New Zealand V8 UTE Racing
TECHNICAL REGULATIONS
2025-2026

PREAMBLE

The NZ V8 Ute Racing Series is a regional development of the previous Australian Race Series that commenced in New Zealand in 2008. Over the past seasons, the Series has grown to become a very popular and highly successful race class. The success can be attributed to the race Utes being production-based vehicles with minimal modifications, competing in a tightly Controlled class to maintain costs and parity.

These Technical Regulations have been formulated to enable V8 Ute racing to prosper in New Zealand and to enable consistent performance parity across all makes and models during the Series.

These Technical Regulations apply to all Ford and Holden production V8 utilities contesting the current NZ V8 Ute Racing Series. Modification of the production vehicles are limited to those expressly detailed hereinafter.

COMPETITOR RECORD OF AMENDMENTS ISSUED TO THIS SCHEDULE

Use this table to keep a record of all official 'Manual Amendments' issued during the season relative to this Schedule;

Amendment Number	Issue/Effective date	Regulation reference	Subject / Notes

1.0 GENERAL INFORMATION RELATIVE TO THIS SCHEDULE

1.1 **This Schedule shall be read in conjunction with the safety schedule as detailed in Appendix Two, Schedule A of the current MotorSport New Zealand Manual.**

1.2 All Text changes from the previous issue of this Schedule are highlighted such. Text changes for grammatical and/or formatting reasons are not highlighted.

1.3 All vehicles competing in Events to which these regulations apply shall have a valid MotorSport New Zealand Logbook.

1.4 Each vehicle must remain identical in all respects to the specific production model on which it is based, as supplied by the Manufacturer, unless otherwise detailed in this Schedule or its appendices. These regulations in conjunction with Schedule A define the only permissible changes authorised to the Vehicle, which differ it from the Manufacturers catalogued model, hence **all parts shall remain Standard unless detailed otherwise.**

1.5 Any modification to the Production Vehicle, not specifically detailed within this Schedule, or subsequent amendments to this Schedule as issued by NZ V8 Ute Racing Ltd, or the relevant Motorsport Australia documents namely; Motorsport Australia Homologation Documents (CHD), Motorsport Australia Sporting Variants (CSV) and/or Motorsport Australia Variant Options (CVO) is expressly forbidden.

1.6 The only work that may be carried out on the vehicle is that necessary for its normal servicing, or for the replacement of parts worn through use or accident, solely using parts allowed for under these Regulations.

1.7 The Manufacturers' general parts catalogue, in which all spare parts are listed, may be referenced for eligibility compliance purposes as well as direct comparison with genuine parts obtained from the Manufacturer's appointed dealer.

1.8 The following replacement parts may be freely sourced:

- fan belts
- radiator hoses
- fuel filters
- light globes
- HT leads
- gaskets
- window glass.

These parts must be replacement parts that respect the configuration and functional dimensions of the parts they replace and be of similar material.

1.9 Fasteners are free, provided their material type is not changed.

1.10 The use of non-standard parts must not result in the unauthorised modification to any other component.

1.11 Where a Control repairer (refer Appendix Three) is listed, they are the sole repairer authorised to repair the Control parts unless otherwise directed by the Series Scrutineer.

1.12 All enquiries regarding interpretation of these Regulations shall be submitted in writing to the Series Scrutineer detailing the article in question and the specific subject matter. It is the Competitors obligation to enquire as to the correct interpretation.

1.13 On matters of technical eligibility or safety compliance, a verbal statement or agreement will have no validity. A written reply will always be given to a written enquiry.

1.14 NZV8UR reserves the right to make changes to these Technical Regulations at any time, in the interests of safety, fairness, cost containment and to maintain parity between each of the makes/models competing.

1.15 The Series Coordinator and Series Scrutineer are as detailed in the NZ V8 Ute Racing Series Articles.

2.0 DEFINITIONS

2.1 Definition of terms used within this Schedule are as set out below:

Aftermarket: means a catalogued, off the shelf component sourced from another manufacturer to that of the original vehicle, which may be fitted without making modification to the original vehicle.

Motorsport Australia Documents: means the 'Homologation Forms', the 'Sporting Variants' and 'Variant Options' all relating to the Ford and Holden vehicles as specified in these regulations and as posted from time to time on the NZ V8 Ute Racing website.

Series Scrutineer: means the NZ V8 Ute Racing appointed Series Scrutineer.

Control Engine Coordinator or CEC: means the NZ V8 Ute Racing Category Manager appointed for the Control engine program.

Cockpit: means the structural inner volume which accommodates the driver and passenger.

Control Parts, means parts that are fully Controlled in respect of their specification and application; these parts can only be sourced from the listed suppliers unless no specific supplier is stated in which case the supplier is free but not the stated specification of the part.

Control Part Security Seal: means a seal applied to a component or system by a service provider or the Series Scrutineer or their nominated assistant.

Data logger: means a GPS based multi-purpose data analyser/recorder with telemetry capability for lap times only.

Fasteners: means nuts, bolts, studs, washers, screws and pop-rivets.

Free (part): means that the original part as well as its function may be removed or replaced with a new part on condition that the new part has no additional function relative to the original part.

Modification: means any change authorised within these technical regulations.

NZV8UR: means New Zealand V8 Ute Racing Limited.

OE: means the vehicle manufacturers 'original equipment' as supplied by the Manufacturer through their dealer network or a Control supplier.

Original: means as fitted by the vehicle Manufacturer and includes all devices, equipment, accessories and/or components as fitted to the production model represented.

Standard: means the component parts as originally fitted to the make/model represented, by the original Manufacturer at the time of the initial sale.

3.0 ELIGIBLE VEHICLES

3.1 The Ford BF and FG XR8 model as built and supplied by AVD P/L or any other NZV8UR nominated supplier, is eligible for competition in the current Series as defined by these Regulations.

3.2 The Holden VE SS model as built and supplied by BRE P/L or any other NZV8UR nominated supplier, is eligible for competition in the current Series as defined by these Regulations.

3.3 Left-hand drive vehicles and/or parts are forbidden, unless specifically authorised hereinafter.

3.4 Each vehicle shall remain identical in all respects to the specific production model on which it is based, except;

(1) Where specifically detailed otherwise in these Regulations, and/or

(2) Where the NZ Control Parts are authorised and fitted, and/or

(3) As specified in any of the following Motorsport Australia Documents; Motorsport Australia Homologation Document (CHD), Motorsport Australia Sporting Variants (CSV) and/or Motorsport Australia Variant Options (CVO).

3.5 Any aspect relating to the construction, modification and/or preparation of a vehicle that is not specifically authorised in these regulations and/or the relevant Motorsport Australia Documents is prohibited.

4.0 CONTROL PARTS / REPLACEMENT PARTS

4.1 These Regulations categorise and regulate Control Parts as follows:

4.1.1 Where specified, Control Parts shall be fitted.

4.1.2 Any modification or repair of a Control Part is prohibited unless specifically authorised in these Regulations. Control Parts shall not be modified, altered, reclaimed, painted, coated or changed in any way. Additionally, any form of abrasive cleaning is prohibited.

4.1.3 A list of the Control Parts and mandatory suppliers is contained in Appendix Four to these Regulations.

4.1.4 Where Control Parts are identified left or right and/or the part number denotes a left or right hand part then the Control Part shall be fitted to the correct side of the vehicle.

