



# SPEEDWAY NZ UPDATE

## Mid November 2014

### INSIDE THIS ISSUE

Superstock Straightlining	2
Ministock Wheel Proposal	3
Minisprint Flex Plates	3
Junior Motorcycle Training	3
2014/15 Ferry Deal: Book Now!	3

You can contact Speedway NZ anytime using the following details:-

**Post** PO Box 39-236  
Wellington Mail Centre 5045  
**Phone** 04 560 0317  
**Fax** 04 560 0400  
**Email** [ceo@speedway.co.nz](mailto:ceo@speedway.co.nz)  
**Web** [www.speedway.co.nz](http://www.speedway.co.nz)  
[facebook.com/SpeedwayNZ](https://www.facebook.com/SpeedwayNZ)

**Next Board Meeting** December 10  
**Agenda Items Due By** December 5

### New Health & Safety Committee Appointed

Earlier this month we asked for nominations for Speedway NZ's inaugural Health & Safety Committee, and we are pleased to report that an extremely high standard of applications were received - which is great news for the sport.

Board member **Joe Faram** will chair the committee, which consists of the following people:-

**Shane Drake:** One of New Zealand's foremost motorsport personalities and owner of Chicane Racewear.

**Dr Bruce Page:** Western Springs track doctor for over 30 years and advisor to Speedway NZ on medical issues for over 20 years.

**Brent Clark:** Current Minisprint competitor and a qualified health & safety and fire assessor.

**Captain Simon Osborne:** A workplace health & safety expert, from Fire & Rescue New Zealand.

**Wayne Robertson:** Port Health & Safety Officer and volunteer firefighter with a diploma in Health & Safety management

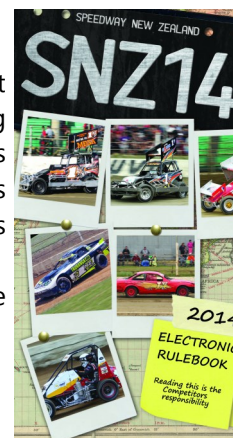
Congratulations to the new appointees, who will be tasked with overseeing all Health & Safety issues within the sport.

### Real-Time Rulebook Now Available

With most racing classes now on the rule making process that allows changes at any time, it appears that rules are being adjusted on a more frequent basis. To ensure everyone has access to the most up to date set of rules, Speedway NZ's online rulebook will now be updated in conjunction with this monthly newsletter, and noted as appropriate.

The Real-Time 2014 Rulebook can be downloaded from the Speedway NZ website, using this link:-

[www.speedway.co.nz/pdf/Rulebook/2014Rulebook.pdf](http://www.speedway.co.nz/pdf/Rulebook/2014Rulebook.pdf)



### Superstocks: Engine Proposals Ratified

As mentioned in previous newsletters, feedback was sought from Superstock stakeholders about the future of variable valve timing and variable valve/cam lift in the class.

The proposed rule change has been signed off by the Board, with an implementation date of 12 December 2014. This allows any competitors who may have to adjust their engines a few weeks to make the modifications, but doesn't allow them to compete in any allocated titles.

### T12-1-38 ENGINE (changes in blue)

- (a) Maximum compression ratio of any cylinder = 10.0:1.
- (b) Maximum inlet and exhaust valve lift = 12.7mm (0.500 inch).
- (c) Maximum cubic capacity = 4072cc (248.5 cu inches).
- (d) Naturally aspirated only.
- (e) Engines with 4 valves per cylinder:
  - (i) Cylinder head casings must retain the OEM identification markings.
  - (ii) Cylinder head must be OE for the make and model of engine block
- (f) **Engines fitted with hydraulic/ electronic adjustable valve timing e.g. VVTi:**
  - (i) **the mechanism must be locked in one position. i.e. variable valve timing is not permitted.**
- (g) **Variable valve/cam lift is not permitted.**



# SUPERSTOCK STRAIGHTLINING RULE CHANGES

## Straightlining Rule Changes Effective December 1

Last month we noted that Superstock consultation was underway regarding the still new straightlining rules. Thanks to the 50+ competitors who provided their feedback. As a result there have been two minor tweaks, that are effective from December 1 **(in blue)**. The zone must now be more effectively identifiable via 2.4m x 30cm poles, and tracks are also reminded that the arrows must include a 1m square in yellow roadmarking paint, as per the diagram below right.

