



## **REGULATIONS AND SPECIFICATIONS FOR THE 2019 NORTHERN REGIONS SILVERCUP CLUB CHAMPIONSHIP (161652/144)**

### **1. VALIDITY OF REGULATIONS**

- 1.1. The Regulations will apply for the 2019 calendar year.

### **2. CONTROLLERS**

- 2.1. The controllers of the club championship shall be Motorsport South Africa (Pty) Ltd (herein referred to as MSA) which has delegated control to the Northern Regions Motorsport Committee and the SILVER CUP RACING CLUB Committee (hereafter referred to as The SCRC Committee).

### **3. REGULATIONS FOR SILVER CUP RACING CLUB**

- 3.1. This category of racing is open to all sports and saloon cars, panel vans and LDV's as long as the body shape bears close resemblance to a production vehicle.
- 3.2. All members must be paid up members, in good standing and will complete an annual membership form which will be signed by them, thereby accepting that they have read, understood and agree to abide by the Rules as laid out herein.
- 3.3. No open-wheeled and/or single-seater cars will be allowed.
- 3.4. Convertibles and cabriolets must have a hardtop.

### **4. AIM OF SILVER CUP RACING CLUB**

- 4.1. To declare a SILVER CUP RACING CLUB Champion as well as promoting the category as a true "grassroots", entry level category of motor racing.

#### **4.2. CLASSES AND RESTRICTIONS**

##### **4.3. CLASS A**

- 4.3.1. 2201cc to unlimited engine capacity single or multi-valve engines.
- 4.3.2. All Rotary engine cars, Turbo Cars and Supercharged Cars
- 4.3.3. Motorcycle engine cars of any capacity (as per APPENDIX A)

##### **4.4. CLASS B**

- 4.4.1. 1801cc to 2200cc engine capacity single or multi-valve engines.

##### **4.5. CLASS C**

- 4.5.1. 1601cc to 1800cc engine capacity single or multi-valve engines.

##### **4.6. CLASS D**

- 4.6.1. Up to 1600cc engine capacity single or multi-valve engines.

##### **4.7. RESTRICTIONS**

- 4.7.1. Cars cannot be entered into classes that fall outside their declared capacity. (E.g. a 1300cc engine capacity car cannot race in another class such as class B.)
- 4.7.2. Any diameter tire generally available to the South African public, including semi-slick tires of any diameter, up to a maximum width of 245mm as indicated on the side of the tire, may be used.
  - a) Slick or re-treaded tires are not permitted.

##### **4.8. ADDITIONAL CLASSES AND CLASS SPECIFIC RULES**

- 4.8.1. Refer to Appendix A for Season Specific classes and class specific rules.

### **5. MEMBERSHIP**

#### **5.1. ELIGIBILITY**

- 5.1.1. As per point 18 of the SCRC Constitution.
- 5.1.2. No member will be permitted to join, or race with SCRC if such person is under disciplinary action or suspension by any other club or association affiliated to MSA, until such time as the suspension has been served out.

- 5.1.3. Members staying further away than an 80km radius from Zwartkops raceway will be known as Country Members for administration purposes.
- 5.1.4. A member is regarded as an active member once they have scored points in any SCRC event.
- 5.1.5. No new member entries will be accepted on the last event of the year, unless agreed to by all attending members on the event day.

## 5.2. ELIGIBILITY TO SCORE POINTS

- 5.2.1. A member must compete in at least 50%, rounded up, or four (4) separate scheduled events, whichever is the lowest, to be able to qualify for points in the championship.
  - a) An entry without the members name appearing on an official timing sheet does not count.
- 5.2.2. A member must complete 50% plus one lap of the total number of laps per heat to qualify as a SCRC finisher.
- 5.2.3. A member must display the unmodified series sponsors' and/or associated sponsors' stickers and/or SCRC branding as determined by the sponsor and/or the SCRC Committee on his/her vehicle as per Rule 8.10.

## 5.3. NEW DRIVERS

- 5.3.1. All new members must display a one (1) meter long Red/White Bunting Tape on the back of their vehicles for at least four (4) heats to indicate to other members and officials that they are new to SCRC.
  - a) SCRC Committee has the right to increase or decrease the amount of races that a member should display their Red/White Bunting Tape.
- 5.3.2. SCRC Committee may evaluate the member's performance to ensure the safety of all members.

