

ACCREDITED ARTICLES GOVERNING THE 2025-2026 New Zealand V8 Ute Racing Series

Preamble

New Zealand V8 Ute Racing Ltd, the category owner and organiser hereby declares the following articles to be those governing a Motor Racing Series for Competitors of Schedule UR eligible vehicles.

The Series is held under a MotorSport New Zealand Accredited Permit No: 259014

The Series is organised and held in accordance with the current MotorSport New Zealand National Sporting Code, the Standing Regulations applicable to all Races (Schedule Z), these Accredited Series Articles, and any Supplementary Regulations applicable to and issued by the organisers of each Round of the Series.

The NZV8 Ute Race Series has been categorised as a **Level 2** Accredited Series.

These articles are at all times to be read in conjunction with:

- The National Sporting Code (NSC) and its appropriate Appendices and Schedules;
- The Technical Regulations – Schedule UR; and
- The Event Supplementary Regulations issued by the Inviting Clubs.

OFFICIAL RECORD OF AMENDMENTS ISSUED TO THESE ARTICLES

This table records all official Amendments issued during the season relative to these Articles;

Amendment Number	Issue/Effective Date	Article Reference	Subject/Notes
A001	11 11 2025	Art 7.5.4	Super Six grid starting procedure

1. INTERPRETATION

In these Articles and associated Appendixes, the following expressions shall have the meanings set out:

The “**Series**” means the New Zealand V8 Ute Racing Series for vehicles complying with Schedule UR;

“**Round Organiser**” or “**Inviting Club**” means the MotorSport New Zealand Member Club organising a Meeting and/or Event which is a round of the Series;

“**Round**” means each Meeting and/or Event, the results of which qualify for points in the Series;

“**NZV8UR Ltd**” means New Zealand V8 Ute Racing Ltd, the category owner;

“**Round**” means the race meeting at which Drivers may score points towards the Series; and

“**Novice Competitor**” means a competitor who has not competed in a New Zealand V8 Ute or in a New Zealand V8 Ute at the round circuit before.

2. ELIGIBILITY

2.1 DRIVER ELIGIBILITY:

- 2.1.1** All Drivers shall hold a C1 Grade Competition Licence or higher and if the Entrant is other than the Driver, an Entrant’s Licence is required in the name of the Entrant.

Note: Under the provisions of the Trans-Tasman Visa Agreement between Motorsport Australia and MotorSport New Zealand Inc, Australian Competitors holding both Motorsport Australia General Competition Licences and Trans-Tasman Visas may enter any of the New Zealand Race Series and be eligible for awards.

- 2.1.2** All Drivers and Entrants must be financial members of an affiliated MotorSport New Zealand Club.

- 2.1.3** All Drivers shall affix and wear:

- (1) Embroidered nominated category sponsor patches on race suits (to be supplied by the Category). The position of the patches will be as per the current NZV8UR Vis Plan (refer www.v8utes.co.nz) and advised at the time of issue, and
- (2) Caps will be supplied by the Category and given out for podium presentations and are to be worn by 1st, 2nd & 3rd place getters for award presentations and photos.

2.2 VEHICLE ELIGIBILITY:

- 2.2.1** Eligibility shall be for New Zealand V8 Ute Racing vehicles complying with the specification set out in Schedule UR.

- 2.2.2** The Club reserves the right to invite other vehicle(s) to compete at any round in addition to those detailed in Article 2.2.1 above. Any such invitation shall be decided by the Committee, and they shall be eligible for Class round points and series points.

- 2.2.3** Invitation vehicles and their specification are to be approved by an Eligibility Committee. The specification for 2025/26 is:

- Must be an ex: NZV8 ute or Australian V8 race ute
- Must run Yokohama tyres max size 235/40, same tread pattern (current or previous) as Ute Series – wet and dry
- Must adhere to Schedule UR category weight specifications
- Drivers will be in main grid, as per their qualifying time

- New Drivers can opt to be at the back of grid in reverse grid races
- Breakout Rules:
 - (1) Breakout Time will be one(1) second slower than pole position time
 - (2) Race Timing will be provided with Breakout Time to monitor
 - (3) If Driver breaks out, ten(10) second penalty will be applied on lap they breakout on
 - (4) If Driver breaks out twice in a race, drive through penalty will be applied
 - (5) Penalties will be as result of Clerk of the Course decision

2.2.3.1 All invited vehicles must do a declaration of running gear and declare weight etc. for assessment for suitability.

2.2.3.2 This approval can be withdrawn at any time by the Eligibility Committee.

2.2.4 All Entrants and Drivers shall agree to submit their vehicle to the eligibility and safety audits as and when required by the Series Scrutineer. Any costs incurred during disassembly of components shall be met and accepted by the Competitor.

2.2.5 Category Seals may be applied by the Series Scrutineer and/or nominated assistant, to components and/or assemblies of components.

2.2.6 Permanent Race Numbers:

- (1) Competitors are reminded to contact the Series Coordinators to reserve a race number for the season.
- (2) All Competitors must apply for a race number each season and cannot assume that the previous season's number is automatically retained.

2.2.7 Vehicle Decals: All vehicles shall reserve the spaces for the Series and Sponsors' decals at all Rounds and carry competition numbers and Driver's name and Nickname in the locations and to the dimensions as set out in the NZV8UR Vis Plan Documents (Appendix One)

- (1) Competitors will be provided with Category and Sponsor decals which must be displayed in the prescribed positions in accordance with Appendix One.
- (2) Any competitor who fails to properly display legible decals or replace spoiled or damaged decals will be prevented from entering the track for hot laps, qualifying or racing and may be excluded from further participation in the Series plus a penalty may be issued.

