



**NEW ZEALAND FORMULA FIRST CHAMPIONSHIP 23/24
TECHNICAL CLOSING REPORT
ROUND ONE – MANFIELD OCTOBERFAST 2023**

FRIDAY

Friday Outcomes:

- Technical facilities established and Competitors advised
- Safety audits carried out as below
- Safety Apparel inspected
- Friday Test Sessions monitored throughout

Competitor and Audit List:

	Car #	Competitor	Logbook	Audit Yes/No
1	1	Chris Symon	22827	Yes
2	2	Liam Nicholson	15258	Yes
3	3	Harry Scott	22879	Yes
4	12	Culver Jackson	16934	Yes
5	21	Daniel Peterson	25417	Yes
6	27	Edward Meyer	4529	Yes
7	34	Rob Carter	15587	Yes
8	35	Hayden Lines	22343	Yes
9	37	Cory Silk	19775	Yes
10	44	Liam Foster	17348	No
11	47	Jensen Foster	22310	Yes
12	48	Jack Groenwald	19660	Yes
13	63	Bob Dillow	20803	Yes
14	67	Thomas Boniface	16933	Yes
15	72	Paul McCormach	15865	Yes
16	88	Fletcher Sloane	19751	No

Championship Seals Register:

	Car #	Competitor	Logbook #	Seal # & Type	Date & Time applied	Location
	35	H. Lines	22343	Type C #0482971	21/10/23 11.30am	Block to Cyl Head (LH)
	35	H. Lines	22343	Type C #0482993	21/10/23 11.30am	Crankcase Halves
	35	H. Lines	22343	Type C #0482948	21/10/23 11.30am	Gearbox Halfshaft
	2	L. Nicholson	15258	Type C #0482006	21/10/23 11.30am	Block to Cyl Head (RH)
	2	L. Nicholson	15258	Type C #0482981	21/10/23 11.30am	Crankcase Halves



	2	L. Nicholson	15258	Type C #0482942	21/10/23 11.30am	Gearbox Halfshaft)LH)
	1	C Symon	22827	Type C #0482947	22/10/23 8.45am	Block to Cyl Head
	1	C. Symon	22827	Type C #0482967	22/10/23 8.45am	Crankcase Halves
	1	C. Symon	22827	Type C #0482907	22/10/23 8.45am	Gearbox Halfshaft
	47	J. Foster	22310	Type C #0482319	22/10/23 3.30pm	Block to Cyl Head
	47	J. Foster	22310	Type C #0482950	22/10/23 3.30pm	Crankcase Halves
	47	J. Foster	22310	Type C #0482921	22/10/23 3.30pm	Gearbox Halfshaft

SATURDAY

Pre Qualifying:

- Driver safety equipment and apparel checked in assembly area
- Driver rollbar height visually checked in assembly area
- Harness angles checked in assembly area. (Refer Comment 3)

Post Qualifying: All cars checked as below:

Car #	Indicative Weight (Refer Comment 1 Page 3)	Seals Applied (Refer to Seal Register on Page 1 & 2)
63	481Kg	
21	487.5Kg	
1	486Kg	
2	484Kg	
34	485.5Kg	
37	482Kg	
48	484Kg	
44	484Kg	
72	479.5Kg	
67	483Kg	
12	483Kg	
3	480.5Kg	
88	488Kg	
27	481Kg	
47	481Kg	
35	485Kg	

Pre Race One:

- Driver apparel checked in assembly area



- Tyres checked in assembly area

Post Race One: First three placed cars and sixth place:

Car #	Indicative Weight	Fuel Sample	Valve Lift checked
1	485Kg	Refer Comment 2 Page 3 & 4	PASS
2	485Kg		PASS
35	481.5Kg	Unable to conduct due to lack of safety apparel and equipment	PASS
48	486Kg		PASS

SUNDAY

Pre Race Two

- Driver apparel checked in assembly area
- Tyres in assembly area

Post Race Two: First three placed cars and 10th placed car:

Car #	Indicative Weight	Carburettor Throttle shaft checked
1	486Kg	PASS
35	483Kg	PASSs
2	484Kg	PASS
34	496Kg	PASS

Pre Race Three

- Tyres checked in assembly area

Post Race Three: First three placed cars and 5th Place car:

Car #	Indicative Weight	Seals
1	485Kg	Refer to Seal Register on Page 1 & 2
35	482Kg	
2	484.5Kg	
47	483Kg	

Comments:

- Weighing Scales:** Wireless weighing Scales were provided for this event. The wireless scales have been found not to perform within the Manfield Pit Area consistently. Some form of signal interference disrupts the signal from Pad to Control/Display Unit. The maximum number of pads able to transmit to the display head was two. This dropped to one if any weight was applied to any of the pads.
A private set of 'Intercomp' Scales was used for this event that did not have a current calibration (18 months expired). Indicative weights only were possible.

Recommendation: Only the wired scales be provided for future Manfield events.



2	<p>Fuel Test Equipment: Fuel Sampling Equipment provided for this event did not contain the, now mandatory, safety apparel required to meet the newly published Code of Practice for MotorSport Fuel. Fire Extinguisher was only 2Kg. No protective apparel was provided. Fuel sampling was therefore dispensed with.</p> <p>Recommendation: Appropriate protective apparel and equipment be included in the fuel sampling Kit if the current MotorSport Code is to be retained. (Refer to Comment 4)</p>
3	<p>Safety Harness Angles: Cars 12, 67 and 21 all have current safety harness angles that do not meet the current requirements for use with FHR's. The Championship Scrutineer, MotorSport New Zealand and the Car Owners to work on a remedy and a suitable timescale to comply. The cars are used for multiple drivers so accommodation needs to be made for varying driver sizes.</p>
4	<p>Code of Practice for MotorSport Fuel Handling: Recently published changes to the Motorsport Code of Conduct for Fuel Handling has raised some issues. There are two separate versions of the Code published on the MotorSport NZ website. One document is the 'Storage and Handling of Fuel Guidelines' produced by Worksafe in accordance with the Health and Safety Act 2015 and published in August 2019. This document covers the best practice procedures which Employers (PCBU's) and Workers are expected to abide by. The second document, 'MSNZ Code of Practice Fuel', is the MotorSport NZ produced document which is aimed at Volunteers. The documents originally mirrored each other in content and principle with the only material difference being the use of the terms 'Volunteers' against 'Employer' and 'Workers'. The latest amendments to the MSNZ version now vary significantly from the Worksafe document in terms of the level of mandatory compliance. Two issues were identified:</p> <ol style="list-style-type: none">1. Both documents now prescribe different behaviours and expectations.2. What is expected response to breaches of the MSNZ Code ? <p>OctoberFast 2023 was represented by both PCBU and Volunteer components. There were two PCBU's involved in the running of the event and some of the competing teams were also PCBU's who would have been expected to comply with the WorkSafe document. The remainder of participants would not be defined as falling under the PBCU definition, so would therefore be required to comply with the MotorSport version of the Code.</p> <p>Due to the differing levels of compliance requirements between the two documents, there was a considerable amount of confusion and uncertainty.</p> <p>Recommendation: The principles and compliance level of both documents should mirror each other to avoid confusion.</p>

Technical Officers on Duty:

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