

2025-26 SUMMERSET GT NEW ZEALAND CHAMPIONSHIP

Technical Closing Report

Round – 2 Teretonga Motorsport Park

23<sup>rd</sup> January -2th January 2026

**NOTES:**

1. Some of the checks detailed in this Closing Report may differ from the eligibility program submitted prior to competition depending on circumstances, weather etc.

**Friday**

Friday Outcomes

- Technical Facilities established

Competitor and Audit List

	Car#	Competitor	Logbook	Audit Yes/No
1	2	Rick Armstrong	203839	No
2	10	Grant Aitken	203493	No
3	16	Joel Giddy	202561	No
4	22	Andrew Childe	203601	No
5	27	Sam Fillmore	203237	No
6	33	Nigel Chromie	202436	Yes
7	67	James Parker	202765	Yes
8	90	Paul Kelly	203101	Yes
9	107	Allan Sargeant	203214	No
10	222	Luke Manson	203840	No
11	635	Glen Chappel/ Lachlan Evernett	203311	Yes
12	999	Regan Scoullar	202047	No

**Friday:**

**Pre-Practice:**

- Scrutineering carried out
- Driver apparel checked in assembly area
- General Visual Checks
- Online audits entered and photos updated as required.
- Fire Extinguisher "Armed" checked in assembly area
- ECU plug seals fitted- #90- 003226. #999- 003227.

**Saturday:**

**Pre-Qualifying 1:**

- Driver apparel and fire extinguishers checked in assembly area
- General Visual Checks
- Tyre barcoding for Any dry tyres taken (wet day- only wet tyres used).
- Fire Extinguisher "Armed" checked in assembly area

**Post-Qualifying 1:** 5 cars, checked as below  
Wet.

Car#	Weight			
107	1427.5kg			
33	1384Kg			
2	1411kg			
222	1397kg			
635	1427.5Kg			

**Pre-Race One:**

- Driver apparel checked in assembly area
- General Visual Checks
- Tyre barcodes and marking checked in assembly area- All on Wet tyres.
- Fire Extinguisher "Armed" checked in assembly area

**Post-Race One:** 5 cars, checked as below  
Wet.

Car#	Weight			
16	1580.5Kg			
2	1379Kg			
27	1407.5Kg			
10	1500Kg			
67	1410Kg			

**Sunday:**

**Pre-Race 2:**

- Driver apparel checked in assembly area
- General Visual Checks
- Tyre barcodes and marking checked in assembly area – All on wet tyres.
- Fire Extinguisher "Armed" checked in assembly area
- ECU wiring plug seals fitted.

Post-Race 2: All cars, checked as below					
Car#	Susp. Disconnect	Brake Duct	Aero-Wing setback.		
2	Pass	Pass			
10	Fail	Pass			
16	Pass	Pass			
22	Pass	Pass			
27	Pass	Pass			
33	Pass	Pass			
67	Pass	Pass			
90	Pass	Pass			
107	Pass	Pass	Pass		
222	Pass	Pass			
635	Pass	Pass			
999	Pass	Pass			
<b>Pre-Race 3:</b> <ul style="list-style-type: none"> <li>○ Driver apparel checked in assembly area</li> <li>○ General Visual Checks</li> <li>○ Tyre barcodes and marking checked in assembly area- 33 and 22 found to have wheels and tyres wrong way around- Corrected before start of session.</li> <li>○ Fire Extinguisher "Armed" checked in assembly area</li> </ul>					
Post-Race 3: First 3 cars in GT open plus First GT4- measuring pad. Others checked in garages, checked as below.					
Car#	Weight	Ride height	Fuel.	Camber shims	
33	1375Kg	Pass	Pass	Pass	
2	1404Kg	Pass			
222	1403Kg	Pass			
635	1447.5Kg	Pass			
999			Pass		
27			Pass	Pass	

Tyre allocation corrected to allow those with tyre supply issues, changing tyre compound or size, and those entering their first round of the series to take sufficient dry tyres.

ECU plug seals fitted- #90- 003226. #999- 003227.

Several vehicles identified on dummy grid with fire extinguishers not armed- Corrected before entering circuit.

Post race 2, car 10 was found to have its left rear sway bar link removed.

Although the disconnect of the sway bar is permitted under the articles, all suspension components must remain with the vehicle.

Team advised that for the duration of the race the link was in the team toolbox in the garage.

Breach reported to RD, hearing held, where the breach was admitted by the driver.

Driver fined for breach by RD.

#635- Toyota Supra GT4- EVO2.

Attempt was made to make measurement of height of rear wing using datum points from the vehicles SRO homologation paperwork diagrams, however significant discrepancy in height was found, as the rear wing posts and mounts cannot easily be altered, and the height was much lower than expected, I suspect there is an error in the measurement points shown in the diagram.

Although the diagram shows measurements must be taken along the centre line of the roof, I believe it should also be taken at the highest point of the roof, which is not the centreline, due to the convex centre section of the roof profile.

SRO have been contacted to confirm correct point; no confirmation has yet been received.

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