



SHELBY CAN-AM (SCA) REGULATIONS AND SPECIFICATIONS

ART.

1. INTENTION

The SCA series is a series of events for the one design, fixed specification, open cockpit, single seat, sports racer, built as the Shelby CAN-AM. Hereafter the car will be referred to as the SCA. All replacement parts are supplied through the Shelby Can-Am Racing Association (SCRA) and shall be official SCA parts. The process for qualification as SCA approved parts is that:

- 1.1 The parts concerned are submitted to the SCRA Technical Committee for approval.
- 1.2 Such approval shall be minuted at said meeting as being approved.
- 1.3 Whenever possible suitable technical drawings will be included in the approval.
- 1.4 If not possible a digital photograph may suffice as evidence of the approved part.
- 1.5 All competitors are advised of the availability of said parts.
- 1.6 Until all competitors have had the opportunity to obtain such parts they will not be officially acceptable.
- 1.7 Parts may only be bought from SCRA approved suppliers who will ensure the standard of the part, vouch for its integrity, and ensure that all parts (where possible) bear the official SCA stamp.
- 1.8 Only parts that have gone through this process may be called SCRA parts and such parts are the parts referred to as SCRA approved parts in these rules.
- 1.9 Final acceptance of the parts as being eligible for use shall be in the hands of the Chairman and technical representative of the association.
- 1.10 Non-manufactured parts eg. spark plugs, oil filters and fuel filters may be purchased from any source.
- 1.11 Should parts not be available from the official parts supplier, and the competitor sources these parts from another source, committee approval must be sought before such parts may be used.

2. INTERPRETATION OF SCA RULES

Under pain of exclusion no modifications, other than those specifically allowed in these regulations, are allowed. Should a competitor have any doubt concerning the interpretation of these rules, then the onus rests with him or her to obtain a ruling from the association in writing prior to the start of a race weekend.

3. SAFETY REQUIREMENTS

Safety equipment must conform to current MSA regulations.

- 3.1 The GCR's refer – Fire extinguishers shall be of 2kg minimum capacity and shall be of the plumbed-in fire system type. One emergency pull cable must be fitted, operable by the driver while seated in the car. A second pull cable may be fitted next to the cut-out switch

on the side of the rear roll hoop.

- 3.2 Rain lights shall be mounted and be at least 21 watt and must be mounted along the centre line of the vehicle and operable by the driver at all times whilst normally seated in the car.
- 3.3 Rear tow hooks, as supplied by the SCRA, are to be attached to the wing mounting plates.

4. MAINTENANCE AND REPAIRS

It is permitted to perform routine maintenance and repairs as long as existing parts are in no way modified and replacement parts are SCRA approved parts. If any official SCRA seal is broken, whether by accident or intent, the procedure outlined under Article 20, Seals, shall be followed.

5. CHASSIS

- 5.1 The chassis may not be altered in any way, save for any mandatory safety updates as specified in writing by the association. A drawing of the chassis is available from the association. The only in-car adjustment is to be the "as supplied" front/rear brake bias.
- 5.2 Painting/Plating. The chassis may be painted any colour(s). Aluminium parts may be polished or anodised. Surface finishes such as plating may be applied for corrosion protection. Any chassis piece that is a closed assembly shall have a 3mm-diameter hole drilled in a non-critical location to allow flushing of any entrapped plating fluids. Post plating bake out of four (4) hours at a temperature of 375 degrees F is recommended to prevent hydrogen embrittlement. A flat sheet metal panel may be stitch-welded to the frame beneath the seat and feet area.
- 5.3 All panels mounted to the chassis must be made of aluminium and be a minimum of 1.6mm thickness. The cockpit surrounds are an exception and can be a minimum of 0.9mm thick.
- 5.4 After an accident requiring repairs to the chassis, the chassis must be inspected by the Technical Representative before aluminium cladding is attached.
- 5.5 The front and rear panels may be removed from both the left and right crash boxes to allow the through-flow of air but they must then be replaced with steel mesh.
- 5.6 The left crash box may be altered in profile to assist in exposing the radiator opening.

