

SERIES REGULATION

AMENDMENT FF-26-T001

Issue Date: 26/10/2026 | Implementation Date: Immediate

Page 1 of 5

2027 NZ FORMULA FORD CHAMPIONSHIP, 2026-27 NIFF & SIFF ACCREDITED RACE SERIES TECHNICAL REGULATIONS Amendment

This amendment is issued under the provisions of the MotorSport NZ National Sporting Code Article 18(2) in confirmation that the following amendments, notices or points of clarification have been authorised to the text of the Technical Regulations of the above-named Championship and Series.

It is recommended that in addition to retaining a copy of this bulletin, all parties ensure they download the latest version of the Regulations from the Sporting' page on the MotorSport New Zealand website:

Technical Regulation Amendments as detailed below:

In addition to the list below, a number of formatting amendments and typographical errors have been rectified throughout these Sporting Regulations. No substantive text has changed.

Item 1.	Article 2.11	New article in General Information that has been deleted from the start of numerous other Articles for consistency and subsequent renumbering.
Item 2.	Article 3.2	New dot point Article to provide further clarity
Item 3.	Article 6	The entire Article has been restructured to provide greater clarity
Item 4.	Article 9.15.2	Additional wording added to provide greater clarity
Item 5.	Articles 17.1.1-17.1.6	Multiple wording changes and clarifications throughout the Article
Item 6.	Article 17.4.1(1)	New article added to provide greater clarity
Item 7.	Article 24.1.2	Additional wording added to provide greater clarity
Item 8.	Article 24.2	The entire Article has been restructured and additional wording to provide greater clarity.
Item 9.	Article 25.2	The entire Article has been restructured and additional wording to provide greater clarity.

1. Item 1:

- 2.11** These Technical Regulations are written in terms of authorisation; therefore, what is not expressly authorised is prohibited.
- 2.12** During 2026-27 an Engine Declaration Form (EDF) is being introduced into the NIFF Accredited Series and NZ Formula Ford Championship. It is highly recommended that the Competitor submit an EDF to the relevant Scrutineer at their respective first round.
- 2.13** We strongly recommend that engines are built by the appointed Category Engine Builder (CEB) for the 2028 NZFF Championship onwards. Any long engine built by the CEB will be supplied with an EDF.
- 2.14** From the 2027-28 season onwards the Engine Declaration Form will be mandatory in the NIFF Accredited Series and NZ Formula Ford Championship.

Reason: *New article in General Information that has been deleted from the start of numerous other Articles for consistency and subsequent renumbering.*

2. Item 2:

3.2 Additionally, official seals may be applied as follows:

All cars.....

- In the locations identified in Appendix Five of these Technical Regulations.
- Two...

Reason: *New dot point Article to provide further clarity.*

3. Item 3:

6.1 The minimum racing weight of a vehicle in Race Trim must be:

6.1.1 All vehicles contesting the National Championship: 510.00kg

6.1.2 All vehicles contesting an Accredited Series:

(1) Classes One, Two and Three: 510.00kg

(2) Historic Class: 495.00kg

6.2 The racing weight is the complete weight of the car vehicle in Race Trim which may be measured at any time during a Round on the official weigh scales.

6.3 Ballast may be used to achieve the racing minimum weight.

6.3.1 Each 5kg unit of Ballast must be securely attached to the chassis using the minimum of an 8.8 class bolt with a minimum diameter of 8mm for each fixing point.

~~All ballast must be securely bolted in a secure position using at a minimum one M8 ISO 8.8 per 5.00kg of ballast and~~

~~**6.3.2** that provides access to and provision for the application of official seals. These seals may be applied at any time by the relevant Scrutineer.~~

Reason: *The entire Article has been restructured to provide greater clarity.*

4. Item 4:

9.15.2 Spark plugs must be used complete as supplied from the original manufacturer with no modifications, unless otherwise permitted below.

(1) Only the electrode gap may be adjusted.

(2) Indexing can only be achieved by the addition of washers.

(3) Only Sparkplugs from the following list are approved for use:

(a) NGK BCP8ES, NGK BCP7ES, NGK BCP6ES or NGK BKR7E

(b) NGK BCPR6ES, NGK BCPR7ES & NGK BCPR8ES

- (c) Autolite AR3933 or 3933
- (d) Autolite AR3934 or 3934
- (e) Denso IK27

Reason: Additional wording added to provide greater clarity.

5. Item 5:

17.1 The Control Part Flywheel or the Standard Flywheel from the subject engine are authorised as follows:

17.1.1 The Control Part Flywheel, when used, must be manufactured and/or supplied by the MotorSport New Zealand nominated agent being either;

Company: **Tork Precision Engineering Ltd**

Name: Anthony Tork

Address: Unit A, 13-15 Collard Place,
Henderson, Auckland.

Phone: 09 835 4038

Email: anthony@torks.co.nz

Precision Engineering Ltd

9B Airborne Road,
Albany, Auckland.