2.3 CLASSES:

2.3.1 There are two classes as follows:

- (a) Series Class being New Zealand V8 Ute Racing vehicles complying with the specification set out in Schedule UR.
- (b) Invitation Class being vehicles that will be of the same body style and have been approved by the Eligibility Committee.

2.3.2 The classes will be combined in a single group for qualifying and racing.

3 SERIES PERSONNEL

3.1 At each Round the following personnel, or their approved assistant, shall have the responsibilities and authorities set out:

3.1.1 Series Coordinator: Cherie Brown
Phone: +64 21 777 110
Email: cherie@v8utes.co.nz

Who is responsible for and authorised by MotorSport New Zealand to:

- (a)** Deal with all administrative matters pertaining to the Series;
- (b)** Record and publish all Series points schedules;
- (c)** Liaise with the Promoter and/or Inviting Club/s on all matters pertaining to these Articles; and
- (d)** Ensure supply of competition number sets and correct placement of decals on competing vehicles.

Who may have deputies and assistants to whom they may delegate any of their responsibilities and authorities by way of Bulletin during the Series.

3.1.2 Series Scrutineer: Dave Robb
Phone: +64 27 777 8019

Who shall have the authority of a Series Scrutineer set out in the National Sporting Code and who is responsible for and authorised on The Club's behalf to:

- (a)** Deal with all technical matters pertaining to the Series;
- (b)** Inspect any competing vehicle within the Series in order to ascertain compliance with the Technical Regulations;
- (c)** Assist competitors with technical enquiries relative to the Technical Regulations applicable to their vehicle;
- (d)** Undertake the duties of a Technical Judge (NSC 86(d)) with respect to weights and measures;
- (e)** Liaise with event Officials and Series Coordinator on any scrutineering or technical conformity issue for the category; and
- (f)** To report to the Clerk of the Course, any instances where a breach of the Technical Regulations has been identified.

3.1.3 Technical Committee Officers: Dave Robb **Phone:** +64 27 777 8019
Jake Stoneman **Phone:** +64 21 283 5915

Please contact our Technical Committee Officers immediately if at any time, you discover a 'Supply Anomaly', to avoid any issues on event.

3.2 All correspondence shall be addressed to the Series Coordinator who is authorised to carry out all the necessary administrative duties for the Series.

4. SERIES REGISTRATION

4.1 Registration into the Series will be made via email to the Series Coordinator.

4.2 The Club reserves the right to accept or decline registration into the Series.

4.3 In submitting a registration to the Series all Entrants and Drivers:

- (1) Are deemed to be in acceptance of these Series Articles as they are presented;**

- (2) Agree to comply with these Articles, and those of the National Sporting Code;
- (3) Shall at all times be responsible for the presentation of their competing vehicle with respect to safety requirements under Schedule A, and eligibility requirements under the Technical Regulations, Schedule UR;
- (4) Are deemed to be in acceptance of, and will at all times, comply with NZV8UR Ltd acceptable standard of overall vehicle and pit area presentation with respect to panel, paint, decals, signwriting and general appearance or any other specific requirements or requests of the official Series Sponsors, as detailed by NZV8UR Ltd; and
- (5) Shall be at all times responsible for the conduct of their self and any person associated with that Driver and their Entry ensuring that their conduct will not, in any way, be deemed to bring the Category into disrepute.

5. ROUND ENTRY

- 5.1 Entry to each Round of the Series (which is separate to the Series Registration) should be made via email through the Series Coordinator.
- 5.2 Entry fees per Round per vehicle will be specified in Round Supplementary Regulations. Any entry will not be deemed valid until payment is received.

6. SERIES STRUCTURE

- 6.1 The Series will comprise the following Rounds:

Round	Date	Venue	Hosting Club
1	25-26 October 2025	Manfeild	Manawatu Car Club
2	22-23 November 2025	Hampton Downs	NZIGP
3	14-15 March 2026	Hampton Downs	NZIGP
4	28-29 March 2026	Taupo	NZIGP
5	26 April 2026	Taupo 1 Hour Enduro	NZIGP
6	16-17 May 2026	Hampton Downs	NZIGP

- 6.1.1 The Organiser reserves the right to either cancel or amend any Rounds of the Series due to force majeure without affecting in any way its power to award any title.

7. SERIES FORMAT

- 7.1 Testing: Testing of a New Zealand 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% competitors may be permitted to test for one(1) day within that seven(7)-day period upon application to the Series Coordinator with approval from the Clerk of the Course.

Testing Sessions may be available to competitors prior to any Round of the Series and shall be subject to availability and track hire charges as set by the Inviting Club/s.

- 7.2 Practice: There will be a minimum of one(1) practice session of fifteen(15) minutes in duration. No other on-track testing opportunities will be available once the Meeting commences unless permission is obtained from the Clerk of the Course.
- 7.3 Qualifying: There will be two(2) qualifying sessions of a minimum of ten(10) minutes duration. The sessions are to accommodate a separate opportunity for Super Six field. If 20minutes session is not available, then two(2) event sessions will be managed by Series Coordinator.

7.4 Race Distances: There are planned to be three(3) Races at each Round, run to the following format:

Round	Race 1	Race 2	Race 3
1	10 Laps	10 Laps	10 Laps
2	10 Laps	10 Laps	10 Laps
3	10 Laps	10 Laps	10 Laps
4	10 Laps	10 Laps	10 Laps
5	1 Hour Enduro	N/A	N/A
6	10 Laps	10 Laps	10 Laps

7.4.1 At all Rounds the Clerk of the Course, and the Series Coordinator, in consultation with the Stewards, reserves the right to shorten and/or cancel races in the case of force majeure.

