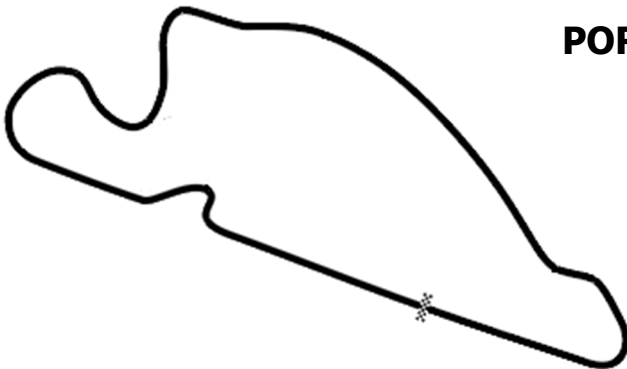


QLIPSE RACEWAY PARK

2.4 Mile Road Course

www.qrpracing.com

June 6 - 7 - 8



PORTLAND INTERNATIONAL RACEWAY

1.977 Mile Road Course w/Chicane

1.94 Mile Road Course w/o Chicane

<https://portlandraceway.com>

September 6 - 7

Sound: 103.0 db

SOVREN COMPETITION RULES AND CAR ELIGIBILITY

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RULES FOR CAR ELIGIBILITY AND COMPETITION

Goal and Purpose - The goal and purpose of SOVREN shall be the 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 - 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.

Proposal Submission - 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 proposed new rule. Each proposal should also include a PRO statement detailing why the proposal should be incorporated into the rules.

Rule Adherence and Consequences –

Circumvention: 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.

Compliance: The Competition Committee [is](#) 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 18](#) 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.

Vintage cars: Defined as those produced before December 31st, 1962.

Historic Cars: Defined as those produced January 1, 1963 and 25 years or older from the current year.

Purpose-Built Race and Replica Cars: Recognized and 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 to ensure 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) **Paddock Parking:** When selecting your preferred space, always park trailers and tow vehicles to maximize the area available for racecars. Avoid taking more space than necessary or blocking other racer's cars. Please share the area and be a considerate neighbor.
- 2) **Crew Vehicle Parking:** Crew vehicles should be parked to leave the maximum paved surface area for the racecars. At some events crew parking will be located outside of the paddock.
- 3) **Children's Safety:** Between the hours of 8:30 a.m. to 5:30 p.m., children under the age of 16 are not permitted to be riding two-, three- or four-wheeled vehicles such as bicycles, tricycles, scooters, and skateboards in the paddock.
- 4) **Pet Regulations:** All pets must be on a leash or confined at all times. Please clean up after your pet.
- 5) **Fire Lane Restrictions:** No parking of any vehicles is allowed in the 20' Fire Lanes or within 50 ft. of the gas pumps.
- 6) **Towing Policy:** Vehicles violating the above parking regulations will be towed at the owner's expense without exception.
- 7) **Noise Control:** No loud music or partying is allowed.
- 8) **Paddock Speed Limit:** The speed limit in the paddock is 10 mph.

B. MOVE IN TIMES

Move in times are established to **be respectful** of the track renters prior to our event. These times and days will vary depending on 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 incurs a fee, it will be passed on to the participant at fault.

C. SOVREN RULES AND PENALTIES

SOVREN must adhere to the following rules, which apply to any track at which we race, although fees may vary. These rules are established to ensure that tracks can continue to operate as "good neighbors" in increasingly settled environments and to ensure races run smoothly for everyone's benefit.

- 1) **Track Cleanup:** If you bring it to the track, you must take it with you when you leave. All competitors are responsible for removing used lubricants, fluids, tires and any other materials requiring hazardous waste disposal.
- 2) **Financial Responsibility:** 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, expenses will be passed on to the party responsible.

D. ALCOHOL CONTROL

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

E. PACIFIC RACEWAYS FIRE MARSHAL REGULATIONS

- 1) **Tents, Canopies, Awnings attached to auto trailers:**
 - a. Single and multiple canopies/awnings exceeding 400 square feet must be treated with flame retardant materials.