## 6. ENGINE CAPACITY

### 6.1. CAPACITY

- 6.1.1. For all capacity calculations Pi will be = 3.141
- 6.1.2. One of the following formulas will be used to measure engine capacity:
  - a)  $Cubic\ Capacity = (\frac{1}{2}Bore \times \frac{1}{2}Bore) \times Pi \times Stroke \times Number\ of\ Cylinders$
  - b)  $Cubic\ Capacity = ((Bore \times Bore \times Pi) \div 4) \times Stroke \times Number\ of\ Cylinders$
  - c)  $Cubic\ Capacity = Bore \times Bore \times Pi \times Stroke$  (for 4-Cylinder engines only)
- 6.1.3. Allowance will be given for being over class capacity, if the engine bore oversize is not more than 0.5mm of the stock engine bore size, or as allowed for that class.

## 7. VEHICLE ELIGIBILITY

- 7.1. All items not specifically listed in the below rules are to be according to the MSA GCR's. e.g. Roll-cage layout, seatbelts, seats, fire extinguishers, etc.
- 7.2. WHEELS & TIRES
  - 7.2.1. All tires used are subject to approval by the SCRC Committee and will be evaluated in line with the spirit of SCRC being a grassroots racing category.
  - 7.2.2. Chrome rims are not permitted.
  - 7.2.3. Tire warmers are not permitted.
- 7.3. NEW CARS
  - 7.3.1. A car will be regarded as new if it is entered into SCRC for the first time, or if it has been repaired after a serious collision.
  - 7.3.2. All new cars will be subject to an inspection by the SCRC Committee before any such car will be allowed to race.
  - 7.3.3. Arrangements for the inspection should be made by the member, with the SCRC Committee, at least one week before the first event the car is to compete in.
  - 7.3.4. It is the responsibility of the member to ensure that the arranged inspection is done in a timely fashion at convenience of the SCRC Committee.
  - 7.3.5. The member is encouraged to bring the new car to a SCRC race or club meeting for inspection.
- 7.4. SPARE CARS
  - 7.4.1. Spare Cars are allowed for the same class but need to comply with all SCRC Regulations and GCR's 238 & 259 as applicable.
- 7.5. SILENCING OF RACE CARS
  - 7.5.1. To be in accordance with the MSA handbook. As per MSA GCR 245.
- 7.6. WINDSCREEN & WINDOWS
  - 7.6.1. It is compulsory for all cars to have windows all round, where possible and practical.
  - 7.6.2. Windows may be OEM glass, or any other clear plastic of acceptable thickness and strength as approved by the SCRC Committee.
    - a) The windscreen must be of laminated glass or Polycarbonate with minimum thickness of 4mm.
  - 7.6.3. The front driver's side window may be omitted, but then a safety net must be fitted to the

roll cage in such a way to prevent the member's arms from falling out during a rollover or accident.

- 7.6.4. Cars with only a driver's side door must have a secondary escape route for member safety. This can take the form of easily removable panels or windows, on a side of the car other than the driver's side.

#### 7.7. WINGS

- 7.7.1. Wings must be mounted in a secure manner.  
7.7.2. The wing may not be wider than the car's body measured at the wheel arches.  
7.7.3. The wing may not extend rearwards further than 150mm behind the rear bumper of the car.  
7.7.4. The overall wing design, fabrication and mounting is subject to approval by the SCRC Committee.

#### 7.8. FUEL

- 7.8.1. SCRC allows Petrol, Diesel, Ethanol and Unleaded fuel additives, but the final fuel mix used by the member, must comply with MSA GCR240. (Refer to MSA GCR's for protest procedures.)  
7.8.2. Methanol and Nitrous Oxide is not permitted.

#### 7.9. NUMBERS

- 7.9.1. As part of SCRC tradition, all numbers from 1-10 will be allocated to members according to the previous year's SCRC Championship. The Top-10 finishers will be required to display their championship number on their cars the following season.  
7.9.2. Members will be allocated a number by the SCRC Committee on a first come first served basis.  
7.9.3. Car numbers can be of any color and design, but should be readable by the timekeepers and officials on race day.  
7.9.4. The SCRC Committee may request changes to a number's design or layout in case it is found to not be satisfactory as per SCRC Constitution Point 2C  
7.9.5. The class of the car must be displayed next to the number.

