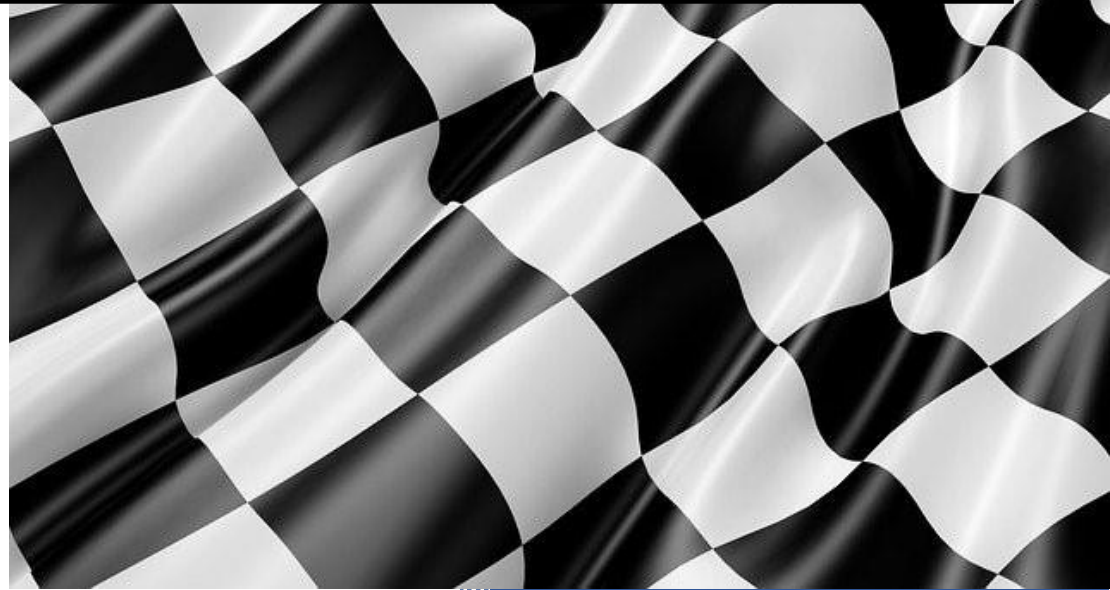




2024

## Club Standing Supplementary Regulations

## Northern Regions Silvercup Championship



Version 1

16 January 2024

Ref: 163161

## REVIEW AND AMENDMENTS

Motorsport South Africa (MSA) will periodically review these rules and will present the revised version to all members for agreement to publish the updated version.

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment.

## AMENDMENT RECORD

<i>Modified SSR / Art</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

### 1. VALIDITY OF REGULATIONS

- 1.1. The Regulations will apply for the 2024 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).
- 2.2. Silver Cup Racing Club may rename their Championship to reflect sponsors and annual status, e.g., SPS Racing Silvercup 2.0

### 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 if 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.
- 3.5. The SCRC committee reserves the right to allow cars on invitation.

### 4. AIM OF SILVER CUP RACING CLUB

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

## **5. CLASSES AND RESTRICTIONS**

### **5.1. CLASS A**

- 5.1.1. 2261cc to unlimited engine capacity single or multi-valve engines.
- 5.1.2. All Rotary engine cars, Turbo Cars, and Supercharged Cars
- 5.1.3. Motorcycle engine cars of any capacity (as per APPENDIX A)
- 5.1.4. Only "tin-top" monocoque chassis allowed.

### **5.2. CLASS A+**

- 5.2.1. Same as Class A but for spaceframe cars.

### **5.3. CLASS B**

- 5.3.1. 1861cc to 2260cc engine capacity single or multi-valve engines.
- 5.3.2. Only "tin-top" monocoque chassis allowed.

### **5.4. CLASS B+**

- 5.4.1. Same as Class B but for spaceframe cars.

### **5.5. CLASS C**

- 5.5.1. 1661cc to 1860cc engine capacity single or multi-valve engines.
- 5.5.2. VW 1.8 8-valve and 2.0 8-valve powered vehicles are allowed in class C
- 5.5.3. Only "tin-top" monocoque chassis allowed.

### **5.6. CLASS C+**

- 5.6.1. Same as Class C but for spaceframe cars.

### **5.7. CLASS D**

- 5.7.1. 1361cc to 1660cc engine capacity single or multi-valve engines.
- 5.7.2. Only "tin-top" monocoque chassis allowed.

### **5.8. CLASS D+**

- 5.8.1. Same as Class D but for spaceframe cars.