### R12-3-34 STRAIGHTLINING: SUPERSTOCKS ONLY

Superstocks only: A Competitor cannot "at speed" drive, follow, straightline another Competitor off the end of the straight into the Yellow Zone of the concrete wall causing both cars to impact the wall as one. i.e. bumper to bumper, bumper to any part of the left hand side of the attacked car.

- (a) The Yellow Zone "no straightlining" will be a minimum of 10 metres and a maximum of 40 metres, marked on the wall at each end of the straight in Road Marking Yellow paint.
- (b) The Yellow Zone cannot be used as a sanctuary.
- (c) If an infringement is serious enough to warrant exclusion, the Referee can stop the race and remove the offending competitor. Other penalties can still apply.
- (d) The penalties listed below are at the discretion of the Referee and can be a combination of any.
  - (i) a fine of between \$50 and \$1000 will be issued for each and every breach of the rules
  - (ii) Exclusion during the race.
  - (iii) Relegation of finishing positions.
  - (iv) Exclusion from the results of the race.
  - (v) Exclusion from the remainder of the event.
  - (vi) Suspension for up to 15 days (Referee) or 22 days (Senior Referee), starting from the date of the offence.
  - (vii) Reporting a competitor within seven days of the date of the offence to the Board, for possible further penalty.
- (e) The purpose of this Rule, explanation and definition are set out below.
  - (i) The objective of this Rule is to eliminate two cars hitting the wall at speed, as one, off the end of the straight and into the Yellow Zone.
  - (ii) Set down clear parameters for the Competitor.
  - (iii) Give Referees a clear interpretation of a Straightline so they can adjudicate correctly.
- (f) **Definition of a Straightline**  
The act of pushing "at speed" another Competitor off the end of the straight and into the concrete walls Yellow Zone therefore causing two cars to impact the wall as one.  
A true straightline often begins (but not always) on the straight and the intention is obvious.

### (g) For the Referees adjudication

Important criteria to determine a straightline are-

- (i) The act of causing a Straightline
- (ii) At Speed. Close to or at full race speed.
- (iii) Causing two cars to hit the wall together, as one, into the Yellow Zone.

### (h) Exemptions to this Rule are:-

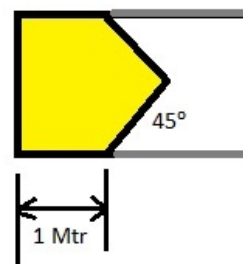
- (i) The first corner from a standing start.  
Reason: Not up to race speed and first corner pile ups.
- (ii) A racing incident where there is a multi-car pile-up, providing there is no obvious intent.  
Or a driver takes action to avoid other cars and an accidental straightline occurs. Referees discretion.
- (iii) Where a car passes another competitor around the outside within the Yellow Zone.  
Reason: i.e. a fly car passes a block car around the outside.

### (i) For clarification of Competitors and the Referee.

- (i) A Competitor can bunt a car off the end of the straight and indeed into the wall but can not then follow that car in for a second hit within the Yellow Zone, as this causes two cars to hit the wall as one.
- (ii) Any Competitor cannot go in for the "at speed" King Hit on another Competitor who is against or on the wall in the Yellow Zone, whether he put him there or not, as this causes two cars to hit the wall as one.
- (iii) Competitors cannot use this rule for sanctuary and sit against the wall in the Yellow Zone knowing they cannot be hit.
- (iv) The Yellow Zone ~ No Straightlining Area will be defined by two Yellow Zone arrows painted on the wall at the end of each straight. Paint colour to be "roadmarking yellow".

