

Manual Amendment - 36027

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 – Driver & Vehicle Safety (Part 1) in Manual 36:

1. Amend Article 3.9 – Fuel as stated below.
 2. Amend Article 4.4 – Safety Harnesses as stated below.
 3. Amend Article 4.5 – Window Nets and Driver Nets as stated below.
 4. Amend Article 4.10 – Braking System as stated below.
 5. Amend Article 4.11 – Steering and Suspension Systems as stated below.
 6. Amend Article 5.8 – Chassis, Bodyshell and Exterior Appearance as stated below.
 7. Amend Article 8.3 – LVV / MotorSport Authority Card as stated below.
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1. **Item One:**
Article 3.9 - Fuel

- (1) **General:** All fuel used in competition must comply with the prescriptions of this Schedule. All fuel must be used without additives other than those permitted within this schedule. Other than for pump fuel, the mixing of fuels from different commercial sources, or of different grades is forbidden.
- ~~(1)~~ (a) ~~Only an approved fuel and ambient air may enter the engines combustion chamber.~~
Oxidants: Only air may be mixed with the fuel as an oxidant. The use of oxidants such as Nitrous Oxide is forbidden.
- (2) **Approved fuels:** The following are the only fuels authorised under this Schedule:
- (a) Commercially available fuel from a New Zealand Service Station forecourt pump on current sale being;
- (i) Unleaded 91 Octane (RON) Regular Grade Petrol, and
 - (ii) Unleaded 95 Octane (RON) Premium Grade Petrol, and
 - (iii) Unleaded 98 Octane (RON) Premium Grade Petrol including ethanol blends (E10), and
 - (iv) Diesel (including B5).
- (b) ~~Commercially available~~ Petrol/ethanol blended fuels produced in New Zealand up to E85 for sale and in compliance with New Zealand Engine Fuel Specifications Regulations 2011. These fuels may be supplied from a drum.
- (c) **Unleaded Racegas:** Unleaded racing fuel is defined as an unleaded petrol produced in compliance with the specifications detailed in FIA Article 252 of Appendix J to the current FIA Yearbook. Such Unleaded Racing Fuel supplied from a drum is permissible.

(...)

(5) Additives or blends: Unless otherwise approved, additives of any kind or specification or chemical description or composition shall not be added to the fuel nor may a blend of two or more fuels be used. The only approved additives are:

(a) Lubricating oil for rotary and two stroke engines, and

(b) **Valve recession:** Commercially available lead substitutes to reduce valve recession may be used for use with unleaded fuels in strict accordance with the manufacturer's instructions. These additives may not be used to enhance the octane number of the fuel.

Reason: *To update supply details for E85 ethanol blended fuel and update fuel regulations as part of periodic review.*

2. Item Two:

Article 4.4 – Safety Harnesses

(6) **Safety Harness Installation (Four(4) or more straps):** Harnesses with four(4) or more straps shall be installed either on the series production anchorage points or by creating new anchorage points as per Part One Article 4.4(7):

(...)

(b) **Lap straps** shall:

(i) Be worn over the hip joint region and under no circumstances shall they be worn over the abdomen, and

(ii) Pass through or above the side of the seat and respect the angles as described in Diagram 4.4(4) below.

(iii) Each lap strap should ideally be of a similar length and form similar angles.

Reason: *To clarify best practice installation of the straps.*

3 Item Three:

Article 4.5 – Window Nets and Driver Nets:

(...)

Recommendations: ~~In races,~~ Window nets are strongly recommended where doors/windows (adjacent to the occupants) are absent or modified in any way.

Reason: *To expand the recommendation of Window Nets to all disciplines.*

**4. Item Four:
Article 4.10 – Braking System**

(1) Requirements: The brakes shall:

(...)

(g) not restrict the braking effort on each axle to less than 25% of the total braking effort through the use of brake balance adjusters*, and

Note: *Refer to Part One Article 8 of this Schedule for additional requirements for road registered vehicles.

Reason: Updated authority card exemptions as negotiated with LVVTA.

**5. Item Five:
Article 4.11 – Steering and Suspensions Systems**

(1) The main components of the steering and suspension system include: steering rack/box, steering wheels, hubs, kingpins/ball joints. Bearings, bushes, linkages, springs and dampers.

(2) Repairs and/or Modifications:

(...)

(d) Replacement Steering Wheels may be either a Series Production steering wheel sourced from a mass-produced vehicle or an after-market steering wheel manufactured by a reputable steering wheel manufacturer.

Reason: To prevent the use of counterfeit products.

**6. Item Six:
Article 5.8 - Chassis, Bodyshell and Exterior Appearance**

5.8.1 Composite / Carbon-Fibre Chassis and Structural Component Repairs: Any repairs to the survival cell, nose crash structure, side crash structures or tail crash structure shall be carried out in accordance with the manufacturer's specifications, in a repair facility approved by the manufacturer.

Reason: To clarify the repair requirements for composite based chassis which are becoming more commonly available.

**7. Item Seven:
Article 8.3 – LVV / MotorSport Authority Card**

8.3 LVV / Motorsport Authority Card: (...)

(3) The Authority Card covers the following motor sport modifications:

(...)

- The installation of a safety fuel tank and/or installation of dry break refuel adapters inside the cockpit, and/or replacement fuel lines.

(...)

- FIA Homologated Rally Cars in full compliance with their homologation papers and used in New Zealand Rally Championship or International rally events.

(...)

(6) **Specific Requirements:**

(...)

(d) **Removal of a Manufacturer Occupant Protection System (MOPS):**

(...)

- (iii) Competition seats, compliant to an FIA standard (8855-92, 8855-99 or 8862-2009) and in full compliance with this Schedule, and

(e) A competition braking system incorporating a Hydraulic Handbrake, "Open" brake bias system and/or braided flexible brake lines (hoses). Where a hydraulic handbrake is fitted to a vehicle an Authority Card is required, and where braided flexible brake lines are fitted in replacement of solid metal brake lines an Authority Card is required, and where a brake bias system is fitted where the Adjuster is open an Authority card is required. The following requirements shall be met:

(...)

- (x) An open adjuster on a LVVTA Certified brake bias system is permitted.

Note: *The brake bias system modification itself, be that hydraulic valve or mechanical bar, must be approved separately on an LVVTA Certification Plate. If the vehicle has not been LVV Certified or the LVVTA Certification Plate does not detail the Brake Bias System the vehicle does not meet WOF requirements and should not be issued with a WOF.*

(...)

(g) **Competition Fuel Systems:** that include a safety fuel tank and/or dry break refuel adapters installed within the cockpit and/or replacement fuel lines may be detailed on the Authority Card providing the following requirements are met:

(...)

(vii) Replacement fuel lines comply with Appendix Two Schedule A

(i) **FIA Homologated Rally Cars:** imported and used in the NZRC or International rally events providing the following requirements are met:

(i) The car maintains complete compliance with its homologation papers and technical regulations at all times.

(ii) The car must be used primarily for New Zealand Rally Championship events or International permitted events.

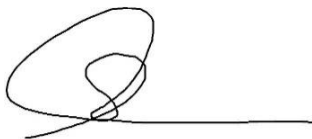
(iii) The car must be inspected each year prior to Authority Card renewal.

(iv) If the car fails to meet the above requirements, certification through LVVTA will be required.

(i) **Other Vehicle Modifications: (...)**

Reason: Updated authority card exemptions as negotiated with LVVTA.

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



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