SOVREN COMPETITION RULES & CAR ELIGIBILITY

- b. Canopies/awnings placed side-by-side may not exceed 700 square feet without a 12-foot fire break. If your canopy/awning is treated with flame retardant materials, and you place another canopy next to it, if the total square footage exceeds 700 square feet, a 12-foot fire break is required.
 - c. Canopies/awnings with sidewalls must be treated with flame retardant materials.
 - d. Fire treated tents/canopies/awnings shall have a permanently affixed label bearing the identification of size and fabric or material type.
 - e. NO Plastic Tarps and/or Visqueen tarps are allowed to be used. Vendors with plastic tarps will be required remove and discontinue the use of the non-compliant tarp(s) or leave the event.
 - f. Canopies shall be always weighted or staked down on a minimum of 4 posts - day and night.
 - g. Cooking under canopies/awnings/membrane structures is strictly prohibited, unless approved by the fire code official.
- 2) **Fire Extinguishers:**
- a. Each paddock site, vendor station, and other area not listed shall have at least one 2-A:10-B:C fire extinguisher readily available at all times.
- 3) **Ignition Sources:**
- a. Open fire pits (including gas), campfires, and charcoal BBQ's are strictly prohibited. Propane BBQ's on a framework/stand (not directly on the ground) are permitted.
 - b. Keep all BBQs off dry grass areas.
 - c. Do not throw lit cigarettes on the ground. Please properly dispose of them.
- 4) **Generators:**
- a. Portable generators must be located a minimum of 5 feet in front or rear of all vehicles and may not be placed between recreational vehicles.
 - b. Extension cords shall be unplugged after each use daily.
 - c. No exposed wiring is authorized on the ground in public walkways, unless taped and secured.
 - d. Refueling of generators not allowed to take place within 20 feet of any vehicles.
 - e. Fuel must be properly stored away from generators not less than 50 feet away from tents or vehicles. All storage vessels must be in good condition. Dispensing outlet must have the ability to be firm closed.
- 5) **Compressed Gas Tanks:**
- a. LPG and other compressed gas tanks shall be secured in an upright position.
 - b. All tanks shall be protected from public access.
 - c. Empty tanks shall be removed daily.

F. HOURS OF OPERATION

Each track at which we race has its own "quiet hours," during which no race vehicles may be running. SOVREN will take necessary steps to make participants and spectators aware of the hours of operation and ensure compliance. Violations of these rules will not be tolerated, and significant penalties be levied for any breaches. Violations may lead to the immediate suspension of activities and banishment from the facility.

G. 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

SOVREN COMPETITION RULES & CAR ELIGIBILITY

- RACE MOTORS 9:00 am – 10:00 pm.
- Sound Limit **103.00 db** must conclude prior to 10:00 pm.

3) **SPOKANE FESTIVAL OF SPEED**

- 6:00 a.m. – 11:00 p.m.

3. HAND SIGNALS

FROM DRIVER TO PRE-GRID WORKER OR TURN WORKER



CAR WON'T GO



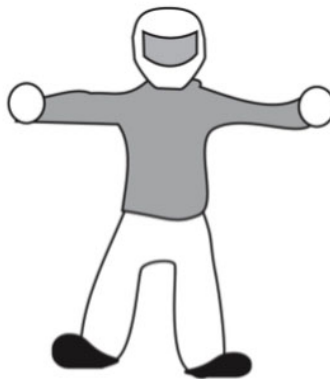
NEED A PUSH

Thumbs backwards
Motion to back



I'M OK

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



I NEED A FLAT TOW

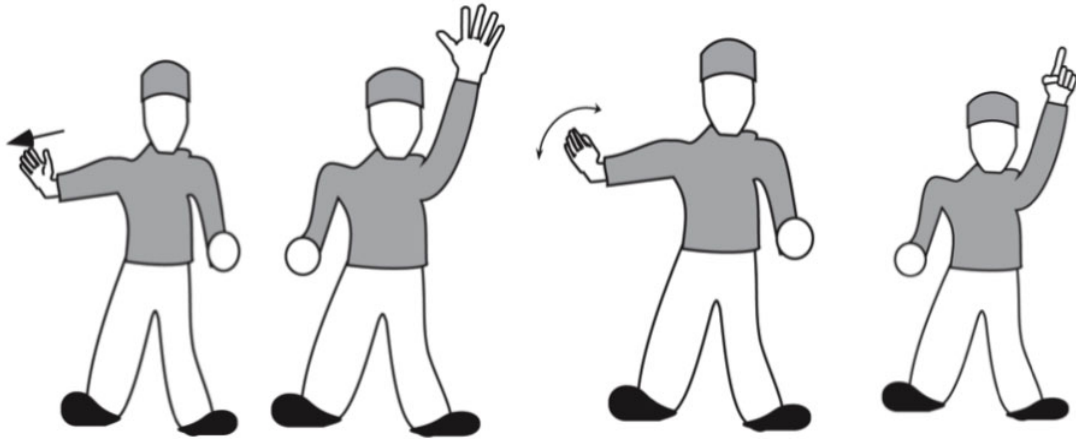
If your car has a mechanical problem but can be towed flat, hold both arms out to the sides of your body parallel to the ground