#### 7.10. STICKERS

- 7.10.1. The SCRC Committee will issue one set of official SCRC series stickers per member, per season.  
a) Additional sticker sets may be purchased from the SCRC Committee.  
7.10.2. The formal SCRC sticker position layout must be followed.  
7.10.3. The correct numbers, class and sponsor stickers must be displayed on all cars, even if the member competes in more than one racing series on the day.  
7.10.4. If any series sponsor or SCRC branded sticker must be modified or relocated due to size restrictions of the car, the member first needs to obtain approval from the SCRC Committee to perform such modifications.  
7.10.5. The member's name must be displayed on both sides of the car and clearly visible to spectators next to the track.  
7.10.6. Each car will be allocated a colored sticker to identify their class:  
a) Class A Indicated by Black/Silver  
b) Class B Indicated by Blue  
c) Class C Indicated by Cyan  
d) Class D Indicated by Orange

### 8. RACE DAY FORMAT AND PROCEDURES

#### 8.1. ENTRIES

- 8.1.1. Where possible all entries are to be done via the SCRC Committee by means of communication made available by the SCRC Committee at the time. E.g. Website, SMS, email etc.  
8.1.2. Members should formally withdraw from the organizing officials of an event as listed on the GCR's of the event (regardless of withdrawal reason), failure to do so will result in penalties.  
8.1.3. If a member enters directly with the organizers of the event, it is the responsibility of that member to inform the SCRC Committee of that entry.  
8.1.4. No member will be permitted to change classes during an event day once that members name appears on any official timing document.

#### 8.2. RACE FORMAT

- 8.2.1. Each race event will consist of a timed qualifying with two (2) race heats.  
8.2.2. Heats 1 and 2 will be a minimum of 24km per heat.  
8.2.3. Starts will be standing starts.  
8.2.4. HEAT 1 FORMAT  
a) The starting order of Heat 1 will be determined by qualifying times with fastest time starting on pole position regardless of class.

- b) If no qualifying time was posted then the competitor will start from the back of the grid.
- c) Points will be per SCRC Points Scoring, as a combination of the Heat 1 and Heat 2 table of the points system.

**8.2.5. HEAT 2 FORMAT**

- a) The starting order of Heat 2 will be according to the finishing order of Heat 1, regardless of class.
- b) If the competitor did not compete in Heat 1, the competitor will start from the back of the grid.
- c) Points will be per SCRC Points Scoring, as described in the Heat 3 table of the points system.

**8.2.6. START PROCEDURES**

- a) Starting procedures will be according to MSA Starting Regulations.

**8.3. GRID POSITION EXCEPTIONS**

- 8.3.1. The SCRC Committee must approve any grid changes.
- 8.3.2. If a member is not classified as a finisher on the heat result sheet, that member will be moved to the back of the grid for the next heat according to the official time keepers of the day.
- 8.3.3. If a member's transponder is not in working order he/she will start on the grid position is determined by the official time keepers.
- 8.3.4. If a member, for any reason, cannot start a heat in his assigned grid position after the grid has been finalized, that grid position will be left open.
- 8.3.5. Members may not move into an open grid position on their own accord, unless instructed to do so by an official at the event.

**8.4. PRIZE GIVING**

- 8.4.1. Members are required to attend race day prize-giving and club meetings (relaxation for club meetings will apply for country members).
  - a) The SCRC Committee may monitor attendance and can determine disciplinary action required for repeat offenders including forfeiture of trophies as per event GCR's.

**8.5. EVENT INDEX**

- 8.5.1. The Event Index is used to hand out index trophies for the race day if available.
- 8.5.2. Event Index is calculated using the following formula:
  - a)  $\text{Member's Fastest Lap of event} \times \text{Number of Event Laps completed, divided by Actual Event Total Time} \times 100 = z\%$ .
- 8.5.3. The SCRC Committee reserves the right to exclude members from the Event Index calculations due to the amount of laps completed by the member, regardless of the reasons for not completing all the laps.