### **(v) Either end of the Yellow Zone will also be defined by a 2400mm high x 300mm wide yellow pole, placed above the concrete wall.**

- (vi) All Tracks will have the YELLOW ZONE determined (which may be altered at any time) by **by a majority decision of the local Clerk of the Course**, Steward and Referee in consultation with a couple of experienced Senior Superstock drivers who will define the YELLOW ZONE at track inspection time. Yellow Zone minimum length of 10 metres and maximum length of 40 metres per corner.



The concrete wall arrows **MUST** include a 1 metre square as per diagram left

The poles above the concrete wall must be at least 2400mm high x 300mm wide





## Ministock Wheels: Proposed Changes

The supply of 12 and 13 inch wheels from 1970's and 80's road cars won't last forever, so a proposal to allow certain types of aftermarket wheels in the Ministock class will shortly be sent for member consultation.

The proposed new rules are noted in blue below:-

### T15-1-21 Wheels: Current Rules

- Pressed steel road wheel must be used, either 12 inch or 13 inch, providing the wheel correctly fits the hub.
- Mixing and matching of 12 & 13-inch road wheels is permitted.

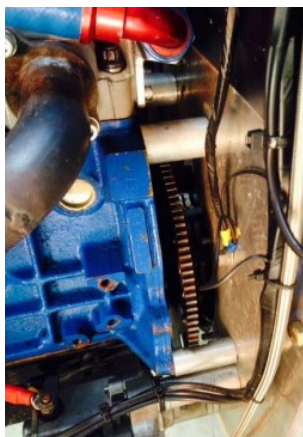
### T15-1-21 Wheels: Proposed Rules

- Any pressed steel road wheels from a donor vehicle may be used, either 12" or 13" providing that the wheel is the correct fitment to the axle or hub.**
- Any aftermarket 12" or 13" pressed steel wheel may be used providing that the wheel is an appropriate fitment to the axle or hub and wheel stud size and is unmodified and carries a DOT or equivalent standard rating stamped on the wheel.**
- It is permitted to mix 12" and 13" wheels.**



## Minisprints: Safety Rule Change

It has been drawn to Speedway NZ's attention that there are a number of Minisprints racing with exposed flex plates in the engine compartment.



This is a potential health & safety issue for both crews and officials, so effective from December 27, the following rule change is in force:-

### T10-4-10(a) - Change in blue

**Any revolving flywheel/flexplate transmission and driveshaft must be enclosed with a 3mm thickness metal cover incorporating a 360-degree safety hoop at front of driveshaft (in case of driveshaft failure).**

## Junior Motorcycle Speedway Training

The training programme for Motorcycle Speedway has been in place for a number of years now, and is leading to successful outcomes at the three dedicated bike tracks (Rosebank, Moore Park & Oreti). A query has arisen about whether participating in a training session counts towards the completion of the six meetings or practices required in the mentor programme for new junior riders. The Board has confirmed that these sessions are considered part of the Mentor Programme.

## Cook Strait Crossings

[www.cookstraitcrossings.co.nz](http://www.cookstraitcrossings.co.nz) are Speedway NZ's ferry crossing partner for the 2014/15 season. Their great rates and generous terms and conditions that are available for all members of the speedway community, so support those that support the sport!

### Passengers

Adults	\$39.53
Child (0-17 years)	\$22.89

### Cars, Utes & Vans

Kaitake	\$103
Arahura/Aratere	\$114.44

### Motorbikes

Kaitake	\$22.89
Arahura/Aratere	\$36.50

### Trailers up to 5.5m

Kaitake	\$132.13
Arahura/Aratere	\$143.57
Each extra metre or part thereof	\$40

### Trucks, motorhomes etc per metre, including 1 passenger, meal & cabin

Kaitake	\$49.94
Arahura/Aratere	\$55.14

To book, visit their website or contact Tony directly on 021 726 711.