### **5.9. CLASS E**

- 5.9.1. Up to 1360cc engine capacity single or multi-valve engines.
- 5.9.2. Only "tin-top" monocoque chassis allowed.

### **5.10. CLASS E+**

- 5.10.1. Same as Class E but for spaceframe cars.

### **5.11. CLASS P**

- 5.11.1. Is a class for saloon cars, with monocoque chassis using wheel sizes larger than maximum width specified in 5.12.2
- 5.11.2. The class is intended for vehicles that cannot use smaller wheel sizes due to body or brake restrictions, and thus should be embraced with this spirit in mind.

### **5.12. RESTRICTIONS**

- 5.12.1. Cars cannot be entered into classes that fall outside their declared capacity unless explicit permission has been given by the SCRC committee or unless another rule allows it. (E.g., a 1300cc engine capacity car cannot race in another class such as class B.)
- 5.12.2. 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.

## **6. MEMBERSHIP**

### **6.1. ELIGIBILITY**

- 6.1.1. As per point 18 of the SCRC Constitution.
- 6.1.2. 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.
- 6.1.3. Members staying further away than an 80km radius from Zwartkops raceway will be known as Country Members for administration purposes.

- 6.1.4. A member is regarded as an active member once they have scored points in any SCRC event.
- 6.1.5. 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.

## 6.2. ELIGIBILITY TO SCORE POINTS

- 6.2.1. 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.
- 6.2.2. A member must complete 50% plus one lap of the total number of laps per heat to qualify as a SCRC finisher.
- 6.2.3. 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.

## 6.3. NEW DRIVERS

- 6.3.1. All new drivers must display a one (1) meter long Red/White Bunting Tape on the back of their vehicles for at least four (2) heats to indicate to other drivers and officials that they are new to SCRC.
  - a) SCRC Committee has the right to increase or decrease the number of races that a driver should display their Red/White Bunting Tape.
- 6.3.2. SCRC Committee may evaluate the member's driving performance to ensure the safety of all members.

## 7. ENGINE CAPACITY

- 7.1. Engine capacity will be calculated as per Appendix A in case of protests.
- 7.2. Allowance will be given for being over class capacity, if the engine bore oversize is not more than 1mm over the stock engine bore size, or as allowed for that class.

## 8. VEHICLE ELIGIBILITY

- 8.1. 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.
- 8.2. ROLE CAGE
  - 8.2.1. It is suggested to follow the MSA and FIA role cage design principles.
  - 8.2.2. A minimum of a 6-point role cage is required.
  - 8.2.3. A "sissy-bar" or side impact bar needs to be fitted onto the a-pillar and b-pillar bars of the role cage in line with each front door.
  - 8.2.4. Bracing needs to be added behind the rear seat to prevent the collapse of the b-pillar role cage bar during a side impact.
    - a) This can be done with a single bar between the two b-pillars, or by an angled bar from b-pillar to the center of the chassis.
- 8.3. BRAKE LIGHTS AND INDICATORS
  - 8.3.1. All vehicles need to have 1 working indicator at the rear of the car, on the side that is the same side as the pit entrance for the track being raced at.
  - 8.3.2. One brake light needs to always work as intended and must be at a visible height and brightness for other drivers to see.
- 8.4. WHEELS & TIRES
  - 8.4.1. 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.
  - 8.4.2. Chrome rims are not permitted.
  - 8.4.3. Tire warmers are not permitted.

## 8.5. SILENCING OF RACE CARS

8.5.1. To be in accordance with the MSA handbook. As per MSA GCR 245.

## 8.6. WINDSCREEN & WINDOWS

8.6.1. It is compulsory for all cars to have a windscreen.

a) The windscreen must be of laminated glass or Polycarbonate with minimum thickness of 4mm.

8.6.2. Windscreens may be removed for safety reasons during an event. E.g., During rain to stop windows fogging up, if a windscreen is shattered due to accident or debris, etc.

a) If the windscreen is removed, then a full-face helmet with visor must be worn.

b) All removal of windscreens must be approved by a committee representative and/or scrutineers.

8.6.3. Side windows are to be fitted where possible and practical.

8.6.4. If the front driver's side window is omitted, 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.

8.6.5. 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.

## 8.7. WINGS

8.7.1. Rear wings must be mounted in a secure manner.

8.7.2. The wing may not be wider than the car's body measured at the wheel arches.

8.7.3. The wing may not extend rearwards further than 150mm behind the rear bumper of the car.

8.7.4. The overall wing design, fabrication and mounting is subject to approval by the SCRC Committee.

## 8.8. FUEL

8.8.1. SCRC allows Petrol, Diesel, Ethanol and Unleaded fuel additives as per MSA GCR240.

8.8.2. Refer to MSA GCR's for protest procedures.

8.8.3. Nitrous Oxide is not permitted.

## 8.9. NUMBERS

8.9.1. As part of SCRC tradition, all numbers from 1-10 will be allocated to members according to the previous year's SCRC Championship.

