

## New Zealand Formula Ford Championship

Round Four Taupo Supercars 400 19<sup>th</sup>-21<sup>st</sup> April

NB combined with NIFF

**Facilities** A Hopeless Marquee for scales , measuring pad and Parc Ferme This was exasperated by pedestrian traffic, other classes returning to their tents and generally a potential hazard to all .This extended from the track entrance of pit lane to the marquee as well. The same issue greeted our entrants in getting back to their “garages” As Supercars ruled the roost I guess it was inevitable.

Whilst on the facilities, there was a serious fire in the garage / tent of Car # 6 after a fuel line was left loose and the engine turned over. Luckily the crew had the required extinguisher present. The thought of a marquee of this size bursting into flame does not bear thinking about not to mention a crowded paddock area and so many of our cars and crews in too confined a space. This was not a refueling fire and should not be cause for an even more draconian code of practise to be thought of.

The other issue with the facilities was the weather. The scales marquee was too narrow to house the measuring pad but was unbearable to work in under the conditions. Also water runs downhill and the paddock was expected to flood and it delivered on that .

Our original post event area was deemed unsuitable and we had to shift into the Porsche marquee.

The Dummy Grid was adequate except for entry and exit of safety vehicles through our grid slots.

**Personnel** Ron McMillan MSNZ Technical scrutineer  
Andy Robertson Category manager and assistant scrutineer  
Ian Barlow Category coordinator  
Malcolm Glen Race director category  
Blair Thorpe Asst race director.....unsure why we needed two race directors yet we couldn't afford a second Tech Officer for what was the final round of two championships NZ & NIFF  
Shane Drake NIFF / NZFF tyres

**Prior** to weekend Differential from car 69 was removed, stripped and inspected . **No issue found**

**Thursday & Friday** Checked whole field logbooks. Reported to Chief scrutineer ( hard copy )

Had to list all logbooks. To me the new system is causing more work, not less particularly when it's the category T/O having to do it along with his own work.

NB A few historic cars were included

Tyres marked Shane Drake

Recheck of engine ID tags and previous seals on cars

Reported to RD of Blincoe using third engine

Applied seals where necessary. Knowles introduced engine # 2 prior to qualifying Engine # 1 was inspected in ChCh and S/B was brought north as per rules.

General observations. On dummy grid. Prior to qual paint seal rocker covers, carbs, manifolds. 69,93,90,28,19,6,68

**Qualifying** Weigh, ride height, width .

69 515.5 kg

90 528 kg

28 515.5 Kg

68 513 kg

Valve lift 69 8.89 and 9.05

90 9.09 and 9.05

28 9.03 and 9.01

Spark plugs all OK. Carburettor spacers checked.

**Saturday Race 1** Weigh, Valve lift, Spark plugs and caliper ( pads out, check Pistons for FE material )

68 513.5

93 519.5

6 516.5  
Valve lift 93 8.98 and 8.91  
6 8.91 and 8.95 .....Car 35 but no figures kept

**Sunday**  
Freeman

**Race 2** Pre race paint seal bellhousings 69 and 28 Wire seal Knowles &

Weigh

50 513 kg  
69 512 Kg  
90 528.5 Kg  
28 516 kg

**Race 3 Parc Ferme** 69, 50, 28, awaiting hearing results

19 Class 2 leader

20 NIFF leader. Valve lift on this car 8.95 and 8.80

35 First rookie NZ Valve lift 8.92 and 9.00

At my discretion due to congestion and loss of control, no weighing.

Car 50 engine was removed and was stripped in scrutineering tent by owner. Myself and Andy in attendance. Full engine checks including flywheel assy weight. Camshaft was receipted and sent to Kelfords and was reported to be on spec. Car 50 was cleared

Car 69 entrant removed head under supervision. Head was stripped and measured and found to comply. Accessories eg dowels etc were cleared

Car 19 was cleared after discussion with Class two second placegetter and time.

Notes 1) Technical checks were cleared with Race director on Monday following camshaft result

Also comments re how and what we should be checking are discouraging but evident once again at Round 4.. Competitors should be reminded there are processes outlined in the NCRs. Comments re Round 4 checks were unfounded as this was fully explained at FF drivers briefing at Rd 3.

2) The serious fire occurrence will be investigated. My report is damning of the facilities but we must all remain vigilant. This is the third fire this year , two caused by carburettor tops being left loose or not in place and one a fuel line.

Competitors are reminded that paint seals refer category A seals may be removed now. Category C seals must remain in place until 30 days after the last championship race meeting.

On a pleasing note , not only was the racing superb at times, the attitude towards technical must be applauded, I think only one or two had to be reminded of the rules. There are though too many engineers of these cars that don't read the rules.

Signed Ron McMillan  
Technical 938330Y