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:

7.5.1 Rounds 1, 2 and 4:

- (1) Starting Positions for *Race One* will be determined by Qualifying Times, fastest Driver to the front. Any competitor who fails to record a lap time in Qualifying shall start from the rear of the grid for Race One.
- (2) Starting Positions for *Race Two* will be determined by the finishing positions of Race One with a full reverse grid formation. Where more than one(1) Driver fails to finish Race One, their starting order will be from the rear of the grid in order of their qualifying times (the fastest qualifier to the front).
- (3) Starting Positions for *Race Three* will be determined by the points achieved in Races One and Two with highest points scorer to the front. Should more than one(1) Driver be on the same number of points, such Drivers will be placed in order of qualifying times.

7.5.2 Rounds 3 and 6:

- (1) Starting Positions for *Race One* will be determined by a Marble Draw conducted by Series Coordinator.
- (2) Starting Positions for *Race Two* will be determined by a reverse grid from Race One Marble Draw.
- (3) Starting Positions for *Race Three* will be determined by the points achieved in Races One and Two with highest points scorer to the front. Should more than one(1) Driver be on the same number of points, such Drivers will be placed in order of qualifying times.

7.5.3 Round 5:

Starting Positions for *Endurance Race* will be determined by the finishing positions from qualifying with a full reverse grid formation. Any competitor who fails to record a lap time in Qualifying shall start from the rear of the grid.

7.5.4 There will be a Super Six field starting at rear of grid. This group has its own Starting Positions process and will commence by flag drop five(5) seconds after Ute race start.

7.5.5 Grid Format for ALL Reverse Grid Races:

- The first four cars on Grid 1 to 4
- Then two full grid spaces empty (Grid 5, 6, 7 & 8)
- Balance of field start from Grid 9
- Super Six field in their grid order.

7.5.6 All Grid positions will be subject to any penalties issued during qualifying or race(s) during the current round and shall result in a relocation of a Drivers starting position for the Driver's next Race.

7.5.7 Novice Competitors may choose to start from the rear of the grid in any race of the Series.

7.6 Conditions for Round 5: 1 Hour Endurance Race

7.6.1 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) minute's 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 (e.g. internal or external video) of the full stationary time, should verification be required.

7.6.2 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.

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

7.6.3.1 The Dedicated Fire Marshal 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; and
- (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.

7.6.4.1 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.

7.6.5 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.

8. PARC FERMÉ

8.1 When directed by Race Radio or the Series Scrutineer or their assistants, Competitors are required to drive their competing vehicle directly (and without any team personnel or crew intervention) from the track to the designated Parc Fermé, the location of which will be notified by the Series Scrutineer.

Notes:

(1) Parc Fermé for NZV8UR Utes will be your allocated pit tent unless advised of an alternate designated Parc Fermé area by the Series Scrutineer.

(2) Drivers should ensure that they and all their team personnel are familiar with the Parc Fermé regulations and limitations in the National Sporting Code Article 60.

8.2 The Series Scrutineer may authorise the entry of team personnel for the purposes of vehicle eligibility inspections.

8.3 Unless the Series Scrutineer consents in each particular case, any vehicle unable to proceed to Parc Fermé under its own power must nevertheless be delivered there as soon as practicable.

9. RACE RADIO

9.1 Race Radio is compulsory and will be used for all major announcements, including race penalties and to communicate with team managers and Drivers concerning incidents and racetrack penalties.

9.2 The frequency is 455.168750MHz.

9.2.1 Any race radio tuned to the above frequency must be set to “receive” only.

10. PENALTIES

10.1 Penalties shall be applied in accordance with the prescribed articles of NSC Part VIII – Penalties, Schedule P.

- 10.2** Reverse grids: If a Competitor receives any penalty during a Meeting that will give a positive effect for a reverse grid start then they will be placed at the rear of the reversed section of the grid.
- 11. TYRE TYPE, ALLOCATION AND MARKING PROCEDURES**
- 11.1** Only the Control Tyres as detailed in Schedule UR which are purchased direct from the control supplier NZV8UR are permitted for any Round of the Series.
- 11.2** Only the Control Tyre may be used for practice(s), qualifying, races and meeting ride sessions.
- 11.3** A maximum of six(6) new Control Dry Tyres will be marked for each vehicle by the Series Scrutineer or their nominated assistant at the first meeting of the season and a minimum two(2) and maximum four(4) new tyres each meeting thereafter. These are the only tyres permitted to be used on that vehicle during any qualifying session or race.
- 11.3.1** The number of Control Wet Tyres are free and are not subject to tyre marking.
- 11.4** For Round 1 only: Six(6) new Control Tyres may be purchased for marking, however four(4) new Control Tyres must be fitted to the vehicle for qualifying and the remaining two(2) new Control Tyres must be used during any race at that Round.
- (a)** At end of any round, Driver can choose to carry over two(2) new tyres to the next round.
- (b)** Carry over tyres must be sighted by Series Scrutineer (photo taken).
- 11.5** Of the six(6) tyres initially and four(4) thereafter referred to in 11.3 above, a minimum of two(2) of these tyres must be new and must be fitted to the front of the vehicle during qualifying. Two(2) other tyres may be new or used and must be fitted to the rear of the vehicle during qualifying. The remaining two(2) tyres thereafter are to be previously marked for use in the 2024 season and **must** show clear evidence of being previously used. This will be determined by the Series Scrutineer.
- 11.6** Where a Driver enters the Series after Round 1, tyre allocation will be in accordance with Articles 11.1-4.
- 11.7** Except for the provisions of Articles 11.5 and 11.10, it is not permitted to start any race on new tyres that have not been previously run as per Articles 11.3 and 11.4.
- 11.8** Following the completion of the qualifying session, any of the six(6) tyres detailed in Articles 11.4 and 11.5 above may be used without restriction as to its location on the vehicle.
- 11.9** Any tyre that has worn below any of the tread depth indicators in the middle section of the tyre or shows signs damage which is deemed unsafe will not be permitted to be used for testing, practice(s), qualifying, races and meeting ride sessions.
- 11.10** Competitors are permitted to replace two(2) marked tyres in accordance with Articles 11.3 and 11.4 above per vehicle if the Series Scrutineer is satisfied that due to exceptional circumstances, the tyre in question can no longer be used. The Series Scrutineer shall ensure that the replacement tyre is a previously marked and used tyre, if no previously used tyre is available a new tyre maybe permitted. They are to withdraw the marking for that meeting of any tyre replaced and mark the replacement tyre as one of approved allocation.
- 11.11** Specifically prohibited for all tyres are the following modifications:
- Hand cut tread grooves;
 - Filing and buffing;
 - Tyre warmers;
 - Chemical treatments; and

