

**WORK HARD
PLAY EVEN
HARDER**



NZ V8 UTES

The NZ V8 Ute Racing Series is the No.1 support category to the 'main game' NZV8 Sedans in this years Motorsport NZ Championship Summer Series.



"Last year when we ran as an invited 'Challenge' Series it really lifted everyone's game and at the same time brought the Ute Category out onto the national stage. This year the Utes have full MSNZ championship status. This has resulted in a marked increase in interest from both sponsors and competitors alike".

Driving a V8 Ute is absolutely unique.

And there is also a serious ultra-competitive side; where drivers of all ages are using the Series as a stepping stone to bigger things in their motorsport career while chasing the NZV8 Ute Championship Title. It is widely accepted that if you can drive a Ute quickly - you can pretty much drive any other type of tin-top.



Technical Comment

NZ V8 race Utes are production-based vehicles with minimal modifications - competing in a tightly controlled class that is focused upon maintaining both operating costs and performance parity.

Strict technical control ensures that everyone has identical engines, gearboxes and differentials - along with the same suspension and brake componentry. All Utes run on Yokohama dot-rated semi-slick rubber, and are restricted to four new tyres per round. All engine tune maps and power outputs are checked on the Isaac Performance Vehicles Dynapack hub dyno, and then sealed.

Technical compliance and parity for the NZV8UR Series is managed by Paul Isaac from IPV, who holds the position of Category Technical Director, and who is also the authorised MSNZ class scrutineer.

All controlled race parts are supplied by NZV8UR through contracted suppliers and repairers.

This process is managed by Paul Isaac and IPV.

In motorsport terms, the V8 Utes are extremely cost effective.

Our Technical Director closely controls their performance. Ute racing is a true driver's championship where car preparation, driving skill and mental toughness will always win through.

Live TV via TV3 on race-day Sunday, plus delayed coverage on TV3, and a one hour dedicated, post production programme on Sky Sport gives extensive exposure to the Series and sponsors.



For more information: www.v8utes.co.nz





There is nothing like live...

Thousands of spectators are trackside for each race; either on the bank with the die-hard fans or enjoying the exclusive corporate hospitality suites.



Drivers Comment

Whether you are an up-and-coming young bloke trying to get noticed - or a more 'mature' motorsport enthusiast looking for a blast - the NZ V8 Utes will fit the bill.

The heavy (1800kg), 400HP Utes run on semi-slick tyres and drivers are restricted to 4 new tyres per round. Tyre management is critical. All Utes are current model vehicles, with strict category technical control making them very similar in power and handling characteristics. This makes for an ideal platform for young drivers to hone their skills in a truly international V8 tin-top class.

This is a category that is both affordable and exciting to race in. A unique marble draw system is used to determine the grid line up, thus giving even the average driver the opportunity to have his day in the sun. The resultant close racing is extremely well appreciated by both the on-day crowds and the TV viewers. Past seasons have provided a number of Kiwi motorsport enthusiasts with the opportunity to drive a late model, crowd-pleasing V8 race car on all the race tracks in NZ. Regular Trans-Tasman Challenge events provide a great opportunity to have a go against our Aussie mates in front of an international audience.

If you think V8 Utes might be for you then climb on board, it's a hell of a ride!

Peter (Rocketman) Robb-Ute #68
Racing Director

It is easy to compete. . .

Our exclusive, category-controlled build programme for new Ford and Holden Utes enables you to enter the Series with ease. The Series is capped at 24 shareholdings and presently 16 have been sold.

MotorSport New Zealand and The MotorSport Company Ltd are very pleased to endorse NZV8 Utes as a full MSNZ Championship Class for the 2011/2012 Tier 1 Championship Season.

NZV8 Utes were brought into Tier 1 for the 2010/11 championship season as a non-championship class. They immediately added an exciting new dimension to the summer race programme – providing a unique spectacle for the race-going public.

The inclusion of NZV8 Utes in the programme exceeded the expectation of both Motor Sport New Zealand and The MotorSport Company -

and at the season end some positive discussion between the Sport and the Category resulted in a continuation of that relationship, enhanced with full championship status.

We look forward to a long relationship with great and close racing.

Brian Budd
General Manager
MotorSport New Zealand

Kerry Cooper
General Manager
The MotorSport Company Ltd

V8 Ute Racing ... there's nothing else like it!

"These things have 400 HP and weigh 1800 kg. They have huge brakes: 6-pot front and 4-pot rears. They run on dot-rated semi-slick tyres and make no mistake about it - they'll definitely get loose and move around in the corners a bit!" ***"This is racing for real blokes!"***

The NZ V8 Ute Series runs late-model VE SS Commodores and BF XR8 Falcons built identically to the OZ Series specs. Each new vehicle is sold off with a shareholding in the V8 Ute company. "We run it like a business with each Ute owner a shareholder in NZV8UR Ltd. We have a Board of Directors and we employ our own Category and Technical Managers.

We have a licensing arrangement with Australian V8 Ute Racing allowing us to access all their intellectual property and so ensuring constant parity updates and vehicle improvements".

The philosophy of the highly successful Series is to create a level playing field based around controlled and matched engine management programmes and a range

of category-controlled parts. "We make as many things equal and controlled as possible - and then leave it up to the guys to turn on a show in these things that are 400HP/1800kg and definitely a bit of a handful..."

Ash Cairns
Chairman

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