6. BODYWORK

- 6.1 Only SCRA-approved manufacturer's bodies may be used. The horizontal mounting position is free, fore and aft, so long as the profile of the body remains unchanged, except that a deflector plate may be added to the front of the cockpit, on the body, to reduce helmet buffeting.
- 6.2 At-track repair of crash-damage that does not conform to the above specifications will be allowed if replacement parts are not immediately available. This waiver will be accepted for that one event only.
- 6.3 The car may be painted any colour(s).
- 6.4 Ballast shall be fastened securely with nuts and bolts only in the approved location behind the seat on the lugs provided on the lower chassis rails:
- 6.5 The body may be mounted using additional pins at auxiliary brackets next to front anti-roll bar mountings. These brackets may be reinforced or replaced.
- 6.6 Only splitters as currently approved by the SCRA may be used. A reverse gurney tab, not exceeding 25mm, may be fitted to the underside of the front splitter.
- 6.7 Only SCRA-approved mounting brackets are allowed on the front splitters. The lower pivot mount is NOT adjustable in height. The upper mounts are adjustable forward and aft. Bracing/stiffening is free of restriction.

- 6.7 Only the SCRA-approved rear diffuser may be used. Slots/vents may be added to the diffuser to assist with the extraction of air. Inner wheel well and/or ducting may be fitted but cannot extend beyond the rear tail piece of the bodywork. A hole may be cut in the centre rear panel between the vanes. NO extension of the diffuser vanes is allowed.
- 6.9 Opening of the air intake on the nose of the car to maximum size is allowed.
- 6.10 Deflector plate behind the front wheels may be removed leaving the radiused section to a minimum of 50mm.
- 6.11 The upper left bodywork alongside the driver cockpit may be altered in profile (only as per the below photograph) to follow the crash box profile, allowing a larger aperture to the radiator.



- 6.12 Mesh-lined holes are allowed below the rear tail lights to allow the escape of air from the engine bay.
- 6.13 Slots/vents are permitted in the upper horizontal surface of the engine cowling to assist with the extraction of air from the engine bay.
- 6.14 All lights and lens covers must remain intact. Lights do not necessarily have to be in working order, except in the case of endurance races run at night.

7. **WING**

- 7.1 Round tubing may be used as a stiffener between the wing mounting brackets. Wing mounting holes may not be enlarged. Allowable bolts sizes: 5/16" and M8.
- 7.2 Double plate wing mounting brackets are mandatory and must be SCRA-approved.
- 7.3 Stiffening plate on bottom of wing mounting plates is allowed.
- 7.4 With wing in nearest-to-horizontal position (use wing end-plates) the wing leading edge to the rear of the roll hoop must be 1530mm \pm 10mm. No modifications are allowed to wing

plates.

- 7.5 The profile of the wing may not be altered, and must conform to the SCRA forma. A gurney tab, as supplied by the SCRA, may be fitted to the rear wing. Gurney tabs are permitted provided they take the form of a 12mm x 12mm angle and run the full length of the rear wing (1820mm). No 'sections' or shortening is permitted.
- 7.6 Wing length may not exceed 1820mm, measured inside the wing end plates.
- 7.7 Wing end plates may not exceed 440mm x 270mm and may not extend above the wing profile by more than 30mm.

8. ENGINE AND CLUTCH

- 8.1 The engine is a controlled unit (Nissan VQ35). The engine may only be rebuilt, repaired or worked on by the SCRA-appointed engine builder. All engine preparation will be carried out in accordance with the technical specification prescribed by SCRA. SCRA will appoint the engine builder/supplier in writing. The Technical Consultant and SCRA, reserve the right to change or dynamometer or inspect engines within 4 days after race day. This decision must be made known to the competitor and Clerk of the Course whilst the vehicle is still in parc ferme.
- 8.2 This includes the fuel injection, induction, exhaust, electrical, and lubrication systems. The SCRA seals are located, as per Art. 20, on the throttle body, intake manifold, valve covers and oil pan. Engine maintenance which is permitted includes the replacement, but not modification, of external engine parts such as: spark plugs, oil filter, ignition parts, fuel pump, dry sump system, alternator/water pump belt, hoses.
- 8.3 The engine may be purchased new from the Association. Exhaust system may be painted, ceramic coated or plated but not wrapped with thermal insulation. Oil filters may be replaced with an OEM equivalent. An alternate push-pull throttle cable and the necessary brackets are allowed.
- 8.4 The flywheel and clutch assembly, including clutch plate and bolts, may not weigh less than 10.0kg. The profile of the flywheel may not be altered. The clutch plate and pressure plate must be SCRA- approved.