- Any means of artificially enhancing tyre performance.

11.12 Tyre marking: will take place at a time stipulated by the Series Coordinator or Series Scrutineer prior to the Round, but the time will be prior to qualifying. Each Competitor must present all six(6) tyres mounted on their wheels for marking at the front of their respective garage/marquee bay. If raining all six(6) wheels/tyres must be placed in the marquee bay beside the competition vehicle.

All wheels/tyres must be removed from the vehicle for marking as all tyres will be marked on the inside and outside edges.

11.13 If qualifying and/or racing are scheduled on more than one(1) day at a meeting, the Series Scrutineer may impound any tyres overnight.

11.14 It is the Competitor's/Crew's responsibility to ensure that all tyre markings remain clearly visible throughout the Round. Whenever a tyre marking becomes illegible, the Competitor or Crew must advise the Series Scrutineer accordingly, who will decide upon the appropriate course of action.

11.15 Wet tyres: wet tyres must be used when a qualifying session or a race is declared wet. If a qualifying session or a race is declared wet, all four(4) wheels must be fitted and running with wet tyres.

11.15.1 Where a qualifying session has been declared wet, the dry Control Tyre allocation as detailed in 11.3 and 11.4 may be used indiscriminately throughout that Round.

11.16 At all meetings, the Control Dry Tyre must be used unless the meeting is declared wet by the Clerk of the Course or by Category Choice.

11.17 When a meeting is declared wet by the Clerk of the Course, the use of DRY specification tyres is prohibited, and rear rain lights must be illuminated. These conditions will remain in place until the WET status is lifted.

12. COMPETITOR DATA ACQUISITION

12.1 All systems of data recording, including cameras, fitted to the vehicle by the Competitor or Entrant shall be made available, upon request by the Clerk of the Course, or by MotorSport New Zealand in a format acceptable to the officials. Competitors are required to save a copy of all the data from the Event without modifying or deleting the data until fourteen(14) days after the finish of the Event.

13. IN-CAR CAMERA (JUDICIAL CAMERA)

13.1 Camera Installation: All camera installations must be approved by the Series Coordinator and/or Series Scrutineer.

13.1.2 It is compulsory for each vehicle to be fitted with judicial in-car camera(s) in accordance Schedule UR. The camera kit, data card and mounting bracket will be supplied by the Series Coordinator or their appointed official and it is the competitor's responsibility to ensure it is fully operational during all meeting sessions.

13.1.3 The camera(s) must be hard wired direct to an engine running power-only source, i.e. engine fuel pump, not the ignition key on accessory position or direct battery source or any accessory power nor any manual on/off switching mechanism.

13.2 Camera Operation Procedures: In-car camera operation is the responsibility of each individual team. Camera must be checked prior to the Ute leaving pit bay and ensure card inserted, unit is turned on and recording. Recording starts when ignition on. Failure to do so will result in penalty.

- 13.2.1** The in-car cameras are the sole property of the Category and are to be used only for category in car footage and judicial purposes. Do not insert these cards into personal laptops.
- 13.2.2** Cards may be collected post-race by Category Officials.
- 13.3** Footage rights and obligations: Where in-car judicial camera(s) are fitted, video cards cannot be removed nor can any footage be downloaded by a Driver or crew or any other person other than a category or Series official during any Round until each Round is completed, any judicial enquiries have been completed and final results published.
- 13.3.1** For any Ute that has its judicial camera equipment, camera card or footage tampered with or camera card or footage is missing during a Round or the camera card missing at the beginning of each Round, the Driver will incur a penalty and will additionally be invoiced a fee for the replacement of the removed card.
- 13.4** At the conclusion of the Meeting, no competitor may leave the venue until the in-car judicial camera data card has been removed from the competition vehicle by either the Series Coordinator or their delegate.
- 13.5** In addition to category judicial cameras, it is permitted for a competitor to fit their own in-car cameras. All video footage must be made freely available to the Category and event officials if and when requested.

14. POINTS

- 14.1** Points will be allocated to all eligible Drivers based on their overall finishing positions at each race at each Round of the Series as detailed in Article 14.2 below.
- 14.2** Points will be allocated to Drivers in the vehicle the Driver qualified in and based on their finishing positions in each class, in each Race, at each Round of the Series.