I NEED A WRECKER/
FLAT BED

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

TO DRIVER FROM PRE-GRID WORKER OR TURN WORKER



STOP

Hand out with palm facing driver

FIVE MINUTE WARNING

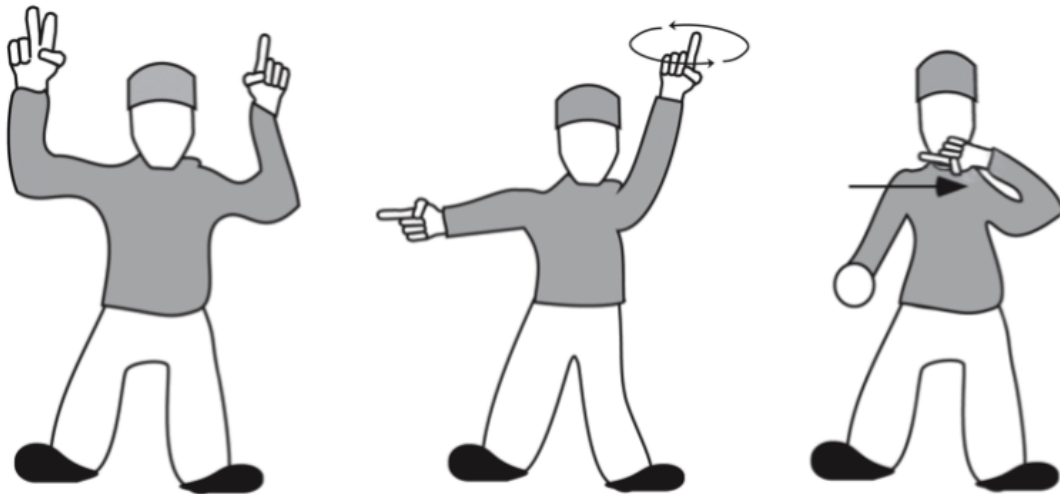
Hand with five fingers up and whistle blow

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. STUDY AND UNDERSTAND

Flag Rules and Hand Signals: Refer to [pages 38-41](#) for flag rules, and [pages 32-33](#) for hand signals.

B. CAR NUMBERS:

Ensure that 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 or nose (for open-wheel cars). The 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 even 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 grid positions, 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 racecar driver. No crew support vehicles, bicycles, or pedestrians are allowed.
- 2) Always follow the instructions of the pre-grid workers. Not following their orders can delay your race and negatively impact your race weekend.
- 3) For practice or qualifying, grid positions are "first come, first served." If you do not want to start at the front, wait at the back of pre-grid until you are ready.
- 4) Before gridding for a race, check the qualifying sheets at Drivers Services to determine your grid position. If your front car number is difficult to see, it is courteous to open your car door momentarily for grid personnel to read the number.
- 5) Allow grid personnel to guide you into your grid position. The proper position is to have the center of the car over the number on the pavement and the front of the car pointing towards the track.
- 6) Once parked in your grid position, a grid person will perform a safety check (e.g. doors are shut tight, hooks and pins are secured, no leaking fluids).
- 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; this will result in a black-flag for passing under double yellow flags (Full Course Yellow).
- 8) At the one-minute warning, all crew must step away from racecars and off pre-grid. Failure to do so will result in the car-being held and starting last.
- 9) Crew assisting in the pre-grid must be 18 years old or older.
- 10) Crew must wear closed-toe shoes. Long pants and shirts with sleeves are recommended. Tank top shirts are prohibited.
 - a. NO pets.
 - b. NO smoking.

SOVREN COMPETITION RULES & CAR ELIGIBILITY

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 result in a 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. 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" at a speed not exceeding 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 exceeding the re-entry lane speed limit of 35mph at Pacific Raceways or Spokane Raceways, will be in violation generating either a closed black flag at Start/Finish and/or a visit from a Race Official. This speed limit may be monitored by a radar gun or a static speed display.