4.2 All replacement parts shall be either, genuine parts obtained from the Manufacturer's appointed dealer, or a Control supplier, except as detailed otherwise in this Schedule.

5.0 TELEMETRY / DATA LOGGING

5.1 Two-way voice communication between the Driver and the pit-based team is mandatory.
Note: refer to Series Articles for race radio conditions.

5.2 A Control data logger may be fitted to the competing vehicle.

5.3 The use of any data collection in the approved devices is permitted as detailed in Article 5.6. The Series Scrutineer may restrict or change channels monitored if required.

5.3.1 Approved channels for data recording are:

- GPS location
- Speed
- Lap times for the purposes of driver training

5.4 No live pit-to-car telemetry is permitted. No engine/traction Control or similar is permitted.

5.5 Data transmission is permitted from a competing vehicle to acquire data for the Series media provider for the purposes of event promotion and race commentary. The fitting of such equipment is to be authorised/approved by the Series Scrutineer.

5.6 Additional instruments, lights and alarms may be fitted but only to monitor RPM, oil pressure and temperature, water temperature and level, fuel pressure, volts, a shift light, and lap times. This can include, be monitored and recorded on AiM, Motec, or Stack dash.

5.7 The Judicial camera system is not permitted to have any alternative switching and power supply other than direct feed from the ignition power supply.

6.0 OFFICIAL SEALS / SEALING REQUIREMENTS

6.1 Under this Schedule Control Part Security seals shall be fitted as follows;

6.1.1 Control Part Security seals fitted by the Control (part) service providers; shall be applied to the following components/assemblies of components prior to despatch. All such seals shall be recorded in the Series master list retained by the Series Scrutineer:

- Holden Engine Assembly (6.0L or 6.2L):
  - Timing-chain cover – by two adjoining bolts, or
  - Timing-chain cover and Sump pan – by two adjoining bolts
  - Inlet manifold and/or rocker cover – by two adjoining bolts
  - Sump pan – by one retaining bolt to sump pan or cylinder block (optional).

- Ford Engine Assembly (5.4L or 5.0 Coyote):
  - Cylinder heads – by two retaining centre rocker cover bolts on both sides
  - Timing cover and inlet manifold – by two retaining bolts on each side
  - Sump pan – by one retaining bolt to sump pan or cylinder block.

- Transmission Assembly:
  - Gearbox casing – either;
  - by two holes, one drilled through the main gearbox casing and the other through the tail-shaft housing, or
  - by two adjoining bolts in the tail-shaft housing or by two adjoining factory pre drilled holes in the main gearbox casing and the tail-shaft housing.

- Differential Assembly:
  - Rear axle differential cover – by two adjoining bolts.

- Front and Rear Shock Absorbers and springs:
  - By security label seal.

Note: provided these seals remain intact the components and/or assembly of components they are Controlling will be assumed to be compliant with these Regulations.

6.1.2 **Control Part Security Seals** may be fitted by the Series Scrutineer or his nominated assistant to maintain Control over the following components and/or assemblies of components. All such seals shall be recorded in the Series master list retained by the Series Scrutineer:
Compliance of these (sealed) components remains the responsibility of the Competitor:

- Holden: ECU/PCM vehicle computer – by seals fitted through one or two ECU/PCM holes and mounting bracket and by separate seal fitted through one ECU/PCM hole and mounting bracket and wiring harness plug locking lever.

- Ford BF: ECU/PCM vehicle computer – by seal fitted through two holes, one drilled through one ECU/PCM retaining bolt and one hole drilled through ECU/PCM mounting bracket.

- Ford FG: Ford ECU/PCM vehicle computer – by seal fitted through ECU/PCM wiring harness connector plug and locking lever to one hole drilled through ECU/PCM or mounting bracket.

- Ford FG: Motec ECU/PCM vehicle computer – by seal fitted to Motec ECU and vehicle body.

6.2 It is the Competitor's responsibility to ensure that the above detailed assemblies are pre-drilled with 3.0mm holes, to enable wire seals to be affixed as and when required.

6.3 A Control Part Security seal is to remain valid from the application date/time fitted until replaced by the Series Scrutineer or their nominated assistant.

7.0 SAFETY EQUIPMENT REQUIREMENTS

7.1 A safety cage shall be installed by a NZV8UR nominated constructor and homologated by MotorSport New Zealand under Schedule A.

7.2 A safety harness compliant to FIA Standard 8853/98 or FIA Standard 8853-2016 shall be installed for the Driver and for the passenger seating position.

7.3 A competition seat compliant to FIA Standard 8855-1999 or 8862-2009 shall be installed for the Driver. A competition seat respecting the same requirements as the Drivers' seat shall be installed to replace the standard passenger seat. Seat mounts may be fabricated and attached to the bodyshell floor pan and/or homologated with the safety cage with all installation respecting Schedule A.

7.4 A fire extinguisher shall be installed compliant to extinguisher requirements as detailed in Schedule A.

7.5 Protective padding shall be in compliance with Schedule A. Additionally, where the occupant's crash helmet could come into contact with the safety cage, the padding shall comply with FIA standard 8857-2001.

7.6 A window net shall be installed in compliance with Schedule A Article 4.5.

7.7 Brake, fuel, oil and coolant lines may be upgraded to aftermarket lines of a higher specification in compliance with Schedule A.

7.8 Safety equipment in compliance with Schedule A shall be worn by the Driver.

7.9 The installation of a side impact device and/or foam filling the door cavity is permitted. The inner door panel of the door may be modified, and the window and regulator mechanism may be removed only if a side impact device is installed.

8.0 RACE WEIGHT

8.1 Vehicles must comply with the minimum racing weight as specified below. The racing weight is the current weight of the vehicle at the time of weighing and shall include the driver and their personal race equipment.

Ford FG	1800kg
Ford BF 5.4 only	1725kg
Holden VE	1800kg
Ford BF with 290	1800kg

8.2 Ballast may be added in compliance with Schedule A and may be sealed at any time by the Series Scrutineer or their assistant.

8.2.1 The Ballast is to be located behind passenger seat or in allocated part of the tray, being left hand side headboard.

8.3 The racing weight may be measured at any time during the qualifying sessions and/or races, on the official scales of the meeting.

8.4 The official scales of the meeting will be those provided by the Meeting Organisers.

9.0 BODYSHELL and VEHICLE EXTERIOR

9.1 All bodywork including any subsequent race day damage shall be presented to a tradesman standard at the start of each round of the Series.

9.2 It is permitted to reshape the wheel arch beading against the inside of the mudguard and remove the plastic inner liner of the mudguard. It is permitted to modify the plastic inner guard liner for the sole purpose of fitting brake ducting and to obtain clearance of the wheel and tyre.

Note: It is recommended to retain the plastic inner guard liners on Holdens to reduce engine bay heat.

9.3 A maximum of three jacking points per side may be inserted into the sills by way of a simple tube secured by fixing plates either bolted or welded to either or both inner and outer surfaces of the sills. The modification may only be for the purpose of jacking the car and shall not directly connect to the safety cage or increase the structural integrity of the car. The sill covers may be locally shaped to accommodate the jacking sockets. The reinforcement of jacking points is permitted by the addition of metal plate/s. This reinforcing must not exceed a surface area of more than 150.0mm x 150.0mm and must follow the contours of the original structure.