**9. CHAMPIONSHIPS AND POINT SCORING**

- 9.1. For a member to be eligible for any SCRC Championship, he or she needs to comply with all SCRC Rules.
- 9.2. Season specific Championship rules will apply as listed in Appendix A
- 9.3. INDEX CHAMPIONSHIP
  - 9.3.1. The Index Champion is the member who scores the most index points for the year.
  - 9.3.2. Index points will be scored as follows:

| Position | Heat 1 | Heat 2 | Heat 3 |
|----------|--------|--------|--------|
| 1        | 10.0   | 10.0   | 20.0   |
| 2        | 8.0    | 8.5    | 17.0   |
| 3        | 7.5    | 7.5    | 15.0   |
| 4        | 6.5    | 6.5    | 13.0   |
| 5        | 5.5    | 5.5    | 11.0   |
| 6        | 5.0    | 5.0    | 10.0   |
| 7        | 4.5    | 4.5    | 9.0    |
| 8        | 4.0    | 4.0    | 8.0    |

| Position | Heat 1 | Heat 2 | Heat 3 |
|----------|--------|--------|--------|
| 9        | 3.5    | 3.5    | 7.0    |
| 10       | 3.0    | 3.0    | 6.0    |
| 11       | 2.5    | 2.5    | 5.0    |
| 12       | 2.0    | 2.0    | 4.0    |
| 13       | 1.5    | 1.5    | 3.0    |
| 14       | 1.0    | 1.0    | 2.0    |
| 15       | 0.5    | 0.5    | 1.0    |

- 9.3.3. Each heat index will be calculated as follows for the purpose of scoring Index Championship points:
  - a)  $\text{Member's Fastest Lap of heat} \times \text{Number of Heat Laps completed, divided by Actual Heat Time} \times 100 = z\%$ .
  - b) A grid credit of one (1) second will be deducted from each member's Actual Heat Time,

per grid row they start behind the first grid row.

- 9.3.4. Should a member not complete the full heat distance (including finishing more than one lap behind the leader) due to breakdown, accident, incident, retirement, member error, or whatsoever reason, a 30 second penalty will be added to the *Actual Heat Time* of that member, when calculating Index results.
- 9.3.5. The SCRC Committee will be responsible for calculating the index times and positions.
- 9.3.6. The SCRC Committee may exclude any amount of laps under safety car.
- 9.3.7. Index points will be scored for all heats competed in, irrespective of classes raced throughout the season.

**9.4. CLASS CHAMPIONSHIP**

- 9.4.1. The Class Champion in each class will be the member who scores the most points for the year in that class.
- 9.4.2. Class Points will be scored as follows per class:

| Position | Heat 1 | Heat 2 | Heat 3 |
|----------|--------|--------|--------|
| 1        | 10.0   | 10.0   | 20.0   |
| 2        | 8.0    | 8.5    | 17.0   |
| 3        | 7.5    | 7.5    | 15.0   |
| 4        | 6.5    | 6.5    | 13.0   |
| 5        | 5.5    | 5.5    | 11.0   |
| 6        | 5.0    | 5.0    | 10.0   |
| 7        | 4.5    | 4.5    | 9.0    |
| 8        | 4.0    | 4.0    | 8.0    |

| Position | Heat 1 | Heat 2 | Heat 3 |
|----------|--------|--------|--------|
| 9        | 3.5    | 3.5    | 7.0    |
| 10       | 3.0    | 3.0    | 6.0    |
| 11       | 2.5    | 2.5    | 5.0    |
| 12       | 2.0    | 2.0    | 4.0    |
| 13       | 1.5    | 1.5    | 3.0    |
| 14       | 1.0    | 1.0    | 2.0    |
| 15       | 0.5    | 0.5    | 1.0    |

- 9.4.3. For a member to be eligible for a Class Championship, he or she needs to have competed in at least four (4) separate scheduled events, in that class.

**9.5. SPRINT CHAMPIONSHIP**

- 9.5.1. The Sprint Champion is the member who scores the highest total class points for the year irrespective of class entered, or index points scored.

**9.6. OVERALL CHAMPIONSHIP**

- 9.6.1. The SCRC Overall Champion will be the member with the highest total overall championship points for the year.
- 9.6.2. Overall championship points per heat will be calculated as follows:

- a) *Class Points per Heat + Index Points per heat + Bonus Points – Any Penalties = Overall Championship Points.*

**9.7. BONUS POINTS**

- 9.7.1. Ten (10) Bonus points may be awarded to all members who entered a race event and appears on one of the official timing result sheets of the race day.
- 9.7.2. Ten (10) Bonus points may be awarded to all members attending prize giving.
  - a) Country Members may be excused from attending prize giving (and still receive their bonus points) only if the last SCRC Heat of the event is not scheduled within the last 3 races of the day.