I. BLEND LINE:

Pacific Raceways and Qlipsé Raceway Park (QRP) 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

The 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 by 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 two (2) lines side by side and maintain the same speed as the pace car until the green flag is received.
- 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 be counted starting at the completion of the first-pace lap even if a second pace lap is required to bunch up the field.

SOVREN COMPETITION RULES & CAR ELIGIBILITY

L. SAFETY CAR - DURING A RACE, FULL COURSE DOUBLE YELLOW (see Flag Rules [page 38-41](#))

- 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 race leader.
- 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 safely pass emergency vehicles on track. 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) If you are 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, 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 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 (furled) 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. You do not have to go to the hot pits or slow down. Even if you do not see a closed black when you pass Start/Finish, wave anyway. This indicates to the starter that you are aware of your transgression and will not repeat it. The closed black flag is essentially saying, "**please pay attention to your driving.**"

LV. FIRST TIME GETTING TOWED OFF THE TRACK

Inform 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 32-33](#)) 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) Report to the Black Flag station for a brief inspection and discussion regarding the off-track excursion.
- 5) Report to a Competition Chair 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) Each participant has the primary responsibility to resolve disputes in a sportsman- like manner with fellow competitors.
NOTE: Cool down before discussing issues—do not attempt to resolve disputes when you are upset.
- 3) Unsafe or 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, as there may be slower cars in front of you. Once you have received the checker flag, no passing of slower cars is allowed.

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**.

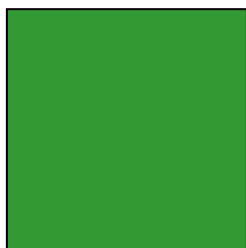
These flag rules have been in effect for many years and have stood the test of time with very few changes. Most of our drivers are familiar with them, as are the corner workers who marshal our events. These rules are published here for our drivers' convenience and are also available on-line from the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



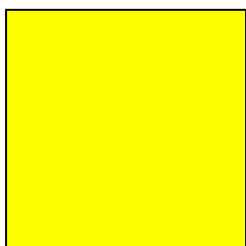
When displayed, the green flag indicates the COURSE IS CLEAR, AND RACING IS UNDERWAY.

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.

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

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WAVED YELLOW: GREAT DANGER, SLOW DOWN, BE PREPARED TO STOP, NO PASSING FROM THE FLAG until the next station that 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.

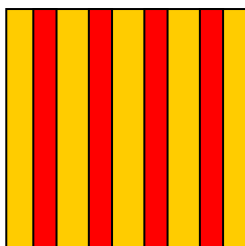
C. BLUE FLAG (BLUE WITH DIAGONAL YELLOW STRIPE):



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):



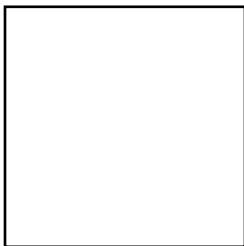
TAKE CARE. A SLIPPERY CONDITION EXISTS, OR DEBRIS IS PRESENT ON THE RACING SURFACE. This flag is displayed standing. *NOTE: This Surface Condition flag is displayed for debris that can be driven over; for larger debris on the track a waving yellow would be shown.*

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

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future or the debris has moved to a new location on the track such as into the "line".

E. WHITE FLAG (SOLID WHITE):

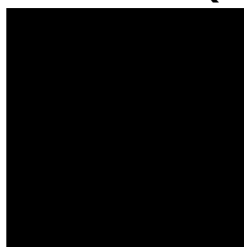


CAUTION AND TAKE CARE FOR A SLOW-MOVING RACE CAR, AMBULANCE OR OTHER EMERGENCY VEHICLE ON THE RACING SURFACE.

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.*

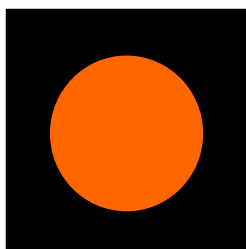
OPEN BLACK: displayed from the Starter's stand with a number board indicating the car number: PROCEED DIRECTLY TO THE HOT PITS and the location designated by the Chief Steward or event chairman for consultation with Officials. DO NOT TAKE ANOTHER LAP. *Note: The driver should acknowledge this flag when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

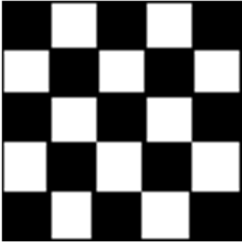
THE SESSION HAS BEEN STOPPED; ALL CARS MUST STOP RACING, and proceed directly and immediately to the hot pits, exercising extreme caution. This flag will be displayed with an 'ALL' sign at the Starter's stand and the sign may also be shown at station(s) elsewhere on the course.