9.4 Where a side impact device has been fitted in a door, the door window may be substituted with a polycarbonate or acrylic window of a minimum thickness of 3.0mm, clear and free of scratching, provided they fit within the Original frame. Holes may be introduced into the polycarbonate or acrylic window and/or a ventilation duct fitted and must also have a hand-hole to allow the window insert to be easily removed by a Track Marshal.

9.5 Headlamp covers may be fitted that solely cover and follow the headlamp's external profile.

9.6 Protection mesh may be fitted to the front bumper apertures.

9.7 A minimum of two exposed steel locking pins shall be fitted near the front corners of the bonnet. A minimum of two exposed steel locking pins shall be fitted near the rear corners of the rear deck-lid and must be secured with internal tie downs.

9.8 The original door intrusion bars may be removed.

9.9 The removal of the door locking mechanisms is permitted. It is permissible for BF Falcons to fit a modified or alternative fibreglass lid for the tray and bonnet, for the purpose of weight reduction.

9.10 All plastic shrouding located in the engine bay, the sole purpose of which is aesthetic, may be removed.

9.11 A protective screen may be mounted in front of the radiator subject to the express approval of the Series Scrutineer or their assistant.

9.12 The Control rear deck-lid shall be fitted

9.13 Ford: the Control rear wing may be fitted.

9.14 Holden: the Control tailgate insert may be fitted.

9.15 Holden: the Control front and/or rear bash plates may be fitted.

9.16 The windscreen shall be laminated and may be a heated windscreen.

9.17 An access hole may be cut through the rear deck and liner for the sole purpose of accessing the fuel pump.

9.18 Ford: An engine alloy sump bash plate may be fitted.

9.19 All competition vehicles shall have a towing strap fitted to both the front and to the rear of the vehicle in compliance with Appendix Two, Schedule A Article 5.15. Metal towing eyes are specifically prohibited.

10.0 VEHICLE INTERIOR

10.1 Headlining, carpet and sound deadening materials on the floor and firewall may be removed.

10.2 The steering lock assembly shall be removed or disabled.

10.3 A replacement steering wheel is authorised. The upper end of the steering column may be modified solely to enable fitment of a quick release mechanism for the steering wheel.

10.4 Anti-slip pads may be fitted over each pedal and a heel plate added beneath the pedals. It is permitted to increase the size of the pedal pads. A footrest may be fitted to the left of the clutch pedal.

10.5 An additional stop for the clutch and throttle may be fitted under the pedals.

10.6 Interior trim may be modified for the sole purpose of installing the safety cage.

10.7 Air bag SRS systems shall be removed including all sensors and activators.

10.8 Control foot-well plates shall be fitted on both left and righthand sides.

10.9 Interior door trim panels may be replaced.

10.10 It is permitted to replace switch equipment in the cockpit on the dashboard for the purpose of aesthetics and must retain initial intended functions of the switch.

10.11 Ford FG, BF, Holden VE: the dashboard may be modified and heater assembly removed.

11.0 ENGINE

11.1 All competing vehicles shall be fitted with a standard Series Production Engine or a Series Control Engine as authorised by Series Scrutineer. All engines shall have the mandatory Control Parts fitted. Detail of the Control Engine Program is detailed in Appendix One to this Schedule.

11.2 All engines and component parts thereof shall remain standard in all respects unless specified otherwise in this Schedule. The specifications of the Control Engine are detailed in Appendix Two to this Schedule.

11.3 Each individual engine shall have an identification tag/Control Part Security seal fitted as per Article 6.0 of this Schedule. The fitment of the seals will be managed by the Series Scrutineer.

11.4 Competitors shall inform the Series Scrutineer prior to changing, rebuilding or repairing an engine during the Series.

11.5 Holden engine specific requirements:

11.5.1 The Control front crankshaft pulley/balancer shall be fitted together with the Control ARP bolt and washer.

Note: it is recommended to have a crankshaft key way machined and key fitted.

11.5.2 The Control timing pointer shall be fitted when the engine is rebuilt by the Control engine builder.

11.5.3 The engine mounts may be replaced by solid mounts or polyurethane mounts but the standard height and position of the engine must be retained, unless specified further in this schedule, if polyurethane engine mounts are used these may be wrapped with heat proof material to eliminate melting or distortion of the mounts.

11.5.4 The Control engine cooler kit may be fitted.

11.5.5 It is permissible to replace or rebuild the Controlled Holden engine (L76, L98). Replacement engines can be substituted with the LS3 6.2L engine. This engine replacement will need to be re-programmed/dyno tuned by the Category tuner.

11.6 Ford 5.4 engine specific requirements:

11.6.1 The Control front crankshaft pulley/balancer shall be fitted together with the Control ARP bolt and washer.

11.6.2 The Control water pump pulley shall be fitted.

11.6.3 The Control engine cooler kit may be fitted.

11.6.4 The engine shall be relocated 20.0mm rearward from the standard position, the Control height polyurethane or aluminium mounts shall be used, hi-tensile bolts may be fitted to secure the engine through the mounts and securing nuts may be modified to lock the nuts in place to enable bolting or tighten of the mounting bolts through the alloy cross-member. The engine mounts may be wrapped with heat proof material to eliminate melting or distortion of the mounts.

11.6.5 The Control alloy cross-member that locates the engine may have two(2) holes drilled to allow access to tighten the engine mount through bolts**.**

12.0 ENGINE MANAGEMENT SYSTEM / IGNITION SYSTEM / INDUCTION SYSTEM

12.1 With the exception of any software or firmware installed by Series Scrutineer or Category-approved dyno facility, the ECU shall remain unmodified.

12.2 The ownership of all software and firmware (engine maps and other programs) contained in the ECU remains at all times with NZV8UR and shall only be accessed or modified by the Category-approved dyno facility.

12.3 The Control ECU tune program shall be installed by the Category-approved dyno facility.

12.4 All sensors shall remain connected unless detailed otherwise in this Schedule.

12.5 The air filter shall be replaced with the Control Part.

12.6 It is permissible for the Ford BF factory air box and snorkels or the alternative Controlled air intake to be fitted. Growler box is permitted.

12.6.1 Ford FGs shall have the Control SS induction growler cold air kit and Control alloy intake tube and MAF fitted.

12.7 Holdens shall have the Control Walkinshaw OTR cold air kit and OE MAF fitted.

12.8 PERFORMANCE PARITY

12.8.1 The Series Scrutineer shall monitor lap times and results for each Qualifying and Race session to enable consistent performance parity across all makes and models during the Series.

12.8.2 The Series Scrutineer reserves the right at any time to check any competing Ute and its mechanical componentry including electronic engine Controls, sensors and wiring harnesses. The Series Scrutineer shall at their discretion request the download and check ECU tune programs or adjust engine RPM limits or Control ECU tune programs as they deem necessary at any time during the Series or Meeting to enable consistent performance parity across all makes and models during the Series.

12.8.3 The Series Scrutineer shall at their discretion, may refer a vehicle to the Category-approved dyno facility for dyno testing/results and any other data available to monitor and adjust performance parity to enable consistent performance parity across all makes and models during the Series.

12.8.4 Any performance parity dyno checking will be done at the Competitor's own cost and must be scheduled by the Series Scrutineer with the Category-approved dyno operator.