**9.8. YEAR END RECALCULATION**

- 9.8.1. Championship points (for Index, Class and Overall) will be recalculated after all events have been completed at the end of the year, and all exclusions and omissions based on SCRC rules.

**9.9. SCORING EXCEPTIONS**

- 9.9.1. Should a member change class for the penultimate and/or final event of the season, he/she will not score any class points in the new class and the overall championship - only Index points for these events will count towards the overall championship.

**10. DISCIPLINE**

**10.1. MONITORING**

- 10.1.1. The SCRC Committee will monitor and enforce the SCRC Rules and Regulations, SCRC Constitution, and MSA Rules and Regulations against all members and incidents.
- 10.1.2. A yellow card system will be followed.
- 10.1.3. The SCRC Committee may request the Scrutineers, Marshals, COC or any MSA Official to assist in the enforcement of the rules should it become necessary.

**10.2. ENFORCEMENT**

- 10.2.1. If any SCRC member, his/her crew, family or entourage are found guilty of behaving in an un-sportsmanlike, reckless or dangerous manner or contravenes any SCRC rule, the member may be excluded from results for an event, the season or banned from SCRC, as deemed fit

by the SCRC Committee.

10.2.2. The banned member will be able to apply for membership for the following year but it will be subject to approval by the SCRC Committee.

### 10.3. YELLOW CARD SYSTEM

#### 10.3.1. FIRST OFFENCE

- a) A yellow card will be issued to the offending member and will be placed under observation.
- b) A yellow sticker will be affixed to the left hand side of the windscreen of the member's car to indicate that a member is under observation.
- c) The yellow card will remain in place for two (2) events.

#### 10.3.2. SECOND OFFENCE

- a) A red card will be issued and the Member will be excluded from the results of the race meeting at which the second (2nd) offence occurred and suspended for one (1) race meeting thereafter.

## 11. GENERAL COMPLIANCE

- 11.1. Any rules stretching, rule bending or rule transgressions not mentioned in this document will be deemed illegal by the SCRC Committee, and will be acted upon.
- 11.2. These rules and regulations are to be read in conjunction with the MSA GCR's and SR's as published per season. It is the member's sole responsibility to be fully up-to-date with the MSA GCR's and SR's
- 11.3. In cases of disputes or contradictions the MSA GCR's and SR's will take precedence.

## APPENDIX A

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This Appendix is to be used in conjunction with the rules of SCRC. It is used to explain or expand certain rules, which might not be at the heart of what SCRC regards as critical.

### 1. MOTORBIKE ENGINED CARS

- 1.1. The Silver Cup Racing Club will only attend to cars that are actually presented and/or entered for racing.
- 1.2. The members need to ensure and demonstrate that their cars are able to reverse for a distance of at least 20m on a smooth inclined surface before the car will be allowed to race, on discretion of the committee.
  - 1.2.1. Motorcycle engine cars may use an electro-mechanical reverse gear.
- 1.3. The cars will be fully checked by the SCRC Committee for technical and safety compliance before their first race. The scrutineers will also have the right to approve the vehicles race worthiness.
- 1.4. A dedicated class for motorbike engine cars may be considered once there are three or more such cars ready to race in the full season.
- 1.5. All motorbike engine cars will compete in Class A.

### 2. SEALING OF ENGINES IN CLASS B, C and D

- 2.1. The sealing of engines will be voluntary as decided by the member.
- 2.2. Seal numbers, engine number and measured capacity will be recorded on the member's technical document which is held by SCRC Committee.
- 2.3. If a member wishes to have his engine sealed and measured, at any time other than on the SCRC Registration day, the onus will be on the member to arrange with SCRC Committee to have it done at a convenient time and place.
- 2.4. The member will be liable for an agreed upon SCRC Committee fee, payable to SCRC Committee directly after the sealing has been performed.

