

SERIES ARTICLE AMENDMENT

1HR-25-A001

Issue Date: 28 May 2025 | Implementation Date: Immediate

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2025 1 Hour Endurance NIERDC, SIERDC, NZ Championship Article Amendment

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 2 - Article 5.1 as stated in the schedule below.
2. Amend Part 3 – Article 4.1 as stated in the schedule below.
3. Amend Part 4 – Article 1.2 as stated in the schedule below.
4. Amend Part 6 – Article 5.4 as stated in the schedule below.
5. Add Appendix 2

1. Item One:

5. SOUTH ISLAND 1 HOUR ENDURANCE SERIES AWARDS:

5.1 There will be a total of seven (7); namely:

- (a) ~~0-3500cc Class Winner~~ **Class 4 & 5 Overall Winner – 2025 South Island 1 Hour Endurance Race Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points across both Class 4 and 5 throughout all Rounds that constitute the 2025 South Island 1 Hour Endurance Series.
- (b) ~~Over 3500cc Class Winner~~ **Class 1, 2 & 3 Overall Winner – 2025 South Island 1 Hour Endurance Race Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points across both Class 1,2 and 3 throughout all Rounds that constitute the 2025 South Island 1 Hour Endurance Series.

(...)

Reason: *To update the correct award names*

2. Item Two:

4. AWARDS

- 4.1 The following awards will be presented at the annual MotorSport NZ Awards Function unless otherwise agreed and will be aggregated based on the two highest points scoring rounds in the North Island 1 Hour Endurance Series and the two highest points scoring rounds in the South island 1 Hour Endurance series for each driver entered in the NZ 1 Hour Endurance Championship. To be eligible for the NZ 1 Hour endurance championship you **each**

Competitor must score points in the one of the North Island 1 Hour Endurance Series rounds and one of the South Island 1 Hour Endurance Series rounds.

(...)

Reason: *To align with the wording in the 3 Hour Articles*

3. Item Three:

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 NZ TLX chassis manufactured by Mitchell Race Xtreme (MRX) with chassis numbers 000X to 007X, and
- 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, and
- Any pre-COTF Australian V8 Supercar that has previously competed in the Australian V8 Supercar Championship, and
- Any MARC I or MARC II car manufactured and originally sold by Marc Cars Australia with Chassis numbers prefixed with either 'PACEGTC' or 'PACEMARC2', and
- Any normally aspirated vehicle, homologated into FIA GT3 prior to 1 January 2014, and
- GT4 homologated vehicle, and
- Any Panoz Esperante GTS, Ginetta G40, G50 or G55, and
- Any Howe GT or TA2 car, and
- Any IRC-GT Homologated as per Pace Innovation SIERDC Class 2 proposal, (refer Appendix One). and
- Any SRO Mercedes-AMG GT2 as per Homologation Number "NAT-GT2-004" and operating on any of the Mercedes-AMG GT2 BoP PL04 maps as below:

Mercedes-AMG GT2 BoP Maps	
PL01	440kw
PL02	450kw
PL03	460kw
PL04	470kw
PL05	480kw
PL06	490kw
PL07	500kw
PL08	510kw

Party Mode	520kw
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Similar vehicles to those listed above will be considered by the Eligibility Committee, upon application.

(...)

Reason: *To allow the AMG GT GT2 to compete without map restrictions as it has during the recent GT New Zealand Championship*

1.2.3 Competing Classes will be determined as follows:

(...)

- (d) **Class 4:** Any vehicle with an engine capacity, after multiplication by any applicable equivalence factor set out in sub-paragraph (e) below, of 2051cc to 3500cc that is not eligible for either Class 1, 2 or 3.

Specifically excluded from Class 4:

Any TCR Cars as specified in Part 4, Article ~~(b)~~ (c) (iii).

Reason: *To correct Article reference.*

4. Item Four:

5.4 REFUELLING EQUIPMENT:

5.4.3 All overhead refuelling systems must:

(...)