12.8.5 Any technical infringements or tampering will be dealt with as per Schedule P.

13.0 FUEL and FUEL SYSTEMS / OILS, LUBRICANTS and COOLANT FLUID

13.1 Control Fuel: The only fuels authorised for use in competing vehicles at any Round of this Series is BP Ultimate 98 Unleaded Fuel or as approved by the Series Scrutineer.

13.2 All Competitors are required to provide and bring their own Control Fuel to each Round, there will be no Control Fuel available at any of the Rounds.

Note: Code of Practice for MotorSport Fuel is available on https://www.motorsport.org.nz/technical/fuel/

13.3 Additives of any kind, specification, chemical description or composition shall not be added to the fuel, nor may a blend of two or more fuels be used. With the exception of ambient atmospheric air and the specified Control fuel, no other substance may be added to the intake charge of the engine.

13.4 Holdens shall be fitted with a Control Fuel sampling coupling in the fuel feed line to the fuel rail as specified by the Series Scrutineer. All Competitors upon entering the Series agree to fuel samples being taken for compliance purposes.

13.5 Cooling of fuels before filling the vehicle and the use of fuel coolers is prohibited.

13.6 The Control oils, lubricants and coolant fluid shall be used when there is a Series sponsor who is providing Control fluids, however brake and clutch fluids are free.

14.0 EXHAUST SYSTEM

14.1 The complete Control exhaust system shall be fitted. The only permitted modifications are detailed in this Article.

14.2 Brackets may be added for the sole purpose of mounting the system or heat protection shields may be fitted to the exhaust system or to the vehicle or its components.

14.3 The manifold (to cylinder head) flange mounting holes may be elongated to facilitate alignment. Spot facing of the flange is permitted within a radius of 15.0mm from the centre of the elongated hole.

15.0 COOLING SYSTEM

15.1 Ford: The thermostat shall be replaced by a MotoRad or equivalent 71°C / 160°F replacement thermostat. The bleed float may be removed and one additional 3.0mm hole drilled for bleeding purpose only.

15.2 Holden: The thermostat may only be replaced by a genuine AC Delco 86°C thermostat as originally fitted. The bleed float may be removed and one additional 3.0mm hole drilled for bleeding purpose only.

15.3 Radiator ducting is free only for the purpose of directing cooling air to the radiator, provided that it remains within the perimeter of the coachwork when viewed from the front and above and that no bodywork alterations are required. Such ducting shall not be used to direct or cool air for the induction system.

15.4 Removal of heater hoses is permitted.

15.5 The standard coolant expansion tank may be moved or replaced with another tank that provides the same function.

15.6 The OE, or aftermarket radiator may be fitted.

15.7 Ford: The Control steam reliefs may be fitted.

15.8 It is permitted to rewire the standard radiator fans so that the operation of the fans is manually Controlled, or automatically Controlled by the ECU.

Note: it is recommended to have the fan operation Controlled by the ECU and the use of a separate switch only as an override.

15.9 A radiator overflow catch tank shall be fitted.

16.0 TRANSMISSION/DRIVELINE

16.1 The Control transmission and driveline must remain unmodified, unless specified otherwise in this Schedule.

16.2 The Control flywheel and clutch kit shall be fitted.

16.3 The Control clutch alloy concentric slave cylinder, spacer kit, braided master cylinder and bleed lines may be fitted.

16.4 All competing Fords shall be fitted with either an OE T56 transmission or the Control ATC 6060 transmission assembly as supplied by the Category Control Transmission Provider – All Holden's shall be fitted with the Control common ratio ATC 6060 transmission – refer Appendix Three to this Schedule.

16.4.1 All Control transmissions shall have Control Part Security seals fitted as per Article 6.0 of this Schedule. The fitment of these seals will be managed by the Series Scrutineer.

16.4.2 Competitors shall inform the Series Scrutineer prior to changing or repairing the transmission during the Series.

16.5 Gearbox ratios: Only the following Control ratios are authorised:

	1st	2nd	3rd	4th	5th	6th	Rev
Ford	2.97:1	1.78:1	1.30:1	1:1	0.80:1	0.63:1	2.90:1
Holden	2.97:1	1.78:1	1.30:1	1:1	0.80:1	0.63:1	2.90:1

16.6 Selector forks may be repaired to the original specification. In addition, a wear pad may be added to the centre of the fork arch to provide extra support.

16.7 The Control gear shifter shall be fitted. The shifter knob is free providing the only modification to the shifter is for the sole purpose of attaching the knob.

16.8 Ford: The driveshaft shall be shortened by 20.0mm from the factory length or the optional heavy duty Control driveshaft may be fitted.

16.9 All competing vehicles shall be fitted with the Control rear axle assembly (for Ford) or Control final-drive (for Holden) as supplied by the Category Control Service Provider – refer Appendix Three to this Schedule.

16.9.1 All Control rear axle assembly/final-drive shall have Control Part Security seals fitted as per Article 6.0 of this Schedule. The fitment of these seals will be managed by the Series Scrutineer.

16.9.2 Competitors shall inform the Series Scrutineer prior to changing or repairing a rear axle assembly or crown-wheel/pinion parts during the Series.

Note: The Control rear axle assembly/final-drive assemblies incorporate a spool to lock the differential action and an optional solid pinion spacer may be fitted for reliability.

16.9.3 Ford BF: Reference CSV Homologation No. 6-05-015, Extension No. 08/08. The following amendments/additions are introduced:

(i) The rear axle assembly flange to flange width at axle centre-line is 1623.0mm +/- 10.0mm.

(ii) The rear brake calliper steel mounting bracket location reference is measured from the flat of the underneath of the spring pad vertical to the centre of the front calliper mounting hole – the height is 100.0mm +/- 10.0mm and 50° +/- 5° measured across the top edge front to rear of the calliper bracket. Refer Series Scrutineer for drawings/photos.

Note: Refer to the Series Scrutineer for Ford FG rear axle assembly specifications.

16.9.4 Ford BF: Repairs maybe carried out by a competent engineer to the following;

(i) Brake calliper steel mounting brackets: A mild steel triangular gusset of flat 40.0mm x 40.0mm x 10.0mm may be located and welded to the top centre of the axle tube and to each steel brake calliper mounting bracket for additional strength and safety to eliminate the brake bracket twisting forward or breaking off the axle tube.

(ii) Spring Pads: A mild steel insert of flat 66.0mm x 35.0mm x 10.0mm maybe welded into the front and rear of each spring pad and to the axle tube to prevent the spring pads bending up and allowing the diff head to roll forward or back causing drive-line damage.

(iii) Stub axles: three(3) additional ½ inch or 12.7mm plug weld holes spread evenly around the axle tube maybe drilled through axle tubes into each stub axle and plug MiG welded for additional strength and safety eliminating the stub axles parting company with the axle tubes.

(iv) Axle tubes: If any cracking is detected in the axle tube tig welding to diff head, grinding out of the tig welding and MiG welding the tubes to the diff head is permitted to stop the diff head rolling on the diff tubes eliminating driveline damage.

Note: **Caution** must be exercised when welding the rear axle assembly components to ensure no pulling of the brake brackets or axle tubes takes place and minimize the heat transfer with the MiG welding process.