9. COOLING

- 9.1 Radiator and ducting, including cooling fans, are free.
- 9.2 Ducting may not protrude beyond the outside of the body.
- 9.3 Air ducting to the throttle intake will only be allowed via a 20mm aperture between the top of the firewall and the underside of the cross bar in the roll-over hoop. The air will then be directed to the intake via a 'baffle' plate fitted inside the engine cover in such a way that it fits immediately above the air plenum box. No other ducting of air to the intake will be allowed.
- 9.4 Air ducting to the rear brakes may be taken from apertures in the raised side section of the bodywork on either side of the driver's cockpit (as per the below photograph).



10. TRANSMISSION AND DRIVETRAIN

- 10.1 Gear ratios: 1st - 2.09 / 2nd - 1.57 / 3rd - 1.29 / 4th - 1.15 / Final - 3.22
- 10.2 A 19-tooth pinion wheel is to be used only at the East London and Zwartkops circuits. In all other cases, the 18-tooth pinion wheel must be used.
- 10.3 Only SCRA-approved gear change mechanisms may be fitted.
- 10.4 Only tripod external CV joints may be fitted, as approved by the SCRA.

11. EMERGENCY MAINTENANCE

- 11.1 Emergency maintenance at an event is permitted subject to the following restriction:
- 11.2 Any and all emergency maintenance, where seals are broken, shall be performed by or supervised by a SCRA appointee. The appointee shall notify the SCRA of any such work in writing not more than three days after the event.

12. SUSPENSION

- 12.1 Adjustments are permitted within the limit of the suspension components (See Art. 27).
- 12.2 Painting/Plating. Suspension parts may be painted any colour(s). Aluminium parts may be polished or anodised. Only nickel plating may be applied for corrosion protection. Any suspension piece that is a closed assembly shall have a 1/8" diameter hole drilled in a non-critical location to allow flushing of any entrapped plating fluids. Post plating bakeout of four (4) hours at a temperature of 375 degrees F is recommended to prevent hydrogen embrittlement.
- 12.3 The upright may be sleeved with a bushing in the ball post area for repair. A modified 5/16" ball post washer may be used in the uprights.
- 12.4 Anti-roll bar (swaybar) may be disconnected but not removed.
- 12.5 Rod ends on lower rear control arms may be upgraded to a 1/2" shanked rod end. The rod end attaching bolt-hole diameter must remain 7/16".
- 12.6 Rear lower wishbones may be modified to allow clearance between the rear rim and the wishbone. This modification may only be carried out by the approved SCRA parts supplier.

13. SPRINGS AND ANTI-ROLL BARS

Helper springs beneath the normal springs are allowed but must collapse completely when the car sits on its wheels without driver. Front spring rate: 500 to 600 lb/inch or metric

equivalent, with a tolerance of +/- 4% on the specified spring rate. Rear spring rate: 800 to 900 lb/inch or metric equivalent, with a tolerance of +/- 4% on the specified spring rate. Only SCRA-approved and issued anti-roll bars may be used, both front and rear.

14. STEERING

The steering bracket on the front upright may be reinforced and made out of steel or aluminium providing the geometry remains the same as original. The steering rack may not be altered in any way and its position shall not be changed.

15. WHEELS

15.1 Only the approved SCRA wheel hubs may be used.

15.2 Wheel dimensions are as follows: Front (from bead seat to bead seat): 10.5 to 11.5 inches
Rear (from bead seat to bead seat): 11.5 to 13 inches
Offset (Front) - 165mm to 175mm
Offset (Rear) - 165mm to 175mm measured from inside bolt face to rim bead edge.

15.3 Longer wheel studs may be fitted for safety reasons.

16. FUEL SYSTEM

16.1 Fuel: GCR 240 refers.

16.2 Only aviation or FIA specification bag tanks are allowed.

16.3 SCRA-approved surge tanks may be used.

17. ELECTRICAL SYSTEM

17.1 The engine wiring loom and MBE 970 ECU may not be altered. Repairs may only be undertaken by the official supplier to the SCRA. ECU's may be swapped between cars prior to the third practice session on race weekends by the technical committee. This will be done with the knowledge and permission of the Clerk of the Course. The committee reserves the right to impound such swapped ECU's overnight on race weekends.

17.2 A dry cell battery must be used, and must be fitted behind the driver's seat. The alternator must be operational at all times and may not be disconnected via a switch or any other mechanism.

18. WEIGHT

18.1 The minimum mass of the car and driver shall be 925kgs at any time during qualifying or the race itself. Where the scales being used to weigh race cars at a circuit have been assized as required by the regulations they shall be deemed correct, at the discretion of the SCA Technical Committee (or its nominated representative/s).