09 415 3264

precision@ihug.co.nz

17.1.2 The Control Flywheel:

(1) is available in 254.00mm or 258.00mm diameters.

(2) may only be used providing it is clearly identifiable by the MotorSport New Zealand logo.

17.1.3 The only modifications authorised to the Control Part Flywheels are spot machining for the sole purpose of balancing, and reclaiming of the clutch plate friction surface provided the Flywheel and Clutch Assembly remains within the minimum weight parameters defined in Articles 2.1 and 17.4.1. It may be machined for the following purposes:

(1) Re-facing of the clutch plate mating surface. It is permitted to have a 0.50mm step for the sole purpose of aiding the clamping of the clutch cover;

(2) Balancing;

(3) Enabling fitment of the ring gear;

(4) Achieving weight requirement for combined Flywheel/Clutch Assembly (refer to Article 17.4.2) Refer to Appendix Two of these Technical Regulations.

17.1.4 Only for the Spectrum chassis manufactured prior to 1 January 2006, additionally, a 215.00mm diameter Flywheel may be manufactured from the OEM Flywheel but must respect the drawing in Appendix Two of these Technical Regulations. ~~This is solely permissible for the Spectrum chassis manufactured prior to 1 January 2006.~~

(1) ~~Note:~~ The Flywheel diameter is measured at the ring gear mounting not the overall Flywheel diameter.

17.1.5 The Standard Flywheel must be from the subject engine (refer to Appendix Two of these Technical Regulations for the compliance picture). It may be machined for the following purposes:

(1) Re-facing of the clutch plate mating face

(2) Balancing

(3) Enabling fitment of the ring-gear

(4) Achieving weight requirement for combined Flywheel/Clutch Assembly (refer to Article 17.4.1)

17.1.6 The ring-gear may be freely sourced provided it can be directly fitted to the Flywheel and respects Article 17.4.

Reason: *Multiple wording changes and clarifications throughout the Article.*

6. Item 6:

17.4.1 The Control Part Flywheel and Clutch Assembly must weigh no less than 10.50kg.

(1) Machining of the Control Flywheel to achieve the minimum weight shall only be permitted within the arrowed area defined by the photo in Appendix Two of these Technical Regulations.

Reason: *New article added to provide greater clarity.*

7. Item 7:

24.1 Fuel tank

24.1.1 Preferably a FIA compliant safety fuel cell of maximum 41.00 litres capacity must be installed within the chassis frame, ~~and~~

24.1.2 The fuel tank shall be isolated from the cockpit (Driver's space) within a separate sealed compartment.

24.1.3 The fuel tank must incorporate the following features:

- (1) A filler that does not protrude beyond the bodywork with a positive locking/sealing cap; and
- (2) A breather with the vent mounted above the actual tank incorporating a one-way rollover/breather valve to prevent fuel spillage in a rollover situation.

24.2 Fuel Pump:

24.2.1 Only one (1) fuel pump may be fitted to a vehicle at any time.

24.2.2 The mechanical fuel pump may be removed.

(1) Where the mechanical fuel pump is removed, a suitable blanking plate shall be fitted for the sole purpose of sealing the factory cylinder block orifice for the mechanical pump.

24.2.3 The engine mounted fuel pump may be replaced by an electrically operated type.

- (1) The replacement electronically operated fuel pump shall be installed in the fuel supply line and adequately mounted.
- (2) This fuel pump must have a failsafe shutoff fitted ~~that is controlled by the engine speed.~~
- (3) ~~#~~ This fuel pump must also be wired into the car's electrical shut off switch.

24.3 Fuel lines running through the cockpit must be metal or metal braided tubing with any connections of a threaded (industry quality) type.

24.4 ~~Class One and Class Two cars:~~

A 'Jiffy-tite' 3000 series quick-disconnect coupling may be installed in the fuel supply line between the fuel pump and carburettor (female connector pump side) for the purpose of taking fuel for compliance checking.

24.5 One inline fuel regulator may be fitted. One inline fuel filter may be fitted.

24.6 It is mandatory that the fuel inlet and exit pipes, of the fuel pump, are modified with a screw fitting to replace 'press fit' type pipe.

Reason: *The entire Article has been restructured and additional wording to provide greater clarity.*

8. Item 8:

25.2 Class One Cars – Championship Only

25.2.1 It is mandatory for Class One cars contesting the National Championship to have ~~an operating~~ one (1) engine throttle position sensor and a minimum of one (1) brake pressure position sensor.

25.2.2 It is then Competitors responsibility to ensure these sensors are fully operational at all times during each Meeting.

25.2.3 It is then Competitors responsibility to ensure these sensors record to an onboard device from which the data may be downloaded at any time during an Event by the relevant Championship or Series Scrutineer. Failure to do so will be considered a breach of these Technical Regulations.

Reason: *The entire Article has been restructured and additional wording to provide greater clarity.*

This amendment is issued by MotorSport New Zealand.



Mike Hartley
CEO