16.10 Final-drive ratios: Only the following final-drive ratios are authorised;

	Ratio	Tooth Count
Ford	3.46:1	13 / 45
Holden	3.45:1	11 / 38

16.11 An extension hose and breather filter or a catch tank and breather filter may be fitted to the original breather outlet for both the transmission and differential.

16.12 Holden: Differential Mounting Rubber Bushes may be substituted with aftermarket replacement nolathane bushes.

17.0 SUSPENSION

17.1 **General:** the following Control suspension parts shall be fitted to both Ford and Holden models;

17.1.1 The Control front spring platform, Control front springs, Control front tender springs and Control front spring dividers.

17.1.2 The Control front spring platforms, may be modified solely to accommodate the installation of the suspension springs.

17.1.3 The Control front shock absorber units.

17.1.4 The Control front caster arm bush.

17.1.5 Rear Control spring platforms, which may be modified solely to accommodate the installation of the suspension springs or the Control alloy spring platforms may be fitted.

17.1.6 The Control rear shock absorber units.

17.1.6.1 All shocks in FG and VE utes competing to be Supashock and need to be serviced, maintained and logged by the category approved shock service provider. Alignment Specs (page 22) in Penrose, is the category approved shock service provider; any other service provider servicing shocks will be deemed illegal. They can be rebuilt by original manufacturer and must be dyno'd and sealed by NZ approved provider.

17.2 Ford model specific: the following Control parts shall be fitted;

17.2.1 The Control rear leaf springs and front bush. It is permitted to grease the Control rear springs.

17.2.2 The Control Front Upper Control Arm Inner Bushes.

17.2.3 The Control upper front caster and camber mounting brackets.

17.2.4 It is permissible to use any one of the two options of Controlled front sway bars available – 27.0mm or 32.0mm. It is also permissible to use the alternative front sway bar bush to suit each bar.

17.2.5 The Control front and rear wheel studs.

17.2.6 The OE or aftermarket front lower Control arm and ball joints may be fitted.

17.2.7 The Control optional rear axle tramp rod kit may be fitted.

17.3 Holden model specific: the following Control parts shall be fitted;

17.3.1 The Control front strut leg assembly, including camber bolts.

17.3.2 The Control front Control-arm bushes.

17.3.3 The Control front wheel studs.

17.3.4 The Control rear springs.

17.3.5 The optional Control rear sway bar kit and toe links may be fitted. It is permissible to use any one of the three(3) options of rear sway bars available: 16.0mm, 18.0mm or 20.0mm.

17.4 The maximum negative camber permitted is as follows;

	Front camber	**Rear camber**	**Rear toe**
Ford	5.5°	1.0° degrees +/- 0.1°	N/A
Holden	5.5°	N/A	N/A

17.5 The minimum rear ride height permitted is as follows;

	Front ride height	**Rear ride height**
Ford BF	N/A	340.0mm
Ford FG	80mm	152.0mm
Holden VE	N/A	335.0mm

Note: Refer also to current NZV8UR parity sheet for all measurement points.

17.6 The wheelbase shall at all times remain as follows;

	Wheelbase
Ford BF	3095.0mm +/- 15 mm
Ford FG	3104.0mm +/- 15 mm
Holden	3009.0mm +/- 15 mm

17.7 Bump stops may be removed, modified and/or replaced.

17.8 Rubber bushes may be substituted with aftermarket bushes of different elastic material of maximum hardness Shore-90 with the exception of any bushes that are Control parts.

17.9 The anti-roll bar(s) may be disconnected but not removed.

18.0 BRAKES

18.1 The Control front brake rotors and callipers shall be fitted. Where 32.00mm front rotors are installed, the Control front calliper spacer kit shall be fitted.

18.2 The Control front brake calliper mounting brackets shall be fitted. The hub/stub axle may require material to be relieved solely to enable fitment of the bracket. The Control mounting bracket may be modified solely for the purpose of brake duct attachment.

18.3 The Control front brake rotor mounting hat shall be fitted. Mounting hat to hub flange attachment screws may be fitted.

18.4 The Control rear brake rotors and callipers shall be fitted.

18.5 The Control rear brake calliper mounting brackets shall be fitted.

18.6 The Control rear brake rotor mounting hat shall be fitted. Mounting hat to hub flange attachment screws may be fitted.

18.7 The Control front and rear brake pads shall be fitted. A combination of the Control rear brake pads is authorised.

18.8 Ford: The Control brake master cylinder shall be fitted and the Control brake booster may be fitted

18.9 Holden: The Control brake master cylinder, booster and ABS bypass block kit shall be fitted including the four(4) ABS wheel sensors with all the wiring harness plugs connected. The ABS fuse and relay shall be fitted to enable the OE speedometer to operate for the purpose of setting the parity engine RPM if required within the Control tune program.

18.10 Brake cooling: A single brake cooling duct may be installed for each front wheel. The Control brake cooling duct shall be installed into the air duct aperture in the front bumper. Brake ducting is free from the exit of the Control front bumper cooling duct providing only air is ducted to the brakes through the brake ducts. Brake ducts may be blanked off.

18.11 No reinforcement of the chassis rail or subframe as part of the cooling duct or cooling duct attachment is permitted**.**

18.12 Front and rear brake backing/protection plates may be removed/replaced or modified for the sole purpose of brake cooling/venting.

18.13 Brake lines and hoses may be changed in compliance with Schedule A.

18.13.1 The Control front and rear stainless-steel braided brake lines shall be fitted.

18.14 ABS shall be removed or disabled as follows;

- Ford: the entire system shall be removed including all sensors.
- One sensor that is not connected to the PCM may be retained for the aim dash speedo function only.
- Holden: by fitting the Control ABS bypass block.

18.15 The master cylinder reservoir may be remotely mounted, within the engine compartment.

18.16 Brake components may be shimmed or spaced for alignment purposes only.

19.0 STEERING

19.1 The steering rack mount bushes (rubber bush) may be substituted.

19.2 A power steering cooler may be fitted, the cooler and its fitment is free.

19.3 Steering lock stops may be fitted.

19.4 Ford: Aftermarket inner tie-rods are authorised.

19.5 Holden: Heat shields may be fitted to the outer tie rod ends to protect the rubber boots**.**

19.6 Holden: Aftermarket inner and outer tie-rods are authorised.

20.0 TYRES AND WHEELS

20.1 Only 'Control Tyres' shall be fitted to the vehicle at all times during a Meeting. At all Meetings, the Control dry tyre must be used unless the meeting is declared wet by the Clerk of the Course. When a Meeting is declared wet, the Control wet tyre must be used.

20.2 The Control tyre for the current Series is as follows:

20.2.1 Control Dry Tyre:

Manufacturer: Yokohama
Model: ADVAN A048 or A050 *phasing out A048 this season (no longer avail)*
Size: 235/40 R18 (All Models)
Specification: MH Compound Article No: K8862

20.2.2 Control Wet Tyre:

Manufacturer: Yokohama
Model: AD08 or AD09 *phasing out AD08 this season (no longer avail)*
Size: 235/40 R18
Specification: MH Compound Article No: R2510

20.3 The Control tyres shall not be modified in any way.

20.4 The eligible Control road wheels shall be fitted. It is permitted to paint the Control road wheels.

20.5 The vehicle's competition number shall be indelibly marked on the outer wheel rim face.

20.6 The outer circumference of the wheel centre may be machined for the sole purpose of clearance over the front and rear wheel hubs or spacers.