18.2 Where a car/driver combination falls below the specified minimum mass as a result of missing/damaged bodywork, the SCA Technical Committee shall, at the request of the driver concerned, add to the weight of the underweight car/driver combination an allowance equal to the average weight of the equivalent bodywork of the top 3 drivers in the particular session or race to that damaged/missing on the underweight car/driver combination. Such allowance shall only apply in instances where the missing/damaged bodywork is as a result of an on track incident deemed unintentional on the part of the offending driver/team by the Clerk of the Course/SCA Technical Committee.

19. UPDATES

Provisions will be made for updates on all safety and mechanical improvements. Such updates will be effective when published in an official MSA circular.

20. SEALS

20.1 All SCA's are subject to normal safety inspection. Additionally, a SCRA appointee may check each official seal. A competitor may not be barred from competing at a specific event

if a seal is broken or missing. A SCRA appointee must fit a temporary seal and the competitor must inform the Clerk of the Course, in writing, that his result should be provisional pending an inspection by the engine builder to ensure legality. The engine builder shall replace the temporary seal and the findings shall be made known to the Clerk of the Course, the SCRA and the competitor as soon as possible. All costs incurred during this process are for the account of the competitor.

20.2 Seals will be fitted as follows:

20.2.1 Top of throttle body to intake plenum at 2 upper bolts – 1 seal total.

20.2.2 Plenum to lower intake manifold – rear bolt – 1 seal total.

20.2.3 Left and right valve covers – front and rear of covers to cylinder heads – 4 seals total.

20.2.4 Right front corner of pan to timing cover – 1 seal. Left rear corner of pan – 1 seal.

20.2.5 The injector rails.

21. ACCESSORY ITEMS

21.1 All vehicles competing in the Shelby Can-Am national championship series shall be required to be fitted with a MDV 80S Solid State Micro VGA Video Camera in a forward-facing position on the roll hoop of the vehicle. The mounting plate for this device is to be supplied by the Shelby Can-Am Racing Association (SCRA) and must be fitted in the position specified by the SCRA.

The video footage emanating from the camera of each car during an event is to be made available to the SCRA on request, and shall be used in any way the SCRA may deem fit. Notably, but not necessarily exclusively, the footage shall be utilised:

- by race officials to assist in the settlement of disputes resulting from racing incidents; and/or
- for promotional purposes; and/or
- for broadcast purposes.

In the event of a competitor refusing to supply video footage on request, or a camera malfunctioning (where blame can be apportioned to the competitor following a SCRA investigation), the clerk of the course shall be empowered to penalise the offender. Penalties so applied may go so far as exclusion from the race or race meeting concerned and/or preclusion from participation in future events.

21.2 No radio or cellular communication is permitted whilst driving.

21.3 Duct tape may be used to repair crash damage or as a precautionary means of securing body latches. Crash damage is defined as having occurred during the current event. The tape should be of an appropriate colour where possible.

21.4 Anti-skid material may be added to pedal surfaces and floor of car.

21.5 Chassis run blocks are free of restriction.

21.6 Brake ducting may be extended to within the wheel wells.

21.7 Left and right side mirrors must be fitted, but their attachment/mounting positions are unrestricted.

21.8 Any seat or seat modification is allowed.

21.9 An oil pressure warning light/buzzer may be installed.

21.10 Accumulators are not permitted in the lubrication system.

13 Oct – Zwartkops – Old Tyres

10 Nov – Kyalami – New Tyres

For the purposes of this rule, 'used' tyres shall be those previously marked for an event in the current season. 'New' tyres shall be those not yet marked for use in the current season.