### 3. CAR SWOPPING

- 3.1. Car swapping from one race car to another during the same event will be allowed, as long as the following conditions are met:
  - 3.1.1. The new car must be for the same SCRC class as the old car.
  - 3.1.2. Any change of car will be allowed subject to all conditions stated in SCRC Rules being met.
  - 3.1.3. The new car must be approved by scrutineers and/or the officials of the event.
- 3.2. The member must notify the SCRC Committee, the MSA Stewards and time keepers as per the event GCR's, of the change to another car.
- 3.3. The member will start the next heat at the back of the grid as determined by the officials.
- 3.4. Any timing irregularities due to the swap will be the responsibility of the member to clarify with the time keepers and the COC.

### 4. ALTERNATE RACING FORMAT

- 4.1. Each race event will consist of two (2) heats and a final race (heat 3), giving a total of three (3) points scoring races per event.

- 4.2. Heat 1 will be a minimum of 7 laps or the allocated time that is given for a normal qualifying session.
- 4.3. Heat 2 will be a minimum of 7 laps.
- 4.4. Heat 3 (Final Race) will be a minimum of 10 laps.
- 4.5. There will be no qualifying to determine starting positions.

#### 4.6. HEAT 1 FORMAT

- 4.6.1. Starting positions for Heat 1 will be determined by a draw of numbers by all members entered for the race.
  - a) The draw will happen 20 minutes before the 1<sup>st</sup> heat starts.
  - b) The draw will be done in sequence of the finishing results of the previous event's last heat, starting with the winner who draws first.
  - c) Members who did not compete in the previous event's last race will draw last in a first come, first served basis.
  - d) At the first race of a new season the draw sequence will be according to overall championship positions from the previous season, starting with the overall champion who draws first.
  - e) Members who did not compete in the previous season will draw last, on a first-come-first-served basis.
- 4.6.2. If a member did not draw a number for any reason, that member will start at the back of the grid as determined by the timing officials of the day.
- 4.6.3. Grid positions may not be swapped out between members.
- 4.6.4. The member who draws pole position will dictate the starting pace for the rolling start, but the pace should not be slower than the official pace car.
- 4.6.5. Heat 1 points will be allocated as per SCRC Championship Points.

#### 4.7. HEAT 2 FORMAT

- 4.7.1. The starting positions for heat 2 will be the inverted finishing results from Heat 1 regardless of class.
- 4.7.2. Heat 2 points will be allocated as per SCRC Championship Points.

#### 4.8. HEAT 3 (FINAL RACE) FORMAT

- 4.8.1. The starting positions for heat 3 will be according to the fastest lap time achieved by each member in Heat 2, regardless of class.
    - a) The member with the fastest lap time will start on pole position.
    - b) The next fastest member will be assigned grid position 2, followed by all other members until all classified members have a grid position allocated according to fastest lap times from heat 2.
  - 4.8.2. If a member, for any reason, cannot start heat 3 in his assigned grid position, then that grid position will be left open.
- 4.1. Heat 3 points will be allocated as per Rule SCRC Championship Points.

### 5. GRID CREDITS

- 5.1. Grid credits are used to correct index advantage due to starting further ahead on the grid which is closer to the start finish line.
- 5.2. Grid credits will be awarded as 1 second per grid row.

### 6. EVENT INDEX

- 6.1. No points will be scored for Event Index results, and calculations are only used to determine trophy handouts as per GCR's and trophy availability at the event.
- 6.2. The SCRC Committee may choose to calculate the Event Index after the event, and hand out trophies at a later time and date.

### 7. NUMBERS

- 7.1. Members may request a specific number from the SCRC number list which will range from 11-999 only.
- 7.2. An active member will have first option to request the same number for the following season.
- 7.3. If a member does not request his number by the first race of the season, the number will be placed back in the SCRC number list.

### 8. CAPACITY PROTESTS

- 8.1. Engine capacity of an engine that was measured and sealed by the SCRC Committee and still has the seals intact and untampered with, cannot be protested by any members.
- 8.2. Refer to MSA GCR's for protest procedures.
- 8.3. In the event of engine being stripped due to a protest, Technical Consultant(s) and/or at least 1 SCRC Committee delegate must be present during the strip, which will be done by the member, his mechanic(s) or a person designated by the member.
- 8.4. The bore and stroke of the engine will be measured by a SCRC delegate and the engine capacity calculated as per SCRC Rules.
- 8.5. Should the measured engine be found outside the prescribed class limits, nominated by the member on his technical documents, which is held by the SCRC Committee, the member will be

penalized according to SCRC Rules.