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 cars. The emphasis is 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 due to 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.org/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 they are of a continuing and unchanged model and conform 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:

Automobiles produced after December 31, 1962, but 25 years or older. An automobile's "point-in-time" may be upgraded to the 2000 regulations

For 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 (see [Section 7.J. Wheels, page 46](#)).

D. FIA CATEGORY A (RECOGNIZED PRODUCTION CARS):

FIA Groups 1 through 4 will be treated the same as SCCA production cars and sedans. Competitors may 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):

FIA 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:

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

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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 and were produced on or before December 31, 1989, may be allowed to run in an Exhibition grid at some SOVREN events.

- 1) For 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) For sports racing cars, eligibility and acceptance shall be as allowed by the "Purpose Built / Exhibition Eligible Cars" list on [page 56](#).
- 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 56](#) as certain models are approved by the Competition Committee. The Competition Chairs may consider later cars but 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 they fit within SOVREN's current established age requirements (25 years) and meets proper era correctness.

The following guidelines are to be used in preparing the vehicle for competition. Reference must be made to the appropriate regulations for specifics. No modifications are permitted except those modifications specifically authorized by the appropriate sanctioning body. A Car Registration Form (CRF) must be submitted for each vehicle to be raced for approval. (See [page 18](#) for more information).

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 / HARNESS / RESTRAINTS:

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 strap only when also wearing a Frontal Head and Neck (FHR) device. **A minimum 5-point** harness is required. The Chief of Tech may disqualify worn or damaged belts of any age.

- 1) All Driver restraint systems shall meet one of the following:
 - a. SFI 16.1 or 16.5 – labels display the specification number, expiration month and year, and expiration final date of either June 30th or December 31st of the expiration year. SFI labels, with June 30th expiration dates, are good until December 31st of the labeled expiration year.
 - b. FIA 8853/2016 – Each harness will display a Homologation number SH.xxx.xx-T-x on the label, along with an expiration date noted as "NOT VALID AFTER XXXX", where XXXX refers to the year of expiration, on the final day of the year. One FIA tag should be present on each element of the harness to ensure proper certification. It is mandatory to use harnesses that meet these specifications at all times to maintain safety and compliance standards.
- 2) If a restraint system has more than one type of certification label, the label with the later expiration date may be used.
- 3) Replacement – Safety harnesses shall be replaced if out of date, or if webbing is cut, frayed, faded, or has any visible damage. Harnesses must be replaced if buckles are bent or cracked, or the car had a severe impact.
- 4) These rules supersede all previous regulations.

C. ARM RESTRAINTS/WINDOW NETS:

Arm Restraints are required in all open cockpit cars and arm restraints, or a window net on the driver's side is required in closed cars.

D. ROLL BARS / ROLL CAGES:

Each vintage and historic vehicle shall be equipped with a padded rollbar/cage appropriate to the size and weight of the vehicle per the current FIA or SCCA regulations for the year the car

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is prepared to.

1) Roll Cages:

Roll cages, as defined in Appendix Z of the current Vintage Competition Rulebook (VCR) publication #5674 dated March 2005, are required in all production cars considered model year 1973 or later.

There is no requirement for cars from model year 1972 or earlier to have roll cages; however, members are encouraged to install roll cages in such cars where satisfactory installation can be achieved.

2) Roll Bars

At a minimum, roll bars are required for production cars from model year 1972 or earlier. The padding must prevent the driver's helmet from impacting on the rollbar/cage 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 Chief Steward and Tech Chief.

E. MIRRORS:

Each vehicle shall have at least one securely mounted rearview 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 as 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 made 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.

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.

I. RECONSTRUCTION:

All parts that are remanufactured or reproduced must conform with and be appropriate to the

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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 flair 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)

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.

Radial tires that are within 10% of the original tire size but not less than 60 series may be used unless an alternative tire is otherwise approved by the Competition Committee.