- 23.3 In instances where SCRA allows a competitor to use new tyres in a 'used tyre' event (such as when new competitors join the series), the following conditions shall apply:
- 23.3.1 The same set of new tyres must be used for the entire duration of the event, including the practice sessions prior to qualifying.
- 23.3.2 The driver concerned shall be required to complete at least four (4) flying laps in each of the practice sessions prior to qualifying.
- 23.3.3 Any such driver not complying with the provisions of clause 23.3.2 above shall start Race 1 from the back of the grid unless the Clerk of the Course decides that the non-compliance was for reasons wholly outside of the control of the driver/team.
- 23.4 All qualifying and race tyres must be numbered and registered with SCRA. The onus is on the drivers to ensure that they record the serial numbers in both their scrutineering log books and on the forms provided for this purpose by the SCRA, and to submit the completed forms to the SCRA representative prior to the commencement of the official qualifying session at each race meeting. It is the responsibility of the drivers to ensure that the committee has registered their tyres prior to the use thereof.
- 23.5 Only registered tyres may be used for qualifying and the races. Tyres used during the official practice sessions are free of restriction, but must be Hoosier 45 compound tyres.
- 23.6 The same tyres must be used in qualifying and in the races at each race meeting.
- 23.7 In the case of a puncture or unsafe tyre and no registered tyre being available, the technical advisor and two (2) other committee members may jointly permit a tyre of equivalent wear to be used. The replacement tyre shall be similarly registered, and the technical committee will destroy the unsafe tyre.
- 23.8 Failure to comply with this rule will result in exclusion and the possible imposition of further penalties.
- 23.9 Wet weather tyres must be either Goodyear or Hoosier and do not form part of the normal tyre allocation.

24. PRACTICE/TESTING

A circuit may not be hired for practice/testing during the week (seven days) preceding a championship race. For the purpose of this rule, neither the SCA car (with any driver), nor the driver (with any other car), may practice. The only practice permitted will be as detailed in the SR's for each event and may not take place prior to the Thursday preceding the event. MSA may waive compliance with this rule, or apply alternative requirements, on recommendation of the SCRA Committee.

25. BRAKES

- 25.1 Brake Pads are restricted to part numbers: Type 7320 15B-3992K for Wilwood Superlite II & III or Type 7420 15B-6853K for Wilwood Superlite Forged.
- 25.2 Rotors: 12.18" x 1.25" vented. No grooving, slotting or drilling of rotors is allowed.
- 25.3 Calipers allowed are: Wilwood Superlite II & III or JFZ Wilwood Forged Billet Superlite Part No. 120-7429-R/L All with 4 x 1.75 inch bore pistons.
- 25.4 Skimming of rotors and pads is allowed.
- 25.5 Minimum weight: 4.5 kg complete, including bell and bolts but excluding pads.

25.6 Only brake bells, including floating bells, as approved by the SCRA may be fitted.

26. MASTER CYLINDERS

26.1 Brakes = 7/8" to 1", or metric equivalent.

26.2 Clutch = 5/8" to 1", or metric equivalent.

27. SUSPENSION LINKAGE ADJUSTMENT

No more than 20mm of the threads shall show on any spherical rod ends, excluding the locking nut, and measured from nut lock face to end of thread. This is a mandatory requirement to ensure sufficient engagement of the threads in the adjustable linkages, and acceptable bending moments on the rod ends. Spherical bushes or rod ends may not be downgraded in quality.

28. SPONSORED PARTS/FUELS/OILS

If a sponsored part is supplied any sponsor emblem or decal may not be removed.

29. TIMING DEVICE

The supplied timing device shall be mounted as per SSR83.

30. FUEL TANK AND BREATHER BOTTLES

30.1 The fuel tank breather pipe must be a Dash-6 pipe and must be routed over the rollover loop.

30.2 Engine oil breather tank – Refer SSR 70.

31. HELMETS

Only a Snell 95 or FIA approved helmet may be used. The manufacturer's requirements must be complied with. See also GCR 239.

32. RACE SUITS AND GLOVES

32.1 It is recommended that FIA-approved fire resistant race suits be worn at all times.

32.2 Where FIA-approved race suits are not being worn, FIA-approved fire resistant underwear must be worn under the race suit being used.

32.3 Gloves (preferably FIA-approved fire resistant) must be worn at times.

33. HYDRAULIC COUPLINGS

Quick release couplings may be fitted to the rear brakes and the clutch.

34. TRACK AND WHEELBASE

34.1 Maximum track: 1900mm (front); 1860mm (rear) measured on the top outside edge of the tyre wall as the car is presented to race.

34.2 Maximum wheelbase: 2275mm.

35. FUEL

35.1 The only fuel permitted to be used during the championship is Sunoco 260 GTX.

REGULATIONS AND SPECIFICATIONS FOR THE 2012 SHELBY CAN-AM CHAMPIONSHIP

ART.

1. This Championship is reserved for only approved Shelby Can-Am (SCA) cars.
2. The name of the championship will be the: "SOUTH AFRICAN SHELBY CAN-AM NATIONAL CHAMPIONSHIP".

