

SERIES TECHNICAL AMENDMENT

MRS-23-T001

Issue Date: 14 December 2023 | Implementation Date: Immediate

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2023/24 NEXEN Tyre Mazda Racing Series

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 Technical Regulations 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:

Accredited Series Article Amendment:

1. Amend Article D5.3 as stated in the schedule below.
2. Amend Article D4.1.4 as stated in the schedule below.

1. Item One:

D5.3 Engine Management System: The Engine Management System used shall be the factory original Series one ECU with no additional systems.

ECU tuning may be performed by anyone with MazdaEdit software only, provided that the following is maintained:

- A maximum of 9000 rpm is maintained. The rev limit maximum cut-off is set at no more than 9000 rpm in the ECU. The O2 sensor and dash warning light may be removed or disconnected.
- It is not permitted, at any time, to use Launch Control and Flat Shift programming or mapping of the ECU.
- Bluetooth, Wi-fi or wired units may be plugged into the OBD2 port to enable data logging to a laptop, tablet or mobile phone, provided the requirements of Article D9.2.7 are respected and there are no ECU technical checks required.
- The competitor must retain remotely, a copy of their ECU map that can be accessed upon request by the Series Scrutineer for viewing at any stage during a race meeting. The Series Scrutineer may, at their discretion, either install this ECU map, or instruct that it is installed into a competitors ECU under supervision of the Series Scrutineer .
- At any time prior to, or post Qualifying and or Racing, the Series Scrutineer may require dongle or data logger-fitment (prior) or download (post) from OBD2 port for compliance checks, or by any other means requested. Failure to comply may result in penalty.
- All other ECU MazdaEdit tuning not listed above may be carried out as per tuners preferences.

Reason: To clarify the rev limit is set and read from the ECU.

2 Item Two:

D4.1.4 Rear End Housing: N3H3 10C50 Manual or N3M2 10C50 Automatic.

Reason: *Adding another option for Rear End Housing to recognise six port engines.*

This amendment is issued by MotorSport New Zealand



Devan Gregory
Technical Manager