

NZFF Championship Round Three

Technical Report 20th March 2026

Event Overview Held at Hampton Downs, organisers NZIGP, Two-day meeting only 14 / 15th March Technical Staff Ron McMillan, Maurice Thompson. FF coordinator Ian Barlow, assistant Laurie Brensell, Race Director Blair Thorpe. No testing was allowed on Friday however technical were to set up scales/ measuring pad. This was deemed unsuitable by Technical and after discussion a financial agreement was reached to hire a garage. To the writer this is totally unsatisfactory being a Motorsport NZ Championship, the governing body must ensure adequate facilities get provided. We are told the facility for the final round will be even worse, yet we are expected to have engine teardowns being the finals.

Technical Regulations and Compliance Three cars joined the national field, this being round 4 of the NIFF championship. Car 20 National was replaced. Seven cars were audited, eight did not require audits

- Tyre marking was without dramas. All teams helpful
- Catch ups of seals were performed.
- Two Clutch assembly weight checks were performed prior to the meeting and deemed legal

Car 23 Owens Checked by Sheehan 10.583 kg

Car 69 Manson checked by Hewitt 10.523 Kg

Car 23 had engine change, so seals applied Friday prior to meeting This became second engine.

A technical matter in regard to the difference between a category C seal and a Shock absorber seal is to be investigated at a later date. No infringement has taken place.

Practise Dummy grid checks incl. premarked tyre compliance, Safety inspections, cameras etc.

Qualifying Dummy Grid checks. Post qualifying first three cars impounded for ride height, Track and weighing Car 69 had accident damage / repair inspected. No report necessary as driven in

(2)

44 514kg car retained ride height fail

68 514.5 kg

23 515 kg

Car 44 was returned to team, inspection found extensive damage to RHS sidepod and tether causing ride height issue. Judge of Fact deemed a pass.

Extensive visits by teams questioning radio communication. Unfortunately, only an intent could be a foundation for concern however this matter was referred to relevant parties post event and the rule has been amended and clarified. Attempts to further deceive shall be reported to the Race director

Race One post-race weight, Ride Height, Track

69 516.5 kg

44 515 kg

39 516kg

23 514.5 kg

Three cars were impounded for manifold identification, physical examination, spacers and gaskets, carburettor venturis, throttle plates and screws, progression. Cars 69,23,44. All cars incl. 39 had rocker covers paint sealed. Car 23 had a fraying head seal replaced

Race two post-race weight, RH, track

69 513.5 kg

23 513 kg

68 514.5 kg

86 515 .5 kg

20 517.5 kg changed car

Technical measurements of cockpit sizes. Several discrepancies to schedule F written rule and addendum. Also, information in regard to

(3)

Necessitates further investigation for 2027 and beyond,

Race three, Post race Ride height, Width, weight

39 517kg
21 517 kg
16 518.5 kg
23 ? Scales LF platform turned
48 ? Scales had to be reset
68 514 kg

Race four. Post race weight, RH and track

44 515.5 kg
86 513.5 kg
68 514.5 kg
21 516.5 kg
Valve lift checks
44 Inlet 8.95mm, exhaust 8.82 mm
86 inlet 8.95mm exhaust 8.90 mm
68 inlet 9.12mm rechecked after cooldown period 9.10mm Exhaust
9.03 mm. Team spoken to and must be brought more into line prior to
qualifying Round 4. Results compared to Timaru with sealed cover.

All results cleared with Race director.

Following race meeting . Radios to be followed up

Seal to be replaced car 28 (completed)

Issue bulletin regarding Round 4 post event
technical checking happening at the venue....no remote inspections
other than impounded camshafts being sent to supplier.

Signed Ron McMillan category scrutineer NZFF