Placing	Points	Placing	Points	Placing	Points
1 st	35	9 th	17	17 th	9
2 nd	31	10 th	16	18 th	8
3 rd	27	11 th	15	19 th	7
4 th	24	12 th	14	20 th	6
5 th	22	13 th	13	21 st	5
6 th	20	14 th	12	22 nd	4
7 th	19	15 th	11	23 rd	3
8 th	18	16 th	10	24 th	2
				25 th	1

- 14.3** Points shall only be awarded to the Drivers classified as finishers in the final results of each race.
- 14.4** Any race which is stopped and not restarted, and during which less than 50% of the race distance has been completed by the leader, shall be deemed a non-race in respect of Series points and no points shall be awarded.
- 14.5** Any race which is stopped and not restarted, during which 50%–75% of the race distance has been completed by the leader, shall be deemed to have been completed in respect of Series points but only 50% Series points shall be awarded.
- 14.6** Any race which is stopped during which 75% or more of the race distance has been completed by the leader, shall be deemed to have finished and a full allotment of Series points shall be awarded.

- 14.7** The results for each Round shall be determined by the total number of points scored by each Driver at that Round.
- 14.8** In the event of a tie at the end of any Round, the final positions for that round shall be determined by comparing the results of each of the tied Drivers in the final race of that round. The higher place in the round results shall be awarded to the Driver with the higher finishing position in the final race.
- 14.9** The Driver gaining the highest points total over the four(4) Rounds of the Series shall be declared the winner of the Series.
- 14.9.1** Invitation class competitors are not eligible for overall Series winner.
- 14.10** In the event of a tie at the end of the Series, the final positions shall be determined by comparing the race results achieved by each tied Driver, with the Driver with the highest number of first places being awarded the higher Series position. If at this stage a tie still exists, it shall be resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied Driver until each position has been determined.
- 14.11** Qualifying Points to be applied for Rounds 3 and 6 only:

Placing	Points	Placing	Points
1 st	15	9 th	7
2 nd	14	10 th	6
3 rd	13	11 th	5
4 th	12	12 th	4
5 th	11	13 th	3
6 th	10	14 th	2
7 th	9	15 th	1
8 th	8		

15. PRESENTATION & AWARDS

- 15.1** The Series awards shall be presented at a prize giving function to be arranged by the Club. A date and venue will be confirmed.

NZV8 Ute Race Series Commercial Partners Vis Plan List & Positions – 2025-26 Season

Effective: 5 September 2025



POSITION NO.	DECAL DETAIL	LOCATION ON UTE (refer to Vis Plan)	SIZE	SUPPLIED BY
Position 1	Round Sponsor	Front Windscreen Top Banner	1250mm L x 300mm H	Category
Position 38	NZV8 Ute Logo	Centre Roof – Diamond Decal	600mm x 600mm (tip to tip)	Category
Position 7	Available	Front of Roof Decal (roof banner)	185mm High	Category
Position 35	Available	Front Windscreen Lower Banner	120mm High	Category
Positions 41	UDC Finance	Head Lights		Category
Positions 6 & 42	Not in use nor available	Front Bumper Below Headlights	Decal 245 x 88mm	N/A
Positions 21	PTS Logistics	Front & Rear Number Plates Fords – Corflute Front & Rear Holden – Corflute Front & Decal Rear	Corflute 360 x 120 x 3.5mm Vinyl 360 x 120mm	Category
Ext Wing Mirror	Available for own use until required again by Category	External Wing Mirror		N/A
Position 13	UDC Finance	Side Sills	Decal 245 x 88mm	Category
Position 14	Yokohama	Side Sills	Decal 245 x 88mm	Category
Position 15	Ferodo	Side Sills	Decal 245 x 88mm	Category
Position 16	PT Logistics	Side Sills	Decal 245 x 88mm	Category
Position 17	Not Sold	Side Sills	Decal 245 x 88mm	Category
Position 18	Not Sold	Side Sills	Decal 245 x 88mm	Category
Position 19	Not Sold	Side Sills	Decal 245 x 88mm	Category
Position 20	Not Sold	Side Sills	Decal 245 x 88mm	Category
	MotorSport NZ	Decal	Left of Rear Screen	MSNZ

Drivers Signwriting Kit

Driver Pit Bay Sign will be supplied by Category, for all Drivers.