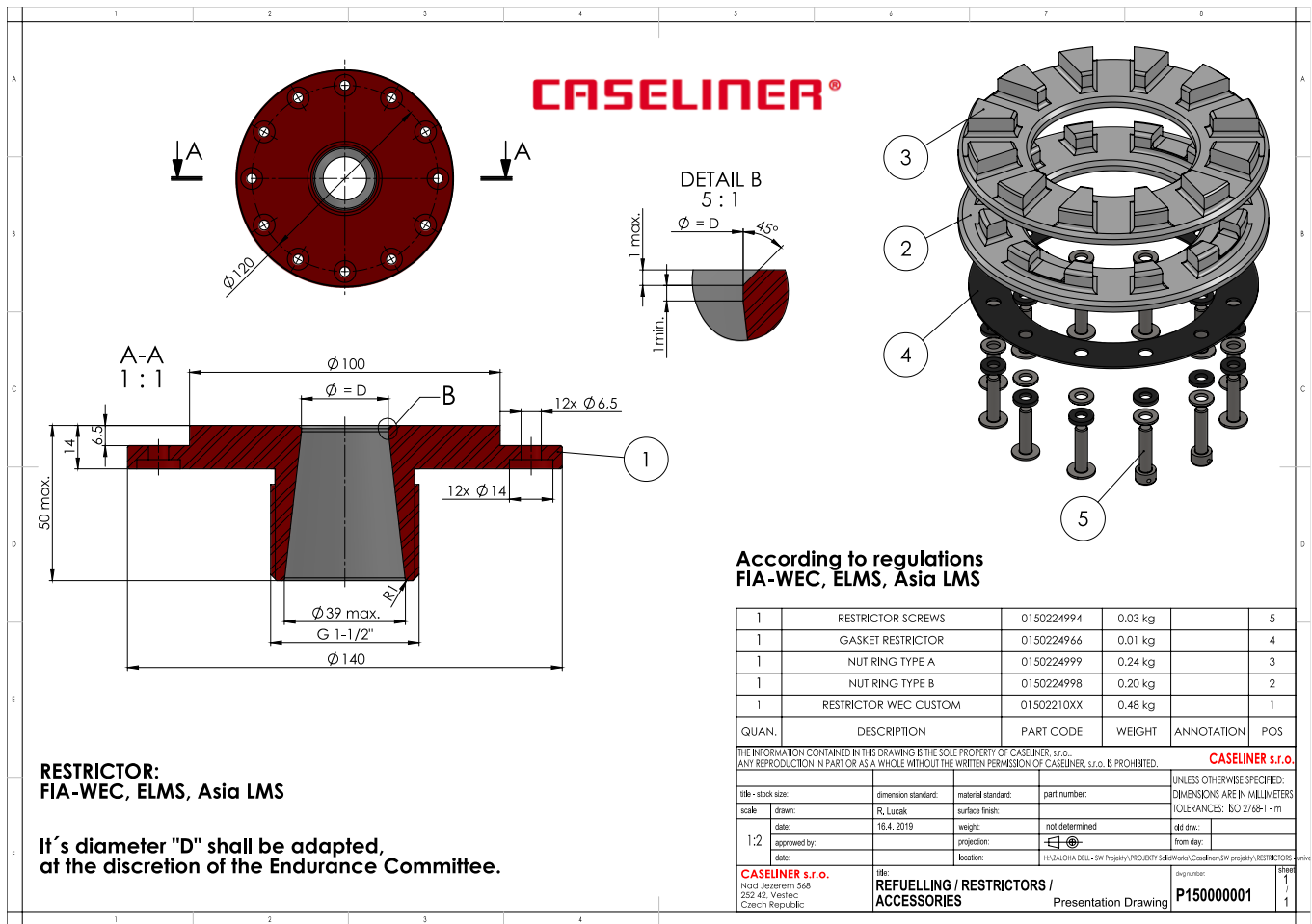
- (j) All overhead refuelling systems must be fitted with a fuel flow restrictor in the refuelling hose. The restrictor must be fitted within 150mm of the end of the fill hose attached to the dry break coupling. Or be bolted directly to the underside of the fuel reservoir in accordance with FIA Regulations as shown in Appendix 2 All fuel being transferred into the vehicle must pass through this restrictor.
- (k) The restrictor hole must be round and have a maximum diameter of 32mm for 3mm. All internal bore dimensions must remain parallel with the centerline, and no chamfering or radiuses are permitted Or be bolted directly to the underside of the fuel reservoir in accordance with FIA Regulations as shown in Appendix 2, where Diameter "D" is 32mm maximum.

(...)

Reason: *To allow use of FIA specification fuel rigs.*

4. Item Five:

Appendix 2



This amendment is issued by MotorSport New Zealand

Wayne Scott
Interim CEO