

The new season is nearly upon us, so the August edition of SNZ Update contains plenty of important information for competitors and fans alike. From championship dates through to fee levels for 2010/11, you can read about it here first!

Also covered is news on a new brochure for prospective competitors, progress on the recommendations from the AGM, and Technical news in the Stockcar and Ministock classes.

CHAMPIONSHIPS: Dates released for 2010/11 titles

All tracks submitted their allocated title dates by the July 31 deadline, and the full list of approved dates is detailed below. New approvals are in **red**.

Please note that dates are subject to change at any time, so check the Speedway NZ website for details of any alterations to this list of title events. Streetstock dates will be confirmed ASAP.

Class	New Zealand	Grand Prix	North Island	South Island
Superstock	Rotorua 27/28 Dec 2010	Wanganui 1/2 Jan 2011	Palm North 25/26 Feb 2011	Woodford Glen 26 Feb 2011
Stockcar	Blenheim 7/8 Jan 2011	Nelson 11/12 Jan 2011	Baypark 28/29 Jan 2011	Dunedin 3/4 Dec 2010
Super Saloon	Napier 14/15 Jan 2011	Baypark 1 Jan 2011	Waikaraka 4 Dec 2010	Nelson 12 Feb 2011
Saloon	Wellington 21/22 Jan 2011	Gisborne 28/29 Jan 2011	Baypark 5 Feb 2011	Blenheim 19 Feb 2011
Sprintcar	Baypark 7/8 Jan 2011	Palm North 26 March 2011	Wellington 19 Feb 2011	Invercargill 5 Feb 2011
Midget	Western Springs 12 Feb 2011	Huntly 29 Jan 2011	Stratford 11/12 Mar 2011	Ruapuna 5 March 2011
TQ Midget	Nelson 28/29 Jan 2011	Ruapuna 4/5 Feb 2011	Western Springs 5 March 2011	Blenheim 2 April 2011
Modified	Waikaraka 21/22 Jan 2011	Blenheim 16 April 2010	Wellington 27 Dec 2010	Greymouth 1 Jan 2011
Streetstock	Woodford Glen 2/3 Jan 2011	Cromwell To be confirmed	Napier To be confirmed	Greymouth To be confirmed
Minisprint	Kihikihi 26/27 Mar 2011	Waikaraka 11/12 Mar 2011	Palm North 25/26 Feb 2011	
Solo	Rosebank 27 Feb 2011	Waikaraka 11 March 2011	Rosebank 12 Dec 2010	Moore Park 5 Feb 2011
Sidecar	Nelson 18/19 Feb 2011	Oreti Park 12 Feb 2011	Wanganui 19 March 2011	Ruapuna 8 Jan 2011
Other events of interest	NZ Under 21 Solo	Moore Park	18 Dec 2010	
	NZ Stock Teams	Wellington	10/11 Dec 2011	
	World 240s	Rotorua	14/15 Jan 2011	
	Superstock Teams	Palm Nth	4/5 Feb 2011	

Inside This Issue

Page 2

Getting Started in Speedway

2010/11 Licence Fees

Fidelity Fund Ruling

Page 3

Approved Stockcar Manifold

Training Bikes Donated

Technical Remit Deadline

Page 4

Ministock Minimum Weight

AGM Recommendations

Upcoming Events

On the Web



Don't forget to visit
www.speedway.co.nz for the latest news, updates and information from Speedway NZ.

INFORMATION: Getting Started in Speedway booklet

The decision to become a speedway competitor is not taken lightly, and in all probability there are around 500 people contemplating that path as the 2010/11 season approaches. Existing competitors are already aware of just how much is involved in getting into the sport, and for the first time Speedway NZ is attempting to reduce the barriers to entry by collecting some of that information and producing a new booklet titled "Getting Started in Speedway".

The concept emerged from the nationwide Ministock seminars in June, with many suggestions on what could be included in the document. It covers everything from picking a class to race in, through to learning about licensing, CVI's, ELS, joining a track, what's involved at practice and of course, what is likely to happen at the first race meeting.



Frankly, the "Getting Started in Speedway" idea is so sensible and logical that it should have been created a long time ago, but at any rate it is hoped that Version 1 (now available on the Speedway NZ website), will be the first of many such brochures. Your feedback on the content is appreciated at anytime (good, bad or indifferent), as the document can be updated as circumstances change.

Download the booklet here:-

FEES: 2010/11 Licence Fees

Fee levels have been set for the 2010/11 season, and it is probably no surprise to learn that members will face the first increases since 2008 when licensing commences on September 1.

The mandated rise in GST to 15% and the mileage reimbursement from 50 to 70 cents per kilometre for officials has led to unavoidable increases. The latter has jumped by 40%, and there is no real alternative other than to pass the costs on to the end user, in this case competitors who benefit from the attendance of Senior Officials at championship events.