8.6. If an engine cannot be stripped due to time, venue or logistical constraints, the SCRC Committee reserves the right to seal the member's vehicle, for the engine to be stripped at a more convenient time and venue, to be determined by the SCRC Committee.

8.6.1. The vehicle will be sealed in a verifiable way acceptable and agreeable by the SCRC Committee and the member.

8.7. All tools, labor and/or equipment must be supplied by the member to perform the stripping of the engine.

## **9. INCIDENT ESCALATION**

9.1. Incidents at an event, involving SCRC members, must first be dealt with by the Clerk of the Course (COC) on the day of the incident.

9.2. Only after the COC has dealt with the incident, and only if required, can the member involved in the incident, choose to escalate the incident further with the SCRC Committee.

9.3. The escalated incident should be lodged in writing with the SCRC Committee, by the member, no later than 12:00pm of the second day after the event.

9.4. The incident should be accompanied by the COC report of the incident and any other incident reports obtained from the Marshals, organizers or stewards of the event as listed in the GCR's of the event.

9.5. The reported incident will be dealt with by SCRC according to the evidence presented.

9.6. SCRC may choose not to take further action if documentation is incomplete or unavailable, or if the matter has been resolved by the COC in a conclusive manner.

9.7. Should there be no conclusive guilty party after further investigation by SCRC, then all parties involved will be put under observation for the next event.

## **10. SCRC DELEGATE TRAVELING FEES**

10.1. Travelling fees for an SCRC delegate who needs to perform inspection, measuring, sealing or any other technical task for a member, will need to be paid by that member, if the car/engine is located further away than an 80km radius from Zwartkops raceway.

10.2. Travelling fees are to be confirmed with each SCRC delegate that is required to attend, and may be waived after discussion between SCRC and the member.

## **11. SCRC FEES**

11.1. Engine sealing fee = R250 per set of engine seals.

11.2. SCRC Sticker set fee = R200 per set of stickers.

11.3. Membership Fees:

11.3.1. Normal Member = R400

11.3.2. Country Member = R200

## **12. SEASON SPECIFIC RULES**

12.1. The SCRC Championship will be determined over 6 selected race events in 2019.

12.2. The last 3 events of the 2019 season will count double the points listed in the SCRC Rules.

12.3. CLASS SPECIFIC ALLOWANCES

12.3.1. CLASS C

a) 1601cc to 2000cc engine capacity front wheel drive, monocoque 8 valve Volkswagen engine powered vehicles. (eg. Golf, Polo)

b) Honda B18A/B non-VTEC engines in Honda monocoque chassis.

12.4. NEW CLASSES

12.4.1. Class P:

a) Class P is introduced to allow SCRC to be more inclusive of cars that already run on slick tires, and wish to join SCRC.

b) Class A Rules apply for engine capacity and classification.

c) Only slick tires will be allowed to a maximum of 240mm

d) Class P Color will be Purple

12.4.2. Class R

a) Class R is introduced to allow more cost effective racing, by allowing tires that are available from normal tire retailers. Normal road legal tires can be purchased at lower costs than semi-slick or slick tires.

b) Any engine that meet the requirements as set out for SCRC Classes A to D will be allowed.

c) Only road legal tires will be allowed to a maximum of 245mm as indicated on the sidewall of the tire.

i) Slicks, semi-slicks and retread tires are not allowed in this class.

ii) The aim of the class is to reduce costs, thus the skimming of tires to gain a performance advantage, will be frowned upon (but not disallowed), as this



practice is not in spirit of SCRC grass roots racing.

d) Class R Color will be Red

#### 12.5. TIME LIMITS

12.5.1. Breakout Times will be introduced per class, to ensure grass roots racing and to curb ever increasing costs.

a) Class P 1:08 at Zwartkops

b) Class A 1:08 at Zwartkops

c) Class B 1:10 at Zwartkops

d) Class C 1:12 at Zwartkops

e) Class D 1:14 at Zwartkops

f) Class R 1:14 at Zwartkops

12.5.2. Classes are not determined by breakout times, only penalties are awarded.

12.5.3. If a member breaks out of the class time, they will receive a 30 second penalty to be added to the total race time in which the breakout occurred.

12.5.4. Race results and championship points for each race will be awarded after all penalties have been applied.

12.5.5. Lap records set will be valid even if the breakout time is breached.

12.5.6. A member will not be moved to a different class if a breakout time is breached.