8.9.2. Members will be allocated a number by the SCRC Committee on a first come first served basis.

8.9.3. Car numbers can be of any color and design but should be readable by the timekeepers and officials on race day.

8.9.4. 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.

8.9.5. The class of the car must be displayed next to the number.

## 8.10. STICKERS

8.10.1. The member's name must be displayed on both sides of the car and clearly visible to spectators next to the track.

8.10.2. The SCRC Committee will issue one set of official SCRC series stickers per member, per season.

a) Additional sticker sets will be available from the SCRC Committee, and a cost may be levied at the discretion of the SCRC Committee.

8.10.3. The formal SCRC sticker position layout must be followed.

8.10.4. 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.

8.10.5. 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.

## 8.11. NEW CARS

8.11.1. 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.

- 8.11.2. All new cars will be subject to an inspection by the SCRC Committee before any such car will be allowed to race.
- 8.11.3. 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.
- 8.11.4. 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.
- 8.11.5. The member is encouraged to bring the new car to a SCRC race or club meeting for inspection.

## **9. RACE DAY FORMAT AND PROCEDURES**

### **9.1. ENTRIES**

- 9.1.1. 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.
- 9.1.2. 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.
- 9.1.3. 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.
- 9.1.4. No member will be permitted to change classes during an event day once that member name appears on any official timing document.

### **9.2. RACE FORMAT**

- 9.2.1. Each race event will consist of a timed qualifying with two (2) race heats.
- 9.2.2. Heats 1 and 2 will be a minimum of 24km per heat.
- 9.2.3. Starts will be standing starts.

#### **9.2.4. 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.

#### **9.2.5. 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.

#### **9.2.6. START PROCEDURES**

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

### **9.3. GRID POSITION EXCEPTIONS**

- 9.3.1. The SCRC Committee must approve any grid changes.
- 9.3.2. 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 timekeepers of the day.
- 9.3.3. If a member's transponder is not in working order, he/she will start on the grid position is determined by the official timekeepers.
- 9.3.4. 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.
- 9.3.5. Members may not move into an open grid position on their own accord, unless instructed to do so by an official at the event or on track by the grid marshal.

### **9.4. EVENT INDEX ON RACE DAY**

- 9.4.1. The Event Index is used to hand out index trophies for the race day if available.
- 9.4.2. Event Index is calculated using a combination of all heats raced during the event using the following formula:

- a) *Member's Fastest Lap of event x Number of Event Laps completed, divided by Actual Event Total Time x 100 = z%.*

9.4.3. The SCRC Committee reserves the right to exclude members from the Event Index calculations due to the number of laps completed by the member, regardless of the reasons for not completing all the laps.

## 10. CHAMPIONSHIPS AND POINT SCORING

10.1. For a member to be eligible for any SCRC Championship, he or she needs to comply with all SCRC Rules.

10.2. Season specific Championship rules will apply as listed in Appendix A

### 10.3. CLASS CHAMPIONSHIP

10.3.1. The Class Champion in each class will be the member who scores the most points for the year in that class.

10.3.2. Class Points will be scored as follows per class:

Position	Points
1	20
2	17
3	15
4	13
5	11
6	10
7	9
8	8

Position	Points
9	7
10	6
11	5
12	4
13	3
14	2
15	1

10.3.3. For a member to be eligible for a Class Championship, he or she needs to have competed in at least 50% of all scheduled events, in that class.

### 10.4. SPRINT CHAMPIONSHIP

10.4.1. The Sprint Champion is the member who scores the highest total amount of class points for the year irrespective of class entered.

### 10.5. INDEX CHAMPIONSHIP

10.5.1. The Index Champion is the member who scores the most index points for the year.

10.5.2. Index points will be scored as follows for each heat completed during the event:

Position	Points
1	20
2	17
3	15
4	13
5	11
6	10
7	9
8	8

Position	Points
9	7
10	6
11	5
12	4
13	3
14	2
15	1

10.5.3. Each heat index will be calculated as follows for the purpose of scoring Index Championship points:

- a) *Member's Fastest Lap of heat x Number of Heat Laps completed, divided by Actual Heat Time x 100 = z%.*

