

2025-26 SUMMERSET GT NEW ZEALAND CHAMPIONSHIP

Technical Closing Report

Round – 3 Highlands Motorsport Park

30th January -1st February 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
- Scrutineering carried out.

Competitor and Audit List

	Car#	Competitor	Logbook	Audit Yes/No
1	2	Rick Armstrong	203839	Yes
2	10	Grant Aitken	23596	Yes
3	16	Joel Giddy	202561	No
4	22	Andrew Childe	203601	Yes
5	27	Sam Fillmore	203237	No
6	33	Nigel Chromie	202436	No
7	55	Matt Day	26217	Yes
8	67	James Parker	202765	No
9	101	Tony Quinn	203101	Yes
10	107	Allan Sargeant	203214	No
11	222	Luke Manson	203840	Yes
12	635	Glen Chappel/ Lachlan Everett	203311	No
13	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

Saturday:

Audited equipment for new driver in 101- Found HANZ teether strap had been hand stitched to shorten- Replacement HANZ sourced.

Pre-Qualifying 1:

- Driver apparel and fire extinguishers checked in assembly area
- General Visual Checks
- Tyre barcoding completed.
- Fire Extinguisher "Armed" checked in assembly area

Post-Qualifying 1: 7 cars, checked as below

Car#	Weight	Height	Camber	Power level
101	1437.kg	Fail	Pass	Silver
107	1431.5Kg	Pass	Pass	Silver
635	-	Pass	Pass	Silver
27	1396kg	Pass	Pass	-
2	1393Kg	Pass	Pass	-
33	1386.5Kg	Pass	Pass	-
999	-	-	Pass	-

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

Car#	Weight	Height	Camber
635	1423Kg	-	-
107	1429Kg	Pass	-
55	1503Kg	Pass	Pass
2	1396.5Kg	Pass	-
33	1382Kg	Pass	-

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

Post-Race 2: 7 cars, checked as below

Car#	Weight	Brake Pads	Camber	Floor	Tyre
67	1388 Kg	-	-	-	-
222	1393.5Kg	-	-	-	-
107	-	-	-	-	-
2	-	Pass	-	Pass	-
27	-	-	Pass	Pass	-
999	-	Pass	Pass	-	-
33	1387.5Kg	Pass	-	-	Pass

Pre-Race 3:

- Driver apparel checked in assembly area
- General Visual Checks
- 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.
- Fire Extinguisher “Armed” checked in assembly area

Post-Race 3: 6 cars- checked as below.

Car#	Weight	Ride height	Cat converter	Brake Dut	Subframe bolt.
16	1592Kg	-	Pass	-	-
22	1387Kg	Pass	Pass	-	-
999	1394Kg	-	Pass	Pass	Pass
27	-	-	Pass	Pass	Pass
33	-	-	Pass	Pass	Pass
2	1391Kg	-	-	-	-

Post Q1, car 101 was found to be below its minimum specified ride height as listed in the BOP. Tyre pressures were reset, but vehicle was still found to be under ride height.

RD advised of breach- hearing held where team representative admitted breach and explained cause was vehicle had last been run on a Pirelli tyre that was a different profile to the control Michelin, which resulted in the ride height being lower.

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.



Championship Scrutineer

Licence No: 062857Y

Summerset GT New Zealand Championship