3. CHAMPIONSHIP AIM

- 3.1 To declare an overall South African Shelby Can-Am National Champion.

4. EVENTS TO COUNT

The Championship will be run over all events inscribed into the National calendar by MSA. All rounds to score.

5. CONTROLLERS

- 5.1 MSA shall have overriding authority in respect of all aspects of the championship series. The Shelby Can-Am Racing Association shall be responsible for the normal administration of the series, subject to the aforementioned.
- 5.2 MSA reserves the right to alter, suspend or introduce rules, as deemed necessary and in the prescribed manner.

6. ELIGIBILITY

- 6.1 The Championship is open only to the SCA cars imported by SCRA.
- 6.2 The Championship is open to all holders of valid competition licences issued by Motorsport South Africa (MSA). Competitors must hold a national or international licence, which licences will generally not be issued to first time competitors.
- 6.3 The organisers or association reserve the right to refuse an entry should they determine that the vehicle or driver does not uphold the status of the championship.

7. POINTS/RACING REGULATIONS

- 7.1 Points will be scored in each race or heat as follows:

1 st - 20 points	2 nd - 17 points	3 rd - 15 points
4 th - 13 points	5 th - 11 points	6 th - 10 points
7 th - 9 points	8 th - 8 points	9 th - 7 points
10 th - 6 points	11 th - 5 points	12 th - 4 points
13 th - 3 points	14 th - 2 points	15 th - 1 point

- 7.2 The pole position holder in the first (or only) race will receive one point.
- 7.3 The driver setting the fastest lap of the day will be awarded one point.
- 7.4 Where only one race is held for SCA cars at a race meeting, double points shall be scored.
- 7.5 The driver who qualifies the car must start the first heat/race.
- 7.6 Bonus points scored in terms of the above Articles 7.2 to 7.3 shall be scored separately to points scored according to finishing positions in races.
- 7.7 A driver's fastest lap in qualifying will determine his/her grid position for Race 1. Any competitor failing to post a time in qualifying shall be required to start Race 1 from the back of the grid. In the event of there being more than one such competitor, the order between

them shall be at the discretion of the clerk of the course, acting in consultation with the official category representative/s. The addition of fuel or any other item/substance that affects the weight of a car during a qualifying session is expressly forbidden. Contravention of this regulation will result in the offending driver's recorded lap times during the qualifying session being disallowed.

7.8 The provisions of SSR 29 notwithstanding, the starting order for Race 2 will be determined according to each competitor's fastest lap time in Race 1, with the proviso that the positions of the competitors recording the fastest eight (8) lap times in Race 1 shall be reversed on the grid for Race 2. The competitor recording the 8th fastest lap time in Race 1 shall therefore start Race 2 from pole position while the competitor recording the fastest lap time in Race 1 shall start Race 2 from 8th position on the grid. Any competitor failing to post a lap time in Race 1 shall be required to start Race 2 from the back of the grid. In the event of there being more than one such competitor, the order between them shall be at the discretion of the clerk of the course, acting in consultation with the official category representative/s.

7.9 The 'white line rule' envisaged in SSR 50 i) i) shall apply in the Shelby Can-Am Championship.

8. SEPARATION OF TIES

8.1 The competitor with the greatest number of first place points will be declared the champion. If this does not resolve the tie, then the greater number of second positions, thirds, etc. will be taken into consideration.

9. SPONSORS EXPOSURE AND NUMBERS

9.1 Numbers – GCR 249 and SSR 4 refer. Numbers shall be 110mm x 200mm x 30mm.

9.2 Sponsors decals – The size and location of sponsors and sub-sponsors decals will be determined at the start of each racing season and communicated to all competitors by means of an official SCRA circular. Updates may be effected.

9.3 The position, size, colour, background and borders of sponsor's decals shall be relayed via a SCRA circular.

9.4 Failure to comply with point 9.2 and 9.3 will result in exclusion from the race/s concerned.

10. PENALTIES

10.1 In addition to the penalty provisions contained elsewhere in the general motorsport regulations, the Clerk of the Course shall be empowered to impose grid penalties for subsequent events on competitors who infringe the rules. A minimum of a 5 place grid penalty will generally apply in this regard but harsher penalties (up to a penalty of preclusion from participation in future events) may be applied in more serious cases. The Shelby Can-Am Committee will form a driver behavior/conduct committee, which may make recommendations to the Clerk of the Course where deemed appropriate.