

## Manual Amendment

*These amendments have been authorised to the text of MotorSport Manual Edition 35. It is recommended that in addition to retaining a copy of this amendment that all parties modify the actual text in their Manual according to the following:*

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### Appendix Two, Schedule A – Driver and Vehicle Safety

#### Amendments to Schedule A in Manual 35:

1. Amend Part One, Article 4.6 as stated in the schedule below.
  2. Amend Part One, Article 5.4 as stated in the schedule below.
  3. Amend Part One, Article 5.10 as stated in the schedule below.
  4. Amend Part One, Article 5.13 as stated in the schedule below.
  5. Amend Part One, Article 7.2 as stated in the schedule below.
  6. Amend Part Two, Article 5.5 as stated in the schedule below.
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1. **Item One:**

4.6 **Safety Structures (Roll Protection):**

- (1) Safety Structures are classified as 'safety critical' hence must be designed, fabricated and maintained to the highest standards. A Rollbar or a Safety Cage may be fabricated in compliance with the requirements of either this Schedule or FIA Appendix J. The structure may be permanently welded or alternatively may be bolted to the vehicle. It is highly recommended that this work be undertaken by a MotorSport NZ Recognised Manufacturer. For the design, construction requirements and material specifications refer to Part Two Article 5 of this Schedule.

***Note.** Additional information and a list of MotorSport NZ Recognised Manufacturers may be found on the MotorSport NZ website - [www.motorsport.org.nz](http://www.motorsport.org.nz)*

**Reason:**

*To clarify the installation options available*

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**2. Item Two:**

**5.4 Ignition Switch / Circuit Breaker (Kill Switch):**

- (1) **Requirements:** All vehicles shall be fitted with a spark proof ignition switch/circuit breaker as follows:

(...)

- (e) For **Closed Dedicated** Motorsport Vehicles competing in Race Events, an external ignition switch/circuit breaker shall be fitted, located near the bottom of the windscreen. It shall be marked by a red spark in a white edged blue triangle with a base of at least 120mm (*refer Diagram 5.4(1) below*).

(...)

**Reason:**

*To clarify specific vehicle type*

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**3. Item Three:**

**5.10 Doors:** Shall comply with the following;

- (1) Closed Vehicles shall have a door on each side, with hinges and **easily identifiable** latches arranged for easy opening from inside and out, except where specifically authorised by MotorSport NZ as detailed in the vehicles MotorSport NZ logbook, and

(...)

**Reason:**

*To ensure opening mechanism can be readily located by all.*

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**4. Item Four:**

**5.13 Aerodynamic Devices:** Any part of the vehicle that has an aerodynamic influence on stability shall be mounted on the entirely sprung part of the vehicle, be firmly affixed and not exceed the following limits:

(1) **Single Seater:**

- Height (max): **840mm** above the ground.
- Width (max): 1100mm behind the front wheels (fuel tanks excepted).
- 1500mm ahead of and below the top of the front wheel rims.
- 1000mm ahead of and above the top of the front wheel rims.

(2) **~~Sports Cars and~~ Sports Racing Cars:**

(a) **Front:**

- Height (min): Bottom of wheel rims,
- Height (max): Top of wheel rims,
- Width (max): width of bodywork,
- Length: No more than 200mm forward of the original bodywork.

(b) **Rear:**

- Height (min): Bottom of wheel rims,
- Height (max): **840mm** above the ground,
- Width (max): width of bodywork,
- Length: No more than 400mm rearward of the original bodywork.

**(3) All other vehicles:**

**(a) Front:**

- Height (min): bottom of wheel rims,
- Height (max): Top of wheel rims,
- Width (max): width of the bodywork,
- Length: spoiler shall not extend more than 200mm forward of the original bodywork.

**(b) Rear:**

- Height (min): bottom of wheel rims,
- Height (max): 100mm above the vehicle roofline (Sports Cars measured from the top of the full height windscreen),
- Width (max): width of the bodywork,
- Length: No more than 400mm rearward of the original bodywork.

**Note:** ~~For ClubSport Events (ie Hillclimbs and Sprints) only, the height of the rear aerofoil may extend to a maximum of 100mm above the vehicle roofline.~~

**Reason:**

*To align dimensions with various updates.*

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**5. Item Five:**

**7.2 Safety Non Critical Items:**

**(1) Transverse Mud-flaps:** shall be fitted to all competing vehicles that cover the whole width / height of the wheel / tyre, for the rear and the driving wheels (FWD) when viewed from the rear of the vehicle. Not mandatory for vehicles competing in solely tarmac Events. The mud-flaps shall;

- (a)** Be in place at the commencement of the first special stage and following every service, and
- (b)** Have a ground clearance of 50mm to 100mm when the vehicle is stationary, and
- (c)** Must maintain function and operation at all times.

**Recommendation:** *A minimum thickness of 4mm is recommended for flexible material.*

(...)

**Reason:**

*To clarify the coverage and function requirements.*

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6. **Item Six:**

5.5 **Safety Cage Attachment:**

- (a) **Reinforcement plates:** Where any member of the Safety Cage terminates at the bodyshell or chassis a reinforcement plate of at least 3mm thick steel plate shall be welded to the bodyshell or chassis.
- (i) For the Main and Lateral rollbars a reinforcement plate with a minimum of 120cm<sup>2</sup> in contact with the horizontal surface of the bodyshell shall be used.
  - (ii) For all other members a reinforcement plate with a minimum of 60cm<sup>2</sup> shall be used.
  - (iii) It is recommended that reinforcement plates be attached to the bodyshell in two(2) or more planes (*refer Diagram 5.5a below*).

(...)

**Reason:**

*To clarify welding requirement*

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*This amendment is issued for MotorSport New Zealand Inc by the Administration.*



B. Budd  
Chief Executive Officer