Fees for 2010/11 have been set as follows:-

Adult competition licence = \$170 (up \$15)
Youth licence = \$80 (up \$5)
Division Two Adult Licence = \$80 (up \$5)

One day licence = \$40 (unchanged)
Associate licence = \$30 (unchanged)

Fees paid by tracks, such as meeting and championship permits, have also increased by 2.5%. Prices for other services are unchanged at this time, but it would probably be safe to assume that the cost of items such as ELS transmitters will probably increase on October 1 – so it may pay to get in now and beat the price rises.

On the plus side, Speedway NZ has done its best to keep costs under control where possible (such as the relocation of the office to Wellington which is budgeted to save around \$30,000 per annum) and is embarking on new initiatives (such as electronic lapscoreing improvements) to ensure that members continue to receive excellent value for their licence dollar.

UPDATE: Fidelity Fund Ruling

The Speedway Promoters Association of NZ/SNZ Fidelity Fund is overseen by a separate trust, and this year, for the first time in many years, they received claims from competitors for unpaid prizemoney arising during the 2009/10 season.

The Trustees of the Fund held a meeting on 7 July 2010, and they will pay the competitors that meet all the criteria and that have made claims within the allowed period of time.

All the claims received were for prizemoney unpaid at Kihikihi Speedway arising from the 2009/10 New Zealand Superstock Champs.

All the claimants will be paid out 30 days after the meeting in accordance with the rules of the Fund.

As per the Memorandum of Agreement in place with the track, Kihikihi Speedway Inc has had its membership of both SNZ and SPANZ suspended, until such time as they either pay back the Fidelity Fund, or enter into a payment arrangement.

We'll keep you posted of any developments.

TECH NEWS: Approved Stockcar Manifold

Back in October 2008, the Directors approved a Manifold package for use in the Stockcar class (see the Summary of Meeting 160 for more details). A subsequent request to slightly alter the manifold has now also been approved, and the wording of the approved package is now as follows. Changes are in blue.

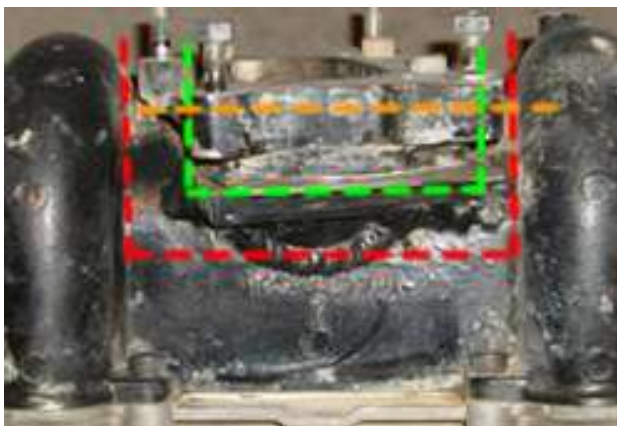
Approved Stockcar Manifold Package – August 2010

Applies to Ford EF, EL and AU Falcon inline 6 cylinder multi point injection manifolds.

The following modifications are permitted to the manifold:-

- (1) Material may be removed from the inlet manifold as required, to allow the fitting of an acceptor plate to be welded to the inlet manifold. No other material may be removed or added except as permitted in (2) (3) & (5) below.
- (2) **Manifold material may only be removed from centre section adjacent to the throttle body.**
- (3) The carburettor base plate must remain within 100mm of the top of the nearest inlet port, measured vertically.
- (4) The acceptor plate will be a maximum of 25 mm thick. The hole in the acceptor plate will be the same diameter as the hole in the restrictor plate, and will be square edged. The adaptor plate will be a maximum of 35 mm thick.
- (5) The removed centre section of the manifold is to be filled and welded with aluminium plate. The plate must be of the same thickness as the manifold material that it is being welded to.

Essentially, the change enables any competitor running the above engines to remove more manifold material. The **orange** line on the diagram below is the OEM manifold height, with the **green** line showing the amount of material that could be removed in the October 2008 approval. The **red** line shows the new area approved for removal.



DONATION: Training Bikes

Last month we advised that Don O'Connor was Speedway NZ's first patron, elected unanimously at the AGM.

As a thank you present to the organisation, Don has donated two Junior Speedway bikes to assist with training and development in the North Island.

Powered by Suzuki 125cc engines, the bikes suit riders from 8-13 years of age, and are specially designed for NZ conditions. Valued at over \$5,000 each, this is a magnificent gesture and will benefit the sport for years to come.



The plan is to house one of the bikes at Rosebank Speedway in Auckland and the other at Kihikihi in the Waikato, so if you know of anyone who may be interested in having a go, please point them in the direction of these two tracks (details are on the tracks page of the SNZ website).

Both venues are scheduled to hold regular practice and training sessions for Junior Solo competitors once the 2010/11 season