

# NZFF Championship

## Round 4 Final Report

Meeting Dates 27<sup>th</sup>-29<sup>th</sup> April

### NZIGP Taupo

Technical staff Ron McMillan, Daniel Cresswell

**Scrutineering:** Together with Dave Thomson we made this work although far from ideal. Shared shed with scrutineers till Saturday 9am. Set up scales and measuring pad. Then Shared with Mazda rest of weekend. FF cars had to reverse out due to gravel exit road. Auditing was done in team tents and cars in garages . Seven cars audited. Car 48 was withdrawn ( engine ) 8 cars not required

Tyre marking all cars and some seal checking. Two requiring new seals as advised during week.

**Qualifying :** Dummy grid and tyre checks. Camera tethers  
Impounded first five cars for weight, Ride height and fuel testing

69 514 Kg and RH ok

44 516.5 kg RH failed. Extensive investigation. Applied Judge of Fact Damage as only LR corner of pod, stay broken away from fiberglass under exhaust.

68 513.5 kg and RH ok

23 515.5 kg and RH ok

39 515.5 kg and RH ok

Fuel testing with Spg and digitron

39 7233 @ 25.2 61.5

68 7333 @ 25.1 61.5

23 7334 @ 27.0 61.5

69 7267.7 @ 28.5 61.1 high temp

44 7332 @ 25.5 61.5

Comments that all must've come from same pump.

**Race One** weigh and valve lift

23 514 Kg Valve lift Inlet 9.13 Exhaust 9.08 Average done 23 . In 9.02 and 8.98 second test

Team spoken to as similar issue Engine #1 Teretonga. Av Ok

68 514 kg Valve lift In 9.00 Ex 9.05

44 516.5 kg valve lift in 8.91 Ex 8.93

69 512 kg valve lift In 9.01 ex 9.02

86 513.5 kg no lift taken

Tech watched clearance reset and sealed Rocker covers as potential championship placegetters  
44, 69, 23 wire seals. 68 alloy cover so paint seal

### **Race two** Sunday

Due to time and finals programme

Weigh, width etc

69 512.5 kg

39 515 kg

44 516 kg Ride ride rectified

23 513 kg

21 516 kg

68 513 kg

Requested data for Top speed analysis. Most teams helpful as understood why technical use this information. Three cars gave tow speed. Some were GPS some were WS  
All speeds lowest 200.9km , several at 204.5kg, Three tow speeds of 209. All consistent and observed no apparent advantages ie no power stand outs  
Steering failure sidelined car 86 with no injury. Vehicle recovered to team garage instead of Shed. T/Os inspected and filed report. Also discussed with car manufacturer. Inspected a second car with steering column welding and inspected later model of manufacturers cars. Later cars had steering rack changes but not contributable. Manufacturer suspected assembly fault but no contact with owner at time of this report.

- 1) Any repair or welding must be accompanied by a NDT inspection certificate. Neither cars had this . Repairs had already been undertaken on one prior to HD round. Further repair there was rejected by technical
- 2) We wish to remind entrants etc that Technical a) may use any means at its disposal to maintain technical integrity. This includes having access to information, data and vehicles at any time , in any place between the times on the permit.

b) have a duty as accident investigators either by direction from the Race Director or by NSC or Schedule A to inspect and investigate for technical matters, any damage of any vehicle.

Whilst not answerable to such people we welcome them in future to discuss with us not for us to find out later.

### **Race three**

To collect the cars ( and we thank Ian for organizing an early time for the race ( we got out of the circuit with a minute to spare on curfew.) We weighed potential first cars NZFF and NIFF. This also enabled results to be tallied so we got the "right" cars

69 512.5 kg

44 515 Kg

23 515 kg

39 515 kg

Also the crews are to be congratulated for their professionalism in this regard.

**Three engines were removed**, seals checked and engines impounded in the shed with two crew members present to teardown. These were 69 manson, 44 Eskandari and 23 Owen.

The programme became compromised and apologies to the teams but all checks were carried out. Too many to list but, valves, dowels, heads and ports, head gaskets, pistons and weights, rods, Bore / stroke, compression volumes , camshaft removal and all associated componentry was checked.

An excess measurement with valve lift in an engine used and sealed from the beginning of round three was found. An invitation was made to the crew and also to their engine builder to check and comment on the figures obtained. The crew were invited to remove carbon whilst the rule does not allow for this. The matter was reported to the Race Director and penalty was applied thus changing both NZFF and NIFF results.

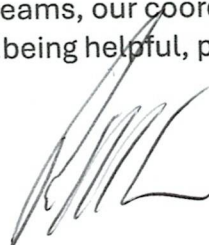
Camshafts from the three cars were sent to Kelfords and all technical results are now clear.

### **Conclusions:**

At the request of Technical, by now a communication should have been issued regarding freshening of sealed engines freeing up the 30 days rule for the Rodin Challenge.

The Technical officials join the growing ranks of support for penalizing engine builders who are costing their clients. Here we have yet another competitor suffering all the penalties.

Thanks to all for the assistance given to technical, the teams, our coordinator and his staff, our officials. A very worthy team won that championship....being helpful, professional and friendly goes a long way

 7/4/26