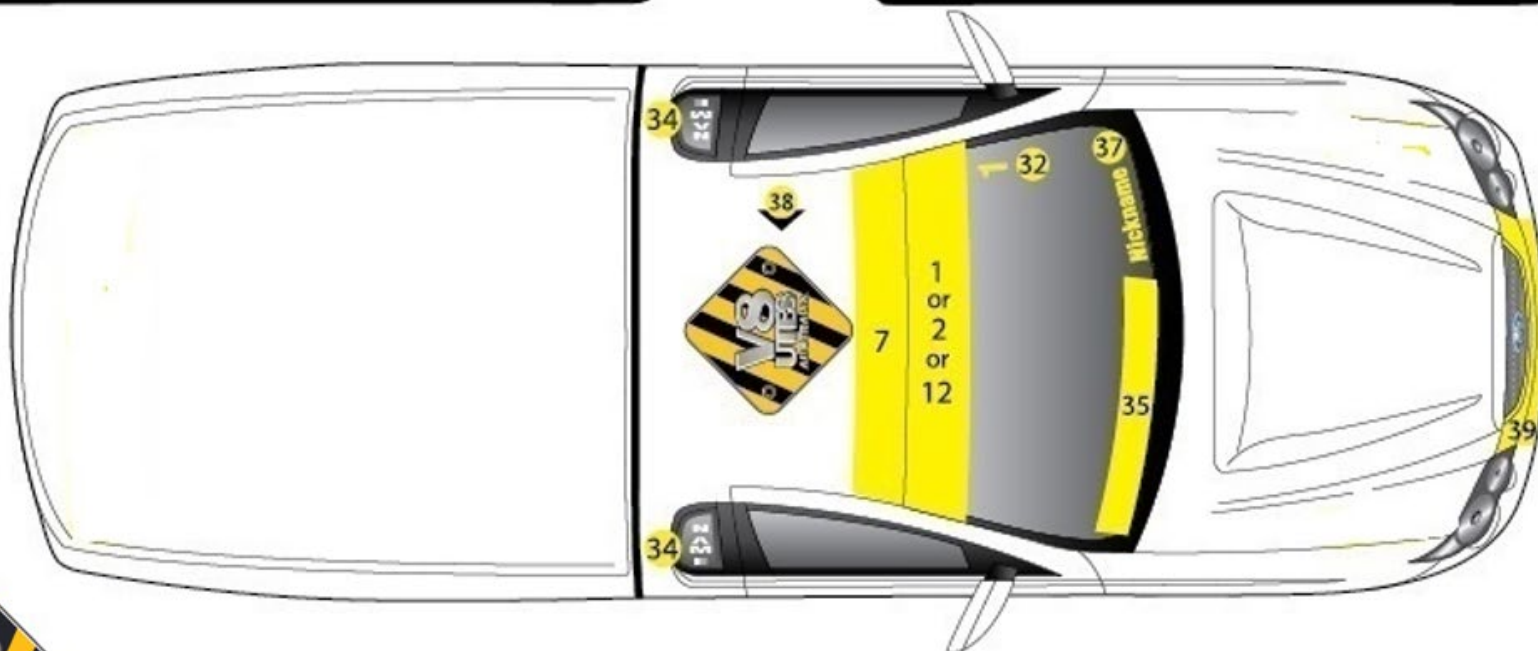
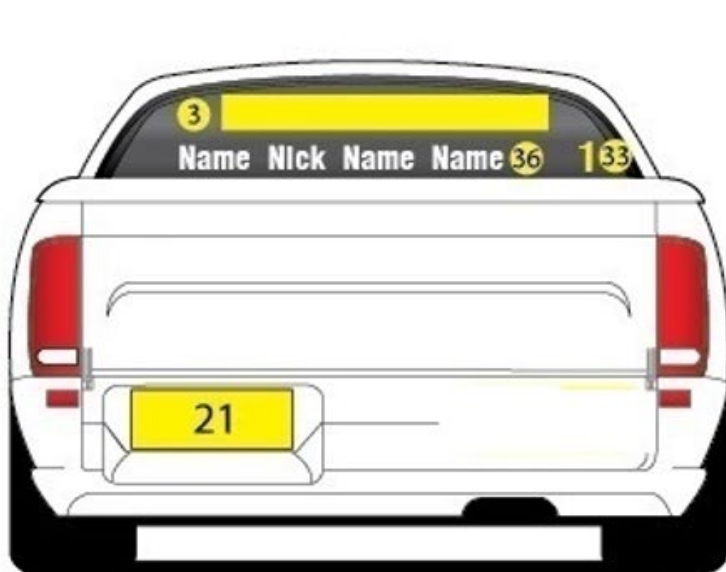
If there is a change of Driver or back to the original Driver, the cost to redo the Drivers Signwriting Kit will be at your cost.

NZV8UR will order your Drivers Signwriting Kit from the category contract sign writer to ensure consistency.