Should larger tire sizes than the 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 2000 model year car is presented for competition, it must meet the 2000 or earlier SCCA or FIA 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 as 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

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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.), and type (downdraft, sidedraft, etc.).

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 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 2000 or earlier part.
- 6) Replacement part is similar in design and function to the allowed period part.
- 7) Replacement part meets the 2000 (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

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- 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 that are original equipment manufacturer (OEM) will be permitted in production cars manufactured after 1997.
 - 17) 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.

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. The 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 required to prepare a car for racing. The entrant's obligation is to present a car that is both safe to race in and safe for other entrants to race with.

8. DRIVER RESPONSIBILITY

A. SAFE PASSING:

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. USE OF HEAD AND MIRRORS:

The fundamental part of driving a car in competition is the use of the driver's head in conjunction with their 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:

Flagrant violations will result in removal from the event, suspension of the driver's rights as a Guest member, or member of SOVREN, and revocation of SOVREN membership. Additionally, such violations will be reported to the VMC infractions list.

D. INCIDENT REPORTING:

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. OPEN BLACK FLAG OR MECHANICAL FLAG:

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. PERMISSION TO LEAVE IMPOUND:

The driver and the car are not allowed to leave impound without permission of the Competition Chairs, or Chief Steward or appointee.

G. CONDUCT:

It shall be the duty of every driver to conduct themselves in a polite and courteous manner. The driver / entrant is 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. RESPONSIBILITY FOR MINORS:

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 required driver's safety equipment must be worn at all times while on track. The participant agrees that the participant bears the ultimate responsibility at all times to ensure the safety of participant's driver's safety equipment, and compliance with all SOVREN rules, regulations, and agreements, including but not limited to those contained in this Handbook.

All Driver Equipment shall be in excellent to new condition. There shall be no holes, soiled areas or damage of any sort to any of the equipment.

1) Helmets:

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

2) Driver Suit:

- a. 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, guests, or trackside service providers could result in the participant receiving infraction points.

10. INFRACTIONS

A. REPORTING INCIDENTS:

- If there's any incident (on or off track) that could result in infraction points, the participant must report to one of the Competition Chairs before leaving the track. Drivers can go to Driver Services to have the Competition Chairs called on the radio.

B. INFRACTIONS COMMITTEE:

- The Infractions Committee will be 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.

C. POLICY AND PROCEDURE:

- The details of the policy and procedure for the infractions committee and infraction points are provided below the initial statement.

D. STEWARD OF THE EVENT:

- 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.

E. APPEALING INFRACTION POINTS:

- If a driver wishes to appeal the Infraction Committee's point assessment, they must present their case with new evidence at a Competition Committee meeting with sufficient notification.
- New evidence can include videos, photos, or witness statements.
- An appeals panel will be appointed by the Committee chairs to hear the appeal. The Committee chairs may also participate if they were not involved in the original decision.
- No hearing will occur without new information.

F. SEVERE INFRACTIONS:

- 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 is resolved.
- The Competition Committee will hold a special competition meeting within 4 weeks to hear the appeal.

G. DRIVER BEHAVIOR POLICY:

- SOVREN has established this infraction policy to encourage appropriate driver behavior based on a firm but fair approach.

H. INFRACTIONS SCHEDULE

- 1) Offenses & Points:
 - a. Failure to appropriately respond to any flag displayed: **2 points.**

SOVREN COMPETITION RULES & CAR ELIGIBILITY

- 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.

I. 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 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.

J. 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.

K. POINTS

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.

L. FLAGRANT VIOLATIONS

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. Our goal is 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 all participants in our events to observe the organization's rules and procedures. We strongly discourage and will not tolerate any conduct as set forth below.

A. ABUSIVE LANGUAGE AND CONDUCT

Abusive language, discourtesy, rudeness, physical harassment directed at SOVREN Workers, volunteers, track employees, spectators and other participants and their crews.

B. VIOLENCE

Actual or threatened violence toward any individual or group at a SOVREN event.

C. ENDANGERMENT

Conduct endangering the life, safety, health, or well-being of others at a SOVREN event.

D. SAFETY POLICY VIOLATIONS

Failure to follow SOVREN safety policies or procedures as required at a SOVREN event.

E. NON-COOPERATION

Failing to cooperate with instructions or decisions from race officials.

F. HARASSMENT AND ABUSE

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 42](#).

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. Many one-off or very-low-production cars were 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. 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