



# MOTORSPORT SOUTH AFRICA

Association incorporated under section 21  
Reg. No. 1995/05605/08

First Floor, 108 Monza Close, Kyalami Park, Midrand. P.O. Box 11499 Vorna Valley, 1686, South Africa  
Telephone: (011) 466-2440. Fax: (011) 466-2450. Website: www.motorsport.co.za. E-mail: adrian@motorsportsa.co.za

## MSA SPORTS CAR CIRCULAR 3/2008

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The following amendments/additions are made, with immediate effect, to the *Shelby Can-Am (SCA) Regulations and Specifications* as contained in the 2008 MSA Circuit Racing Handbook:

### Amendments:

- Art.1.10        **Delete** the word “clutches”.
- Art 3.1        **Delete:** “Two emergency pull cables.....rear roll hoop.”  
**Replace with:** “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.”
- Art 6.6        **Amend:** “The body must be mounted using.....”  
**To read:** “The body *may* be mounted using...”
- Art 6.7        **Delete** the word “plastic”.
- Art 9.2        **Delete** “with the exception of the SCRA-approved brake ducts”.
- Art 21.8       **Delete** the word “or”.
- Art 21.16      **Delete** and **re-number** the following articles.

### Additions (new articles):

- Art 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 must be replaced with steel mesh.
- Art 5.6        The left crash box may be altered in profile, as per SCRA-approved photograph, to assist in exposing the radiator opening.
- Art 6.8        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.
- Art 6.9        Only SCRA-approved rear diffuser may be used. Slots/vents may be fitted to the diffuser to assist with the extraction of air. Inner wheel well and/or ducting may be fitted but can not extend beyond the rear tail piece of the bodywork. A hole may be cut in the centre rear panel between the veins. NO extension of the diffuser veins is allowed.
- Art 6.10       Opening of the air intake on the nose of the car to maximum size is allowed.
- Art 6.11       Deflector plate behind the front wheels may be removed leaving the radiused section to a minimum of 50mm.

- Art 6.12 The upper left bodywork alongside the driver cockpit may be altered in profile (only as per SCRA-approved photograph) to follow the crash box profile, allowing a larger aperture to the radiator.
- Art 6.13 Mesh-lined holes are allowed below the rear tail lights to allow the escape of air in the engine bay.
- Art 6.14 Slots/vents are allowed in the upper, horizontal surface of the engine cowling to assist with the extraction of air from the engine bay.
- Art 7.7 Wing end plates may not exceed 440mm x 270mm and may not extend above the wing profile by more than 30mm.



ADRIAN SCHOLTZ  
MANAGER – SPORTING SERVICES

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