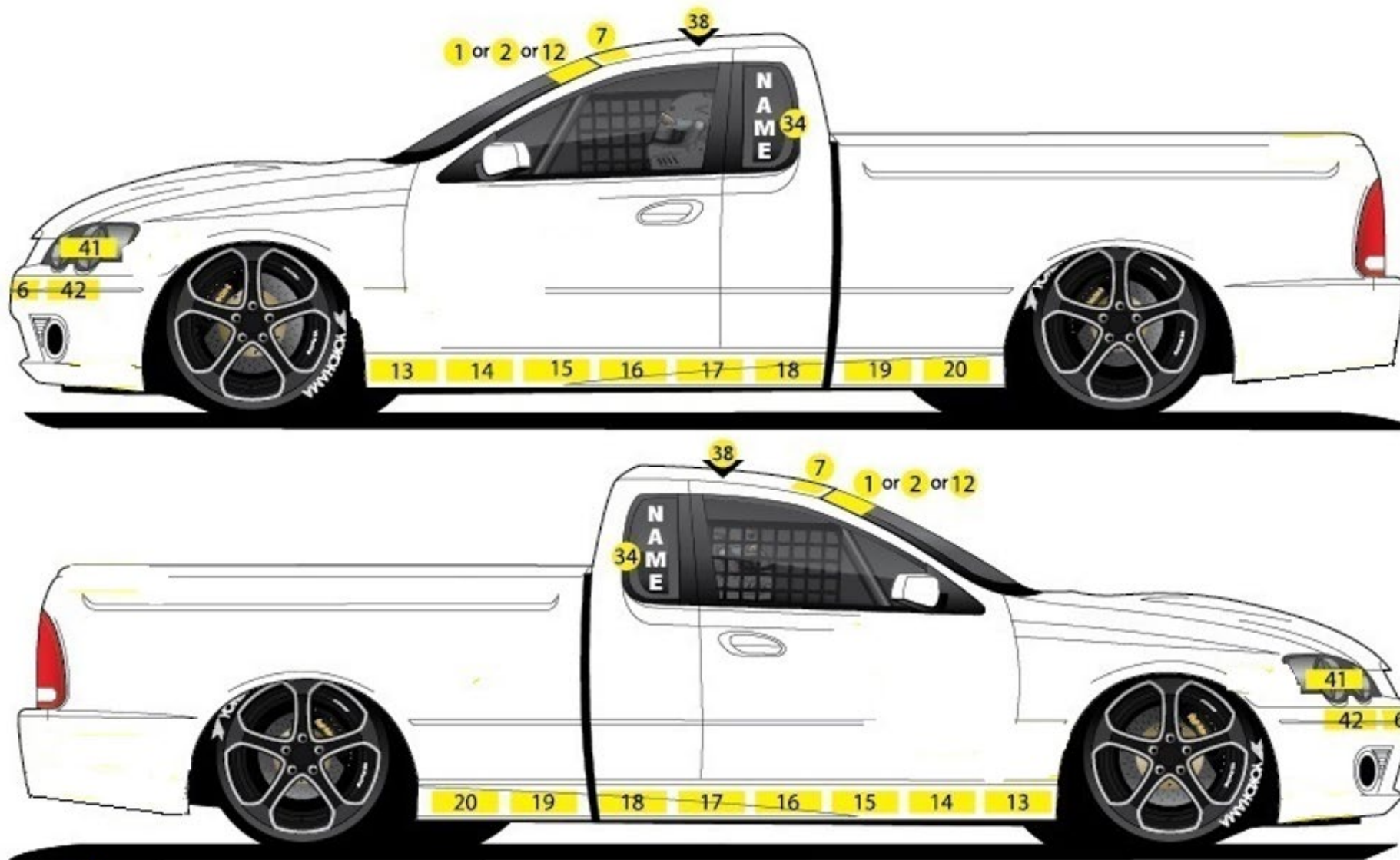
POSITION NO.	DECAL DETAIL	PLACEMENT	SIZE, FONT TYPE, COLOUR DETAIL	SUPPLIED BY
Position 34	Driver's Surname	Both ¼ windows (vertically in capital letters)	Size: to fit window Font: Helvetica Bold Colour: White	Category
Position 37	Driver's Surname (was nickname)	Lower LHS Front Screen Fix 25mm above bottom of windscreen and 25mm in from LH edge of screen	Size: 60mm high Font: Helvetica Bold Colour: Dayglo Yellow	Category
Position 36	Driver's Full Name	Fix Centrally on Rear Screen and above rear deck lid	Size: 60mm high Font: Helvetica Bold Colour: White	Category
Position 32	Race Numbers	Front and Rear Screens	Size: 130mm high Font: Snyder Speed Colour: Dayglo Yellow	Category
	Race Numbers	Door Windows: placement Top Rear corner of each window <i>Note: Numbers must remain visible at all times while on race track, i.e. door windows cannot be down</i>	Size: 150mm high Font: Snyder Speed Colour: Dayglo Yellow	Category
Driver Pit Bay Sign	Race #, Name & Category Logo	Pit Bay (cable tied to marquee)		Category

Driver's Overall Patches

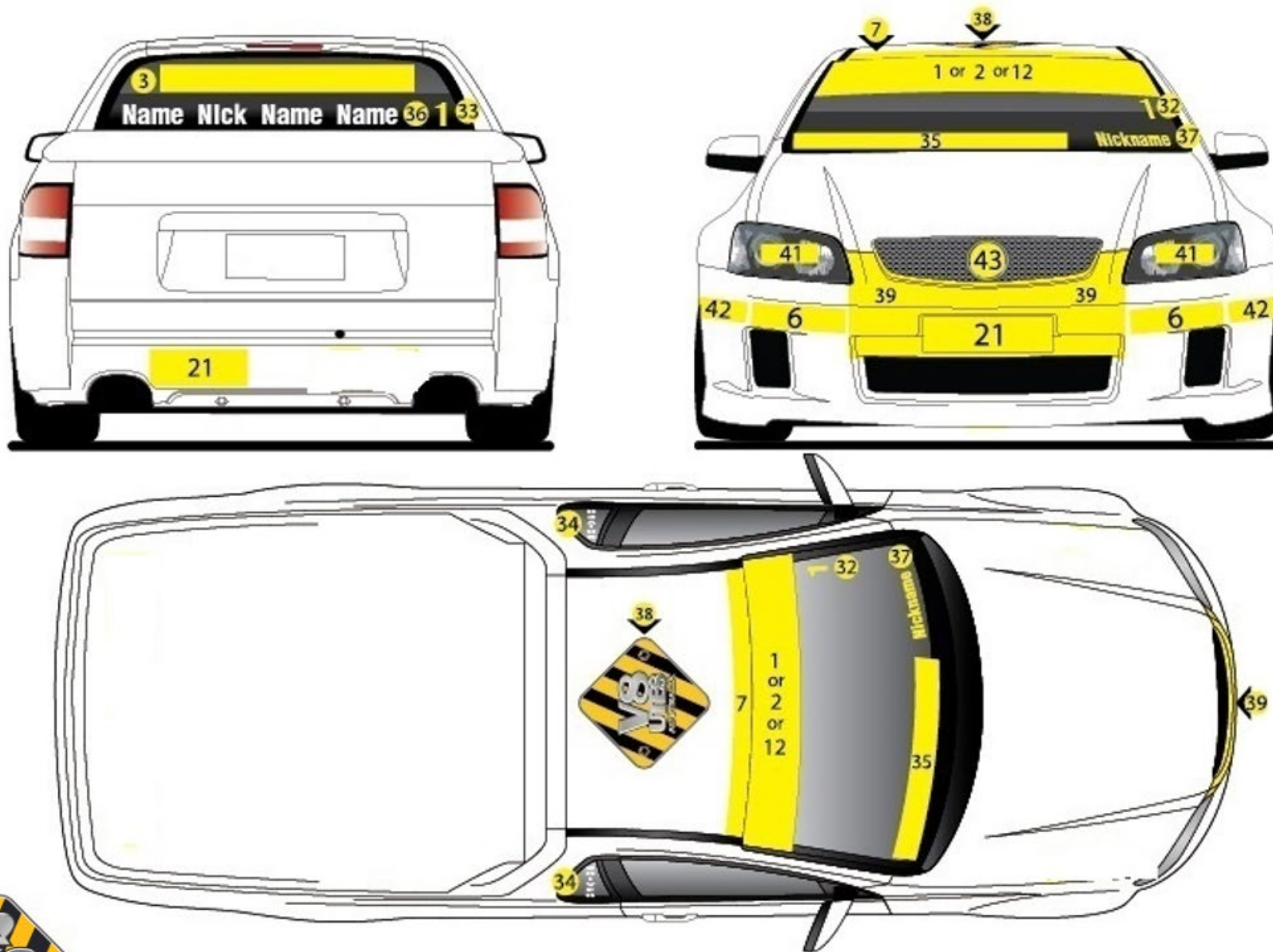
BADGE	PLACEMENT	SUPPLIED BY
NZV8 UTES	LH Breast placement on Driver's overalls	Category