20.7 All wheels fitted to the vehicle shall be the eligible Control road wheel for qualifying and all races as specified in the Control parts list.

Notes:

(1) The list of Control wheels date of manufacture will be published by the Series Scrutineer.

(2) The PDW wheel with the year of manufacture of 12-13 (cast into the rear of the wheel spoke) is specifically prohibited.

20.8 The Control front wheel spacers shall be fitted.

21.0 ELECTRICAL SYSTEM

21.1 All competing vehicles shall be fitted with a rearward facing Control red rain light. This light must be switched on whenever the vehicle is being driven on a wet race track or as otherwise directed by the Clerk of the Course. The Series Scrutineer will be the final arbiter in regard to the suitability of the light.

21.2. All the original production brake lights shall be fully operational at all times. They must operate within 13.0mm of pedal travel.

21.3 The battery shall be relocated behind the passenger seat in compliance with Schedule A. An aftermarket battery is authorised, and the connections may be upgraded.

21.3.1 Ford: The Control battery enclosure shall be fitted.

21.4 Ford: The front wiring looms may be relocated around the front wheel arches.

21.5 The rear wiring loom may be relocated away from the exhaust.

21.6 Holden: Rain-light; the original high-stop brake light shall be wired as the rain light.

21.7 Ford BF: Rain-light; the Control rain-light shall be fitted to the rear of the cab roof.

21.8 Battery Isolation Switch: All competing vehicles shall be fitted with a fully operational external emergency Engine Ignition Source and Fuel Pump disconnecting function in compliance with Schedule A, Part One, Article 5.4(2)(e).

APPENDIX ONE – CONTROL ENGINE PROGRAM

A.1.0 The Control engine program Regulations shall be read in conjunction with the current NZV8UR - Control Engine Program Document. Refer CEC for a copy of this document.

A.1.1 The NZV8UR Control Engine Coordinator (CEC) is Cherie Brown who shall be responsible to manage the organisation of all engine rebuilding and/or repairs via the NZV8UR Directors.

A.1.2 All engine rebuilds and/or repairs shall require prior approval from the CEC in accordance with the NZV8UR Control engine program.

A.1.3 All competitors shall advise the CEC of the need for an engine rebuild/repair before organising delivery to the Category engine builder.

A.1.4 All engine rebuilds/repairs shall be performed by the CEC, except in the following scenarios;

(1) The CEC may authorise a nominated party to perform an engine repair during or between Rounds of the Series. This allowance will only apply if there is no spare shareholder (sealed) Control engine.

(2) The CEC may authorise a new or used replacement engine. If approval is given then all Control parts that are bolt-on must be fitted to this engine, including the clutch and flywheel. This engine must have fasteners changed or drilled to allow the fitment of category seals.

A.1.5 At the expense of the Competitor, all engines, either standard production engines or NZV8UR Control engines shall be parity dyno checked (on the approved category dyno) by the CEC prior to becoming eligible to use in the Series, except as detailed in Article 1.6.

A.1.6 An allowance may be granted by the CEC to use an engine prior to it being dyno checked (as per Article 1.5) if such engine is authorised by the CEC for use during or between Rounds of the Series. This allowance will be managed by the CEC and the engine will be subject to a dyno check as soon as possible after its introduction.

APPENDIX TWO – CONTROL ENGINE SPECIFICATIONS

A.2.0 The following changes to the Series Production Engine may be made by the Category Control Engine builder when an engine is submitted for rebuilding/repair as coordinated by the CEC as per Appendix Two of this Schedule;

A.2.1 Holden: The Control sump assembly shall be fitted.

A.2.2 Holden: The Control (heavy duty) timing chain and gear sets shall be fitted, and the crankshaft will be machined for timing chain clearance. Additionally, the oil pump housing and timing cover may have material removed to provide timing chain clearance.

A.2.3 Holden: The Control crank pulley/balancer and ARP bolt shall be fitted and the crankshaft keyway shall be machined to enable fitment.

A.2.4 Holden: The Control timing chain guide block kit may be fitted.

A.2.5 Holden: The Control forged pistons and con-rod assemblies may be fitted.

A.2.6 Holden: The Control replacement con-rod bushes may be fitted.

A.2.7 Holden: The Control piston rings may be fitted.

A.2.8 Holden: The Control engine bearings may be fitted.

A.2.9 Holden: The Control oil pump may be fitted.

A.2.10 Holden: The Control hydraulic cam lifters may be fitted.

A.2.11 Holden: The Control engine gaskets may be fitted.

A.2.12 Ford BF: The Control sump, oil pump pick up, windage tray/crank scraper kit shall be fitted.

A.2.13 Ford FG: The Control sump, oil pump pick up, and windage tray shall be fitted.

A.2.14 Ford BF: The Control crank pulley/balancer, ARP bolt, and water pump pulley shall be fitted.

A.2.15 Ford BF: The Control oil pump and billet gears shall be fitted.

A.2.16 Ford BF: The Control forged pistons and con-rod assemblies may be fitted.

A.2.17 Ford BF: The Control replacement con-rod bushes may be fitted.

A.2.18 Ford BF: The Control piston rings may be fitted.

A.2.19 Ford BF: The Control engine bearings may be fitted.

A.2.20 Ford BF: The Control engine gaskets maybe fitted.

A.2.21 Engine bolts are authorised and fitted as per the Control parts in Appendix Four of this Schedule.

APPENDIX THREE – CONTROL SERVICE PROVIDERS

PARITY DYNO AND DYNO TUNING:
Eastern Automotive Performance Centre
32C Allens Road
East Tamaki
Contact: Paul Manuell
Phone: 09 274 2941
Email: paul@eapc.co.nz

CATEGORY CONTROL ENGINE BUILDER/REPAIRER:
CONTACT: Technical Committee Members

CATEGORY CONTROL TRANSMISSION/PARTS SUPPLIER/BUILDER/REPAIRER:
ATC Australia / Performance Transmissions
Contact: Derek Price Performance Transmissions
154 Manukau Rd Pukekohe
Phone: 09 238 3832
Email: perftranz@ihug.co.nz

CATEGORY FINAL DRIVE/AXLE ASSEMBLY/PARTS SUPPLIER/BUILDER/REPAIRER:
Diff Specs – Auckland
Contact: Dennis Running
Phone: 09 250 1540
Email: diffspec@xtra.co.nz

Note: this excludes the Ford rear axle assembly Control parts which are available from NZV8UR/IPV.

CATEGORY SHOCK ABSORBER/SPRINGS SUPPLIER/BUILDER/REPAIRER:
Alignment Specs - Auckland
Contact: Anthony Hewitt
137 Station Road, Penrose
Phone: 09 579 5246
Email: anthony@raceshocks.co.nz

Note: Supa shock Control shock absorbers and front springs may be used, however must be parity tested and sealed with category seals prior to use. Note: this excludes the Ford rear leaf springs

CATEGORY TYRES
Radial Imports NZ Ltd, Cryers Road, East Tamaki - Auckland
Contact: Sam Robinson – General Manager
Phone: 021 023 91848
Email: sam@yokohama.co.nz
Note: Orders placed prior to season. Radial Imports will carry some stock but minimal.

