

NZFF Championship Round Two

Technical Report 2nd February 2026

Event Overview

This round was held at the Timaru Levels circuit and was in complete contrast to round One. This time the event featured practice sessions, qualifying, and the main races, all under better weather conditions and was welcomed by teams and officials alike.

Again technical staff on duty were Ron McMillan and Daniel Creswell (Category Scrutineers)

Race Director was Blair Thorpe. Coordinators Ian Barlow & Laurie Brensell

Technical Regulations and Compliance

The field was joined by three cars competing only in the SIFF championship. Pre-event scrutineering saw only three cars requiring audits and other than a lack of up to date photos was yet again free of any issues Cars 39, 77, 86, were audited. Eleven were not required for audit,

- Tyre Marking took place prior to Qualifying and tyres were marked Round Two.:
- Engine sealing again took place throughout the day. The event director had issued a directive which has since been posted re sealing and that failure to comply could result in penalties being applied. Painted timing cover seals were replaced with appropriate seals

Facilities and Logistics A far better situation greeted us. The scales and measuring pad were in the scrutineering shed thanks to the organisers catering for us. Our method for Parc Ferme was made much easier by shed location within 30 metres of the track exit and adjacent to the FF paddock. One access road made it easier to control movements. I have to say, the attitudes given by the track officials was to be commended .

A test weight 20 kg was applied to scales. Certificates shown for car scales and component scales accepted

Qualifying.

Prior to qualifying two competitors 86 and 68 had fitted replacement engines which we sealed accordingly and registered. Car 68 engine # 1 has become a spare whilst that of Car 86 was returned to its owner. Seals were retained in case this engine is used again in the series. Post qualifying, the following cars were impounded. Weights, Ride Heights, track and valve lift were checked. All vehicles passed . Rocker covers were resealed.

69 516.5 kg

#68 512.5 kg # 35 515.5 kg

23 515.0 Kg # 77 SIFF 514.5 Kg

Valve Lift

69 In 9.00 mm #68 In The average calculation had to be applied (judge of fact)
Ex 8.91 mm Ex 9.06 mm

35 In 9.00 mm
Ex The average calculation had to be applied. (judge of fact)
Teams received verbal warning

Race One

The following were required.

69 515.5 kg # 68 513.5 Kg # 44 514.5 Kg

Following this Car #86 had a carburettor change. Both carburettors had Venturis, butterfly screws and progressive throttle check s. Manifold # 72 was sighted as was #104. Passed.

Race Two

First three plus three random were impounded

69 515 kg #68 514 kg

77 514.5 Kg #23 517.5 Kg # 86 518 Kg

#16 515.5 Kg

Valve lift was performed on three cars

23 In 9.06 mm

Ex The average calculation had to be applied . The average resulted in a verbal warning being issued to #23 as the average was too close to the maximum.

86 In 8.18 mm **Ex** 8.95 mm

#16 In 8.93mm **ex** 8.95 mm

A voluntary weigh of the clutch assembly on car 39 was performed . Parts were viewed for refitting.

Race Three

Intention to impound 5 cars awaiting first three round place getters.

68 512.5 Kg # 16 514 Kg # 69 515.0 Kg # 35 513.5 Kg # 77 514.5 Kg

68, 69 , 16 went to podium so ability to check Ride Height is lost as drivers exit their vehicles.

Cars 68, 35 and 77 impounded for wheel spacer and caliper piston material checks
All passed.

Results cleared with Event Director.

At request, Daniel wrote damage report on Car 3 39. RR wheel was detached. Competitors are warned to check wheel studs etc for cracking. Following this occurrence another car was found by its crew to have two sheared studs.

Follow up was completed on McCormack loan engine at Timaru. Engine will return to being owners spare (has SIFF ID) unpenalized . Car 86 moved to engine # 2 .
Registered.

Of note was whilst visually there seems to be very little evidence of any power disparities, Technical still get questioned on the subject. We wish to remind competitors

Engine teardowns happen due to

- 1) **owners** request for servicing of their **own** engine
- 2) Teardowns happen on **our** suspicions or evidence
- 3) As a result of a **protest**.

Another reminder is that all performance related parts/ measurements/ modifications to an engine are contained within the MSNZ seals and as such we, the category scrutineers have the sole discretion on what our programme entails and that can only be changed by a protest. This is documented. Please read it. additionally We are not working for NIFF or SIFF.....only MSNZ.

As we can request access to data at any time we performed a check on top speeds , both with a Tow and without and by GPS and wheel speed figures. We decided to publicise our findings and we must thank the crews for their cooperation. Without listing car numbers nor actual figures we only saw a maximum spread of 2.97 kph and various tows attributable to models of car of up to 3.4 kph.

Race Four

Weighed cars and ride height

69 515kg # 68 512.5kg # 21 514.5kg #23 517.5kg # 86 517kg

Discussions took place with crews.

Seals were affixed to Bellhousings and/ or manifolds on cars 69 , 68.23 and 86.

Representative of Car #68 has since in writing applied for a repair. This was discussed with the SIFF category scrutineer. We are awaiting a review.

Once again Teams are to be congratulated for their assistance and understanding. The technical team whilst understanding the absolute need for media presentation, were not prepared for the reactions to our trying to comply. We lost the ability for Ride height checks for example. It is my opinion that Technical is the priority just as it's the category's wish that media obligations are their priority. Technical matters can be protested, media can't.

Ron McMillan Category scrutineer licence 93 8330 Y

Daniel Cresswell Category scrutineer licence

27th January 2026 0900 hrs