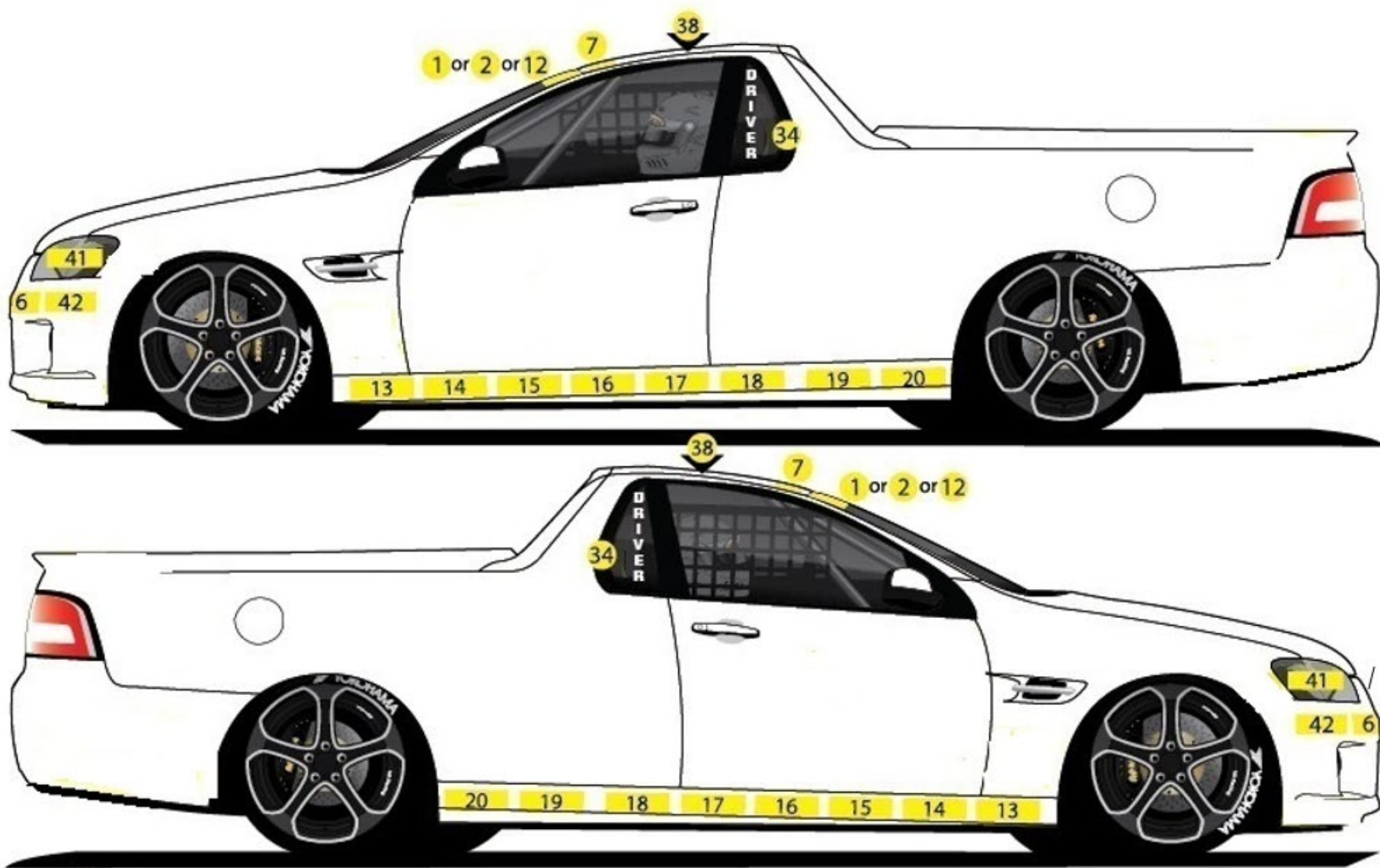
V8UTE RACING NEW ZEALAND - FORD VEHICLE ID GUIDE



V8UTE RACING NEW ZEALAND - FORD VEHICLE ID GUIDE



V8UTE RACING NEW ZEALAND - HOLDEN VEHICLE ID GUIDE



V8UTE RACING NEW ZEALAND - HOLDEN VEHICLE ID GUIDE