- b) A half second (0.5 second) grid credit will be deducted from each member's *Actual Heat Time*, per grid row they start behind the first grid row.
- 10.5.4. 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.
- 10.5.5. The SCRC Committee will be the final authority for calculating and/or verifying the index times and positions.
- 10.5.6. The SCRC Committee may exclude any number of laps under safety car.
- 10.5.7. Index points will be scored for all heats competed in, irrespective of classes raced throughout the season.
- 10.6. OVERALL CHAMPIONSHIP
  - 10.6.1. The SCRC Overall Champion will be the member with the highest total amount of overall championship points for the year.
  - 10.6.2. 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.*
- 10.7. BONUS POINTS
  - 10.7.1. 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.
- 10.8. YEAR END RECALCULATION
  - 10.8.1. 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 will be applied at that time.
- 10.9. SCORING EXCEPTIONS
  - 10.9.1. Should a member change class for the 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 that event will count towards the overall championship.

## 11. DISCIPLINE

### 11.1. MONITORING

- 11.1.1. The SCRC Committee will monitor and enforce the SCRC Rules and Regulations, SCRC Constitution, and MSA Rules and Regulations against all members and incidents.
- 11.1.2. A yellow card system will be followed.
- 11.1.3. 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.

### 11.2. ENFORCEMENT

- 11.2.1. 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 may be banned from SCRC, as deemed fit by the SCRC Committee.

### 11.3. YELLOW CARD SYSTEM

#### 11.3.1. 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.

#### 11.3.2. 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.

## **12. GENERAL COMPLIANCE**

- 12.1. 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.
- 12.2. These rules and regulations are to be read in conjunction with the MSA GCR's and SRs 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
- 12.3. In cases of disputes or contradictions the MSA GCR's and SRs will take precedence.
- 12.4. All rules will to be enforced by the SCRC Committee in a sporting and fair manner to ensure all members have a fun and safe place to race.

## **APPENDIX A**

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 presented and/or entered for racing.
- 1.2. The members need to ensure and demonstrate that their cars can 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,D and E including + classes**

- 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.
  - 2.3.1. The member will be liable for an agreed upon SCRC Committee admin fee, payable to SCRC Committee directly after the sealing has been performed.

### **3. CAR SWOPPING AND BACKUP CARS**

- 3.1. Car swopping from one race car to another during the same event will be allowed, if 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. The new car must be approved by scrutineers and/or the officials of the event and meet SCRC Rules and Regulations.
- 3.2. The member must notify the SCRC Committee, the MSA Stewards and timekeepers 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 swop will be the responsibility of the member to clarify with the SCRC Committee, timekeepers, COC.

#### 4. ALTERNATE RACING FORMAT

4.1. Alternate racing formats and/or starting procedures may be agreed to for different events or heats but will be subject to acceptance by the event organizers and the SCRC committee.

4.1.1. Examples of such formats and procedures include, but is not limited to:

- a) Having a staggered start due to speed differences or class differences.
- b) Combining of heats to form a single longer heat.
- c) Replacing qualifying with an additional race heat.
- d) Inverting of grids.
- e) Addition of classes to increase sportsmanship.
- f) Having time-based race lengths, measured from flag to flag.

#### 1. GRID CREDITS

- 1.1. Grid credits are used to correct index advantage due to starting further ahead on the grid which is closer to the start finish line.
- 1.2. Grid credits will be awarded 0.5 seconds per grid row.

#### 2. EVENT INDEX

- 2.1. 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.
- 2.2. The SCRC Committee may choose to calculate the Event Index after the event and hand out trophies later.

#### 3. NUMBERS

- 3.1. Members may request a specific number from the SCRC number list which will range from 11-999 only.
- 3.2. An active member will have first option to request the same number for the following season.
- 3.3. 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.

#### 4. CAPACITY PROTESTS

- 4.1. All capacity protests will be done according to MSA GCR's
  - 4.1.1. The SCRC Committee will not conduct protests on behalf of a member but will assist with the administration according to the SCRC rules set out in Appendix A once the protest has been instructed.
- 4.2. For all capacity calculations Pi will be = 3.141
  - 4.2.1. 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)
- 4.3. 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.
- 4.4. 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.
- 4.5. The bore and stroke of the engine will be measured by a SCRC delegate, and the engine capacity calculated as per SCRC Rules.
- 4.6. 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.
- 4.7. 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.

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

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

## **5. INCIDENT ESCALATION**

5.1. 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.

5.2. 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.

5.3. 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.

5.4. 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.

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

5.6. 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.

5.7. 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.

## **6. SCRC DELEGATE TRAVELING FEES**

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

6.2. 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.

## **7. SCRC FEES**

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

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

Membership Fees are optional, and donations are welcome.