

# SERIES ARTICLE AMENDMENT

## NZV8-25-A002

Issue Date: 13 March 2025 | Implementation Date: Immediate

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### 2024/25 New Zealand V8 Ute Racing Series 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:

#### Accredited Series Article Amendment:

1. Amend Article 7, as stated in the schedule below.

1. **Item One:**

- 7. SERIES FORMAT:**

- 7.1 Testing:** Testing of a NZ V8 Ute Racing Series vehicle on the circuit at which the Round is scheduled to be held prior to the event is not permitted within the seven(7) days prior to the Round commencing as stated per the published events schedule.

However, a Novice Competitor/or new venue/track configuration for more than 75% of the competitors may be permitted to test for one(1) day within that seven-day period upon application to the Series Coordinator with approval from the Clerk of the Course.

(...)

- 7.4 Race Distances:** There are planned to be three(3) Races at each Round, with the exceptions of Rounds 4 and 5. Each Round will be run to the following format:

Round	Race 1	Race 2	Race 3	Race 4
1	10 Laps	10 Laps	10 Laps	N/A
2	10 Laps	10 Laps	10 Laps	N/A
3	10 Laps	10 Laps	10 Laps	N/A
4	10 8 Laps	10 Laps	10 12 Laps	8 Laps
5	8 Laps	1 Hour	N/A	N/A

- 7.5 Race Starting Positions:** all Races shall be a standing start in accordance with the provisions of Schedule Z. Starting positions shall be determined as follows:

(...)

- (4)** Starting Positions for **Race Four** will be determined by a marble draw.

(...)

## **7.10 1-hour endurance race:**

**7.10.1 Starting positions;** Starting Positions will be determined by the finishing positions of Race One with a full reverse grid formation.

**7.10.2 Pit Stops:** One(1) Compulsory Timed Pit Stop (CTPS) of 45 seconds shall be completed during the Race.

The window for the CTPS will open twenty (20) minutes after the start of the Race and will close forty (40) minutes after the start of the Race.

- (a) For the avoidance of doubt, the vehicle must cross the speed restriction line in pit lane entry no earlier than twenty (20) minutes and zero (0) seconds after the start of the Race. The vehicle cannot cross the speed restriction line in pit lane entry later than forty (40) minutes and zero (0) seconds after the start of the Race.
- (b) The CTPS is not permitted under red flag conditions.
- (c) The CTPS is not permitted under Safety Car conditions.
  - (i) If a vehicle has already crossed the speed restriction line in pit lane entry before the Safety Car boards are displayed, then the CTPS can commence.
  - (ii) Should the Safety Car be deployed during the CTPS window, the Clerk of the Course may extend the CTPS window.
- (d) The vehicle must have come to a complete stop outside their Pit Box prior to the commencement of the CTPS.
- (e) The vehicle must remain stationary for a minimum of 45 seconds.
- (f) During the Compulsory Timed Pit Stop, either
  - (i) A driver change may be made, or
  - (ii) If no driver change is made, the competitor may remain in the vehicle for the duration of the CTPS in their Pit Box.
- (g) Other work may be carried out on the vehicle during the CTPS, providing that the vehicle remains stationary.
- (h) It is a requirement of the Competitor to ensure that some form of video recording method is made (eg internal or external video) of the full stationary time, should verification be required.

**7.10.3** During a red flag situation no vehicle may be worked on in pit lane or Parc Fermé. Any vehicle removed from pit lane is subject to Parc Fermé conditions and must not be worked on, unless withdrawing from the race. The only vehicles able to be worked on are those already in the pit paddock or pit garage when the red flag was first displayed.

**7.10.4 Dedicated Fire Marshal;** When refuelling is taking place, each team pit area shall have a Dedicated Fire Marshal. Their sole responsibility is to man the fire extinguisher for the duration of the pit stop and they cannot take part in any other job.

**7.10.4.1** The Dedicated Fire Marshall and Refuelling Crew must wear fire-resistant apparel as set out below:

- (a) Overalls\* complying with the standards set out in Appendix Two, Schedule A, Part One, Article 4.3 Chart (1); minimum of Line B.
- (b) Balaclava complying with the standards set out in Appendix Two, Schedule A, Part One, Article 4.3 (1); minimum of Line B.
- (c) Socks, shoes, and gloves complying with the standard set out in Appendix Two, Schedule A, Part One, Article 4.3 Chart (1); minimum of Line C.
- (d) Safety goggles.

**Note:** \*Where overalls are worn in compliance with Appendix Two, Schedule A, Part One, Article 4.3 (1); of Line B, underwear (while recommended) is not compulsory.

**7.10.4.2** When refuelling is taking place, the Dedicated Fire Marshal must be equipped with a fully serviced operable dry chemical fire extinguisher of minimum capacity of 9kg.

**7.10.5 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 (a), (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.

**Note:** The sharing of refuelling crews and equipment is permitted.

**Reason:** *Testing included to allow for new drivers to Venue. Endurance provisions added to allow for Endurance Race at Round 5.*

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This amendment is issued by MotorSport New Zealand



Wayne Scott  
Interim CEO