A050	Dry	P/N: 235/40R18 A050 (A048 no longer available new)
AD09	Wet	P/N: 235/40R18 AD09 (AD08 no longer available new)

BRAKE PADS
Allports Limited, 34 Olive Road, Penrose, AKL
Contact: Richard Allport
Mob: 021 646 722
Email: richard@allports.nz

Note: Front Pads: FRP3003UTEW / Rear Pads W: FRP3085UTEW / Rear Pads R: FRP3085R

BRAKE ROTORS
Allports Limited, 34 Olive Road, Penrose, Akl.
Contact: Richard Allport
Phone: 021 646 722
Email: richard@allports.nz

DBA Rotors - 32mm rotors Front Part No. DBA5055.1TS Rear Part No. DBA52199.1TS

CLUTCH
ACS Clutches (Australian Clutch Services) Via BNT Branches

BUSHES & ALUMINIUM STEERING RACK MOUNT
Stoneman Racetech, 11 Ward St, New Lynn
Contact: Jake Stoneman
Mob: 021 283 5915
Email: stonemanracetech@gmail.com

Holden Spherical Castor Bush, Spherical Control Bush and Spherical Rear Toe Link Bush

APPENDIX FOUR – CONTROL PARTS AND MANDATORY SUPPLIERS	
• Ford and Holden Control Parts: • Engine Parts: • Exhausts: • Alloy Wheels: • Brake Master Cylinders and Boosters: • Braided Brake Lines: • Gear Shifters: • AP Brake Callipers and Replacement Parts: • Holden Control ABS bypass kit: • Castrol SRF brake and clutch fluid:	Contact Series Scrutineer
• Tyres (Yokohama): • Brake Rotors and Hats (DBA): • NAS bolts and nuts: • Brake Pads (Ferodo): • Braided brake lines: • Flywheels (ACS): • Clutch Kits (ACS): • ARP Flywheel and Clutch Bolts: • Alloy Concentric Slave Cylinders: • Stainless Steel Braided Clutch Lines: • Clutch pedal master cylinder:	Contact Series Scrutineer
• Oil and Fluids:	No Controlled supplier
• K&N Oil and Air Filters, Open Spark Plugs:	Motospecs Pioneer Autoparts Phone: 09 634 9965 Email: sales@pap.co.nz Contact Customer Services
• Radiators Aluminium – PWR: or OE or Aftermarket Radiators:	Eastern Automotive - Auckland Phone: 09 274 2941 Email: paul@eapc.co.nz Contact Paul Manuell or from any authorised agent or supplier
• Walkinshaw OTR Cold Air kit (VE Holden only):	Eastern Automotive - Auckland Phone: 09 274 2941 Email: paul@eapc.co.nz Contact Paul Manuell
• Windscreens: or OE, or Aftermarket Laminated, or Laminated heated Screen:	From any authorised agent or supplier

NZ V8 UTE RACING LTD – CONTROL PARTS AND MANDATORY SUPPLIERS

FORD:

Part Description	Manufacturer or Part No.	Mandatory Supplier
BF Engine	260 Boss and 290 Boss	Contact Series Scrutineer
FG Engine	Coyote	Contact Series Scrutineer
BF Growler Intake	Ford	SS Industries
Drift box Data Logger	Race logic	Racer Industries Australia
Deck-lid	Ford	Ford Or Aftermarket Supplier
Rear Deck-lid Wing	Ford	Ford Or Any Aftermarket Supplier
Heated Front Windscreen	Variable	Free
Crank Balancer & Pulley Kit	Powerbond	Contact Series Scrutineer
Engine Sump and Windage Tray Kit	Canton	Contact Series Scrutineer
Pistons Forged	Manley	Contact Series Scrutineer
Piston Rings	Manley	Contact Series Scrutineer
Connecting Rods Forged	Manley	Contact Series Scrutineer
Connecting Rod Bushes	Manley	Contact Series Scrutineer
Engine Main & Rod Bearings	Clevite H	Contact Series Scrutineer
Bronze Valve Guide Inserts	K Line	Contact Series Scrutineer
Engine Gaskets	OE or Aftermarket	Contact Series Scrutineer
Oil Pump & Billet Gears	Melling Or Equivalent Make	Contact Series Scrutineer
Engine Oil Cooler	PWR NZ	PWR NZ
Flywheel Billet Steel		Contact Series Scrutineer
Clutch Parts		Contact Series Scrutineer
Clutch Alloy Concentric Slave Cylinder Kit & Braided Lines		Contact Series Scrutineer
Spigot Bearing - Heavy duty	SKF or Equivalent	Contact Series Scrutineer
Engine Fasteners (ARP)	ARP	Contact Series Scrutineer
Thermostat 71°C / 160°F (BF)	MotoRad	Contact Series Scrutineer
ECU Tune Program	EAPC (Eastern Auto. Perf. Centre)	Contact Series Scrutineer
Spark Plugs	Open	Motospecs Pioneer
Air Filter	K&N	Motospecs Pioneer
Engine Oil Filter	K&N	Motospecs Pioneer
Engine Oil		No Control
Gearbox Oil		No Control
Differential Oil		No Control
Power steering Oil		No Control
Coolant		No Control
Brake Fluid	Variable or Castrol SRF	No Control
Fuel Test Coupling	Variable	Contact Series Scrutineer
Exhaust Headers	Pacemaker (NZ) or Exforce (Aus) Controlled part	Contact Series Scrutineer
Exhaust System	Pacemaker (NZ) or Exforce (Aus) Controlled part	Contact Series Scrutineer
Radiator	OE or PWR	EAPC
Steam Reliefs	Impact Motorsport	Contact Series Scrutineer

Differential Spool	SRT	SRT
Rear Axle Assembly and Parts (BF only)	SRT	SRT
Rear Axle Assembly and Parts (FG only)	SRT	SRT
Front (BF/FG) & Rear (BF) Wheel Studs	SRT	SRT
Rear Wheel Studs (FG only)	SRT	SRT
Front Wheel Alloy Spacers	SRT Controlled Spec	SRT
Gear Shifter	Variable	
Gear Stick	Variable	
Driveshaft - Heavy Duty Option	Driveline	
BF Front Sway Bar 27mm or 32mm	Ford	Contact Series Scrutineer
Front Springs & Keeper Springs (BF only)	King	Alignment Specs
Front Springs (FG only)	Supashock	Alignment Specs
Shocks Front & Rear (BF only)	Bilstein	Alignment Specs
Shocks Front & Rear (FG only)	Supashock	Alignment Specs
Springs Rear (Leaf)		King (Race Ute Specific)
Rear Leaf Spring Front Bush	Super Pro	Super Pro
Front Sway Bar Mounts (Modified)	Ford	
Front Upper Control Arm Inner Bush	SRT	SRT
Front Lower Control Arm Castor Offset Bush (BF)	Whiteline	Alignment Specs
Front Castor Camber Bracket Kits	Whiteline	Alignment Specs
Front Lower Control Arms	OE Ford or Roadsafe	Contact Series Scrutineer
FG Front Lower Inner Control Arm Bush Kit	SRT	SRT
Front Caster Arm Bush Kit	SRT	SRT
Front Ball Joints STD & Oversize	Roadsafe	Contact Series Scrutineer
Inner rack ends	Roadsafe	Contact Series Scrutineer
Front Alloy Cross Member (Modified)	Ford	
Rear Axle Tramp Rod Kit	Mal Wood Automotive	Mal Wood
Brake Callipers Front	AP	Allports
Brake Front Caliper 32mm Spacer Kit	Peters Motorsport	Contact Series Scrutineer
Brake Calliper Rear	AP	Allports
Brake Calliper Alloy Mounts Front & Rear	AP	Allports
Braided Brake Hoses Front & Rear	ACS	Allports
Brake Rotors and Hats Front & Rear	DBA	Allports
Brake Pads Front	Ferodo FRP3003UTEW	Allports
Brake Pads Rear (both compounds)	Ferodo FRP3085UTEW or R	Allports
Front Bumper Fibre Glass Brake Ducts (BF)	MIKE SHAW	Contact Series Scrutineer
Front Headlight Fibre Glass Replacement Covers (BF)	MIKE SHAW	Contact Series Scrutineer
Front Brake rotor ducting Alloy Mounts	SRT	SRT
Control Brake Booster	Variable	No Control

Optional Control Ratio Brake Booster	Variable	No Control
Control Brake Master Cylinder	Variable	No Control
Tyres 18"	ADVAN A050 235/40R18 and Wet AD09	Radial Imports
Wheels 18" (refer also Art 20.7)	Bretten Holden 18x8 (BRET8805114MB)	Contact Series Scrutineer
Wheels 18” (refer also Art 20.7)	Gauntlet Ford Race Wheel 18X8	Contact Series Scrutineer
Wheel Spacers Front	Controlled Spec.	SRT
Rear Roof Rain Light Kit (BF)	Narva	Contact Series Scrutineer
BF Engine Alloy Sump Plate Kit	SRT	SRT

NZ V8 UTE RACING LTD – CONTROL PARTS AND MANDATORY SUPPLIERS

HOLDEN:

Part Description	Manufacturer or Part No.	Mandatory Supplier
Drift box Data Logger	Race logic	Racer Industries Australia
Deck-lid	Holden #GM92190407	Holden
Heated Front Windscreen	Variable	Free
Crank Balancer & Pulley	Powerbond	Contact Series Scrutineer
Front Timing Pointer	Henson & Murray	Contact Series Scrutineer
Sump and Windage Tray	Holden	Contact Series Scrutineer
Pistons Forged	Manley	Contact Series Scrutineer
Piston Rings	Manley	Contact Series Scrutineer
Connecting Rods Forged	Manley	Contact Series Scrutineer
Connecting Rod Bushes	Manley	Contact Series Scrutineer
Engine Main & Rod Bearings	OE or aftermarket	Contact Series Scrutineer
Cam Bearings	OE or aftermarket	Contact Series Scrutineer
Hydraulic Cam lifters	OE or aftermarket	Contact Series Scrutineer
Bronze Valve Guide Inserts	K Line	Contact Series Scrutineer
Engine Gaskets	OE or Aftermarket	Contact Series Scrutineer
Timing Chain and Gear Set	Rollmaster	Contact Series Scrutineer
Timing Chain Block	Cragsted	Contact Series Scrutineer
Oil Pump	OE or Melling	Contact Series Scrutineer
Flywheel Billet Steel	ACS	Contact Series Scrutineer
Clutch Parts	ACS	Contact Series Scrutineer
Clutch Alloy Concentric Slave Cylinder Kit & Braided Lines	ACS	Contact Series Scrutineer
Spigot Bearing	OE or Aftermarket	Contact Series Scrutineer
Engine Oil Cooler	PWR NZ	PWR NZ
Engine Fasteners (ARP)	ARP	Contact Series Scrutineer
Thermostat OE	AC Delco	Holden
ECU Tune Program	Tech Off	Tech Off & Series Scrutineer
Spark Plugs	Open	Motospecs Pioneer
Air Filter	K&N	Motospecs Pioneer
Engine Oil Filter	K&N	Motospecs Pioneer
Engine Oil	Free	No Control
Gearbox Oil	“	No Control
Differential Oil	“	No Control
Power steering Oil	“	No Control
Coolant	“	No Control
Brake Fluid	Variable or Castrol SRF	No Control
Fuel Test Coupling Kits	Variable	
Exhaust Headers	Pacemaker (NZ) or Exforce (Aus) Controlled part	Contact Series Scrutineer
Exhaust System	Pacemaker (NZ) or Exforce (Aus) Controlled part	Contact Series Scrutineer
Radiator	OE or aftermarket PWR	EASTERN AUTOMOTIVE PWR NZ
Differential Spool	Variable	Contact Series Scrutineer
Gear Shifter	Variable	Contact Series Scrutineer
Suspension Front & Rear	Alignment Specs	Alignment Specs
Front Springs (FG only)	Supashock	Alignment Specs
Shocks Front & Rear (BF only)	Bilstein	Alignment Specs

Shocks Front & Rear (FG only)	Supashock	Alignment Specs
Springs Rear (Leaf)	King (Race Ute Specific)	Alignment Specs
Rear Suspension Adjustable Toe Links	SRT	SRT
Rear Suspension Adjustable Toe Links Washers	Nolathane OR SRT	SRT
Rear 16mm, 18mm or 20mm Sway Bar & Bushes	HSV	Holden (Sway Bar) Contact Series Scrutineer (bushes)
Front Lower Control Arm Bush	SRT	SRT
Front Lower Control Arm Insert	SRT	SRT
Front Caster Arm Bush	SRT	SRT
Steering rack bush	SRT	SRT
Brake Callipers Front	AP	Allports
Brake Front Caliper 32mm Spacer Kit	Peters Motorsport	Contact Series Scrutineer
Brake Calliper Mounts Front & Rear	AP / Gill Engineering	Contact Series Scrutineer
Brake Callipers Rear	AP	Allports
Braided Brake Hoses Front & Rear		Allports
Brake Rotors and Hats Front & Rear	DBA	Allports
Brake Pads Front	Ferodo FRP3003UTEW	Allports
Brake Pads Rear (Both Compounds)	Ferodo FRP3085UTEW or R	Allports
Control Brake Booster (New Ratio)	Variable	Contact Series Scrutineer
Control Brake Master Cylinder	Variable	Contact Series Scrutineer
ABS Bypass Block Kit	Impact Motorsport	Contact Series Scrutineer
Brake Duct Scoops Left & Right	Mike Swan	Contact Series Scrutineer
Tyres 18"	ADVAN A050 235/40R18 AND WET AD09	Radial Imports
Wheels 18" (refer also Art 20.7)	Bretten Holden 18x8 (BRET8805114MB)	Contact Series Scrutineer
Wheels 18” (refer also Art 20.7)	Gauntlet Ford Race Wheel 18X8	Contact Series Scrutineer
Wheel Spacers Front	Controlled Spec.	SRT
Wheel Studs Front	SRT	SRT
Bash Plate Engine	Variable	Contact Series Scrutineer
Bash Plates Fuel Tank Left & Right	Variable	Contact Series Scrutineer
Bash Plate Washers M8 & M10	Variable	Contact Series Scrutineer
Tail Gate Insert	Variable	Contact Series Scrutineer
Foot-well Plates	Variable	Contact Series Scrutineer
Interior Door Trim	Variable	Contact Series Scrutineer
Interior Trim – Safety cage	Variable	Contact Series Scrutineer
Switch Panel	Variable	Contact Series Scrutineer