

Manual Amendment - 36013

These amendments have been authorised to the text of MotorSport Manual Edition 36. 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:

Amendments to Schedule A - Part One and Two in Manual 36:

1. Amend Part One - Article 4.3(1) - Protective Clothing Types as stated below.
2. Amend Part One - Article 4.4 - Safety Harness as stated below.
3. Amend Part One - Article 4.7 - Seating as stated below.
4. Amend Part Two - Article 5.5 - Safety Cage Attachment as stated below.

1. Item One:

Article 4.3(1): Line B:

Remove: (7) from against SFI 3.3 in columns; socks, shoes, gloves and balaclava.

Add: (7) to column Underwear against ISO 6940

Chart (1) – Protective Clothing Types / Standards

	Overall	Underwear	Socks	Shoes	Gloves	Balaclava
	One-piece garment worn as an outermost layer, designed with close fitting front, cuffs and ankles which entirely cover the wearer except for the head, hands and feet	Garments designed to be worn between the overall and the wearer's body entirely covering the wearer except for the head, hands and feet	One-piece close fitting garment covering at least to mid-calf	Garment that covers the whole foot and ankle	Garment that covers the whole hand and wrist	One-piece close fitting garment that covers the head and neck
A	FIA 8856-2000(1) FIA 8856-2018(2)	FIA 8856-2000(1) FIA 8856-2018(2)	FIA 8856-2000(1) FIA 8856-2018(2)	FIA 8856-2000(1) FIA 8856-2018(2)	FIA 8856-2000(1) FIA 8856-2018(2)	FIA 8856-2000(1) FIA 8856-2018(2)
B	FIA Norm 1986 ISO 6940(8) Multi-layer SFI 3.2A/5(4)	SFI 3.3,(7) ISO 6940(7, 8)	SFI 3.3(7) ISO 6940(8)	SFI 3.3(7) ISO 6940(8)	SFI 3.3(7) ISO 6940(8)	SFI 3.3(7) ISO 6940(8)

	Multi-layer FR material(3)					
C	SFI 3.2A/1,(5) ISO 6940(8) Single-layer FR material(3)	Cotton(6) Wool	Cotton(6) Wool	Leather	Leather	-
D	Cotton(6)	-	-	-	-	-
E	No Req'mt	No Req'mt	No Req'mt	No Req'mt	No Req'mt	No Req'mt

Reason: To clarify items which are classified as short sleeves or pants.

**2. Item Two:
Article 4.4 Safety Harness**

(7) Anchorages: The series production (existing) anchorage points may be used or new anchorage points created as follows. Straps shall not anchor directly to the seat, its frame / runners, or share fasteners with any other components:

- (a)** ...
- (b)** ...
- (c)** For each new anchorage point created on the bodyshell, a steel reinforcement plate three(3)mm thick and with an area of at least 40cm² (64mm X 64mm) with radiused corners, chamfered edges, and centrally located attachment hole that follows the panel surface shall be used. If the reinforcement plate is not welded to the bodyshell a counter-plate shall also be used, and
- (d)** For each new anchorage point created on the Safety Cage, the following methods of attachment are permitted: {...}

Note: It is recommended that where counter plates are used in combination with a reinforcement plate that the two pieces are also riveted together.

Reason: To clarify the mandatory use of counter plates where reinforcement plates are not welded to the bodyshell.

**3. Item Three:
Article 4.7 Seating**

(2) Seat Types: All of the following seat types are accepted under this Schedule:

- (a)** ...
- (b) Replacement Seat:** being a seat sourced from another vehicle or manufacturer and is not compliant with an FIA or SFI standard. All replacement seats shall:
 - (i)** ...

(ii) ...

(iii) ...

(iv) A 3 strap lap and diagonal harness shall only be used with a 'replacement seat' where all three straps maintain full contact with the occupants body

(c) **Competition Seat:** being a one(1) piece seat (with no provision for backrest adjustment), designed, constructed and tested to a standard published by the FIA or SFI. All competition seats shall:

(i) ...

(ii) ...

(iii) Only 4 or more strap harnesses are authorised for use with a 'competition seat' or where the requirements of 4.7(2)(b) above cannot be met.

4) Seat Installation and Mountings:

(a) ...

(b) ...

(c) ...

(d) The Seat brackets and/or fabricated frame shall:

(i) Mount directly to the vehicle manufacturers' original seat mounting points, or

(ii) Alternative mounting points may be fabricated, each incorporating a reinforcement plate measuring at least 40cm² x 3mm. If the reinforcement plate is not welded to the bodyshell a counter-plate shall also be used, or

Note: *It is recommended that where counter plates are used in combination with a reinforcement plate that the two pieces are also riveted together.*

Reason: To clarify the mandatory use of counter plates where reinforcement plates are not welded to the bodyshell.

**4. Item Four:
Article 5.5 Safety Cage Attachment**

(1) **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.

(a) For the Main and Lateral roll bars a reinforcement plate with a minimum area of 120cm² in full contact with the surface of the bodyshell shall be used. The reinforcement plate shall be positioned so as to transfer any loadings vertically into the bodyshell (Refer Diagrams **253-50 – 253-58 below 5.5(1)**).

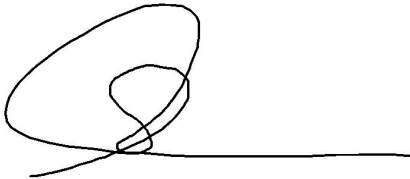
~~Reinforcement plates positioned predominantly on vertical surfaces of the
bodyshell are not acceptable,~~

(b) ...

(c) ...

Reason: To clarify reinforcement plate requirements.

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

A handwritten signature in black ink, consisting of a large, stylized loop followed by a horizontal line extending to the right.

Elton Goonan
Competitions Manager