

Issue Date: 11 September 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 as stated in the schedule below.
2. Amend Appendix One as stated in the schedule.

**1. Item One:**

**PART FOUR: ELIGIBILITY**

(...)

**1.2.3 Competing Classes** will be determined as follows:

- (a) **Class 1:** 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.
  - (i) Any turbo-charged vehicle homologated into FIA GT3 after 1 January 2009
  - (ii) Any normally aspirated vehicle, homologated into FIA GT3 after 1 January 2014
  - (iii) Any CoTF or Gen3 spec Australian V8 Supercar,
  - (iv) Any Brabham BT62
  - (v) Any SRO homologated GT2 vehicle (with the exception of the Mercedes AMG GT2)
  - (vi) Any Renault RS01
  - (vii) Any other vehicle determined by the Eligibility Committee to be a Class 1 vehicle.
- (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.
  - (i) Any Porsche 997, 991 or 992 Cup Car,
  - (ii) Any normally aspirated vehicle, homologated into FIA GT3 prior to 1 January 2014,
  - (iii) Any Ferrari Challenge car (488 spec or earlier),
  - (iv) Any pre-CoTF Australian V8 Supercar,
  - (v) Any vehicle homologated into FIA GT3 prior to 31 December 2008,
  - (vi) Any Australian MARC 1 or MARC 2 car,
  - (vii) Any Lamborghini Super Trofeo Huracan car,
  - (viii) Any Lamborghini Super Trofeo Gallardo car,
  - (ix) Any NZ TLX chassis manufactured by Mitchell Race Xtreme(MRX) with chassis numbers 000X to 007X,

- (x) Any NZ V8 SuperTourer chassis that was originally supplied by Pace Innovations prior to 1 January 2015, with a Pace chassis number starting with V8ST,
- (xi) Any IRC-GT Homologated as per Pace Innovation SIERDC Class 2 proposal, (refer Appendix One).
- (xii) Any eligible space-framed vehicle or
- (xiii) Any other vehicle determined by the Eligibility Committee to be a Class 2 car.
- (xiv) Any SRO Mercedes-AMG GT2 as per Homologation Number "NAT-GT2-004" and operating on the Mercedes AMG GT2 BoP PL04 map as outlined in Article 1.2.1

**Reason:** *To allow the Mercedes AMG GT2 to compete in Class 2*

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**2. Item Two:**

**Appendix One:** *(See Page 3)*

**Reason:** *To allow competitors to use the brake pad manufacturer, compound, and tyre manufacturer of their choice*

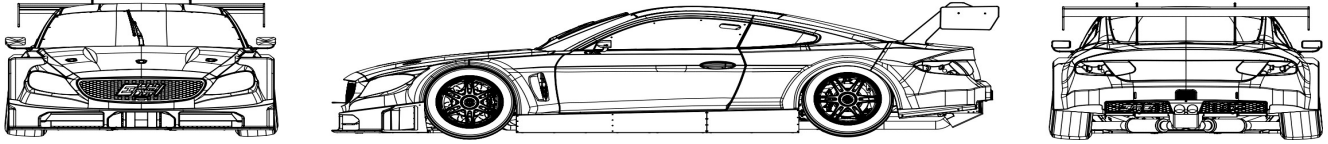


**IRC GT SPECIFICATION**  
**APPROVED SPECIFICATION FOR NIERDC/SIERDC + NZEC CLASS 2**

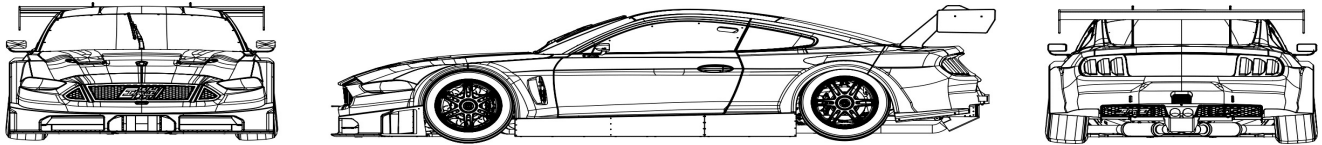


BELOW ARE THE BODYWORK OPTIONS CURRENTLY AVAILABLE:

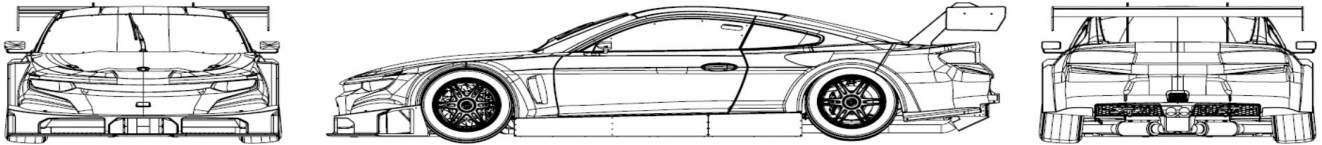
**MODEL M**



**MODEL F**



**MODEL C**



BELOW IS THE APPROVED SPECIFICATION OF THE IRC GT FOR NIERDC/SIERDC + NZEC CLASS 2:

<b>CHASSIS</b>	Motorsport Australia approved chromoly spaceframe chassis. - Bolt-on front and rear frames (axle carriers) and bolt-on front and rear crash structures to ease damage repair - ability to run a passenger seat
<b>BODYWORK</b>	Composite - All panels are non-model specific, except front and rear clips - Polycarbonate screens and windows
<b>ENGINE</b>	6.2L GM LS3 crate engine with 3-stage dry sump system - Dynamometer tested by the engine builder and <b>sealed</b> by Pace Innovations - 550 HP, 705 Nm, 6800 RPM
<b>ENGINE MANAGEMENT</b>	MoTeC M150 ECU - Locked by Pace Innovations and the level of customer <b>access is restricted</b> by Pace Innovations
<b>ELECTRONICS</b>	MoTeC PDM 30 - MoTeC 15-button keypad
<b>DATA LOGGING</b>	MoTeC Data Logging Level 3 with MoTeC Pro Analysis. All data logged through the ECU
<b>DRIVETRAIN</b>	Rear wheel drive - Holinger 6-speed MFT transaxle - Paddle shift
<b>STEERING</b>	Multi-function steering wheel - Adjustable and collapsible Woodward steering column - ZF electric steering rack.
<b>PEDALS</b>	Hanging pedal box - Driver-adjustable brake bias
<b>BRAKING SYSTEM</b>	Full Brembo brake package with Bosch Mk5 ABS system. 380mm (54mm annulus) rotor, 6 piston caliper, RB340 pad in front <b>OR</b> endurance option with 70mm annulus rotor (front) 313mm rotor (45mm annulus), 4 piston caliper (rear), RB330 pad in rear
<b>SUSPENSION</b>	Double wishbone suspension - Direct acting, one-way adjustable coil-over dampers <b>sealed</b> by PACE Innovations. Modular upright system that can be used on all corners of the car to reduce spare parts costs
<b>AERODYNAMICS</b>	Plastic front splitter with adjustable rear wing and optional rear diffuser.
<b>RIMS AND TYRES</b>	18" x 11J ET25.4 centre lock front and rear wheel - <del>30/68 front and rear tyre</del> <b>OR</b> 18" x 12J ET34 centre lock front wheel - 18" x 12.5J ET41 centre lock rear wheel - <del>30/68 front tyre - 31/71 rear tyre</del>
<b>FUEL SYSTEM</b>	110L-capacity fuel system - FIA-compliant, Fuelsafe 'Enduro Cell' fuel tank - 98 octane minimum
<b>SAFETY</b>	Lifeline Zero 360 fire extinguisher with 3M Novec 1230 agent - FIA-compliant dual driver nets - FIA-compliant 6-point safety harness
<b>DIMENSIONS</b>	Total Length = 4934mm , Total Width = 1970mm, Total Height = 1295mm. Wheelbase = 2800mm, Track = 1720mm
<b>DRY WEIGHT</b>	<b>1250kg enforced minimum weight</b> by means of PACE Innovations weight tray

This amendment is issued by MotorSport New Zealand



Wayne Scott  
Interim CEO