

Issue Date: 17 May 2024 | Implementation Date: Immediate

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2024 North Island 3 Hour Endurance Series
2024 South Island 3 Hour Endurance Series
2024 New Zealand 3 Hour Endurance Championship

This amendment is issued under the provisions of the MotorSport NZ National Sporting Code Article 18(2) in confirmation that the following amendments, notices or points of clarification have been authorised to the text of the Series Articles of the above-named Series. It is recommended that in addition to retaining a copy of this bulletin, all parties modify the text of the regulations according to the following:

Article Amendment:

1. Amend Part Four, Article 1.2.1 and 1.2.3 as stated in the schedule below.
2. Amend Part Six, Article 2 as stated in the schedule below.
3. Amend Part Six, Article 4 as stated in the schedule below.

1. Item One:

PART FOUR: ELIGIBILITY

1.2 VEHICLE ELIGIBILITY

1.2.1 Eligible vehicles are; 'Closed' Saloons, Closed GT variants and Closed Sports Cars, all of Series Production manufacture with total monocoque construction.

Additionally, the following specific vehicles are eligible:

(...)

- Any ~~IRC-Mare-GT~~ IRC-GT Homologated as per Pace Innovation SIERDC Class 2 proposal, (refer Appendix One).

(...)

1.2.3 Competing Classes will be determined as follows:

- (b) Class 2:** for vehicles listed below, weighing not less than 1,250kgs (not including a Driver) as measured at any time during the Round by the Series Scrutineer.

(...)

- (xi)** Any ~~IRC-Mare-GT~~ IRC-GT Homologated as per Pace Innovation SIERDC Class 2 proposal, (refer Appendix One).

(...)

Reason: Correction of vehicle name.

2. **Item Two:**

PART SIX: RACE OPERATIONAL PROCEDURES

2.3 Dedicated overhead rig valve operator; All teams using overhead refuelling systems shall have a dedicated person whose sole responsibility is to operate the self-closing valve. This person shall wear protective clothing as set out in Part Six Article 2.2.1 1 (a) ~~and~~ (b), (c) and (d). Their sole responsibility is to man the overhead rig self-closing valve and this person cannot take part in any other job when refuelling is taking place. If the dedicated overhead rig valve operator takes part in any other job once refuelling is complete, they will be counted as part of the six (6) pit crew members as per Article 2.1 above.

Reason: *Clarity on the minimum apparel required.*

3. **Item Three:**

PART SIX: RACE OPERATIONAL PROCEDURES

4. PITLANE; PITSTOPS, PPE and FUEL

(...)

4.3 After the designated time for setting up refuelling equipment has begun, all team members working on Refuelling equipment must wear protective clothing as set out in Part Six Article 2.2.1 (a) ~~and~~ (b), (c) and (d).

4.4 On Race-day, any team member who crossed the Pit Box Control Line, at any time, must wear protective clothing as set out in Part Six Article 2.2.1 (a) ~~and~~ (b), (c) and (d). This applies regardless if any on-circuit activities are taking place or not. This requirement extends past the end of racing if refuelling equipment is being emptied and dismantled. The only exclusion from this rule are team members crossing Pitlane directly to and from the signalling bay on pit wall.

4.5 Any crew members that are dealing with fuel or refuelling equipment (whether full, partly full or empty) at any time during the Event, including the Test day, must wear protective clothing as set out in Part Six Article 2.2.1 (a) ~~and~~ (b), (c) and (d).

- (a)** This is applicable anywhere at the venue including pit lane, pit garages, pit paddock, transporters, trailers and any fuel storage areas. At any time that fuel is being transferred, pumped or poured, the Dedicated Fire Marshal as per Part Six Article 2.2 must be present.

(...)

Reason: *Clarity on the minimum apparel required.*

This amendment is issued by MotorSport New Zealand



Raewyn Burke
Sporting Manager