

Manual Amendment - 36043

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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 Appendix Two, Schedule A – Part Two in Manual 36:

1. Amend Article 5 – Safety Structures (Roll Protection) as stated below.

1. Item One:

5. Safety Structures (Roll Protection):

5.4 Construction Specification for Series Production Vehicles:

(...)

(3) Backstays: These tubes shall be **straight** and of one(1) piece construction. They shall be attached within 100mm of the centre of the top outer bends of the Main rollbar on both sides of the vehicle and ideally should intersect the Main Rollbar at the same point as the Front Lateral Bar. They must make an angle of at least 30° with the vertical, and be as **close** as possible to the interior side-panels of the bodyshell.

(4) Diagonals: These tubes shall be **straight** and as a minimum one(1) diagonal member shall be fitted, or, two(2) diagonals shall be fitted providing the two(2) bodyshell mounts are at least 60cm² in area less than 400mm apart, in accordance with Diagram 5.4(4) below. In all cases at least one(1) diagonal shall be of one(1) piece construction though it is permissible to use multiple diagonals in combination (refer diagram 5.4(4) below).

The lower end of all diagonal members shall join the main rollbar or backstay within 100mm of the mounting foot/reinforcement plate.

The upper end of all diagonal members shall join either the Main rollbar or Backstay within 100mm from the junction of the Main rollbar and the Backstay.

Reason: *The previous wording was vague and resulted in bad engineering practice.*

5.6 Construction Specification for Single Seater and Sports Racing Cars: Single Seater and Sports Racing Cars with Safety Rollbars/Cages homologated after 1 January 2011 shall comply with the requirements of FIA Appendix J, or the requirements of this Schedule.

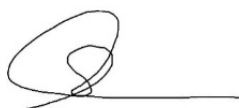
(...)

(2) Specification for Sports Racing Cars;

- (a)** All designs shall incorporate a ~~Main rollbar~~ Safety Rollbar in compliance with the requirements of Part Two Article 5.4(1), and
- (b)** The Main rollbar shall extend transversely across the full width of the cockpit with the outer most edge extending beyond the Occupant's shoulders when in their normal seated position, and
- (c)** The Main rollbar shall be no further than 250mm rearwards of the normally seated Occupant(s), and
- (d)** For all vehicles two(2) Lateral Bracing stays shall be fitted in accordance with Part Two Article 5.4(3). Where Backstays are used an optional single forward facing brace that extends from a central position on the Main rollbar to the passenger floor area may also be fitted.
 - (i)** For Open Vehicles only, the two(2) Backstays may be replaced by two(2) forward facing Lateral Bracing stays, and
- (e)** The Diagonal shall join the Main Rollbar within 100mm of the attachment point on the chassis at the lower point and within 100mm of the centre of the top bend of the main Rollbar at the upper end.
- ~~(e)~~ **(f)** A Front rollbar is optional and may be incorporated as part of the vehicles frame forward of the steering wheel.

Reason: Clarify best practice engineering requirements for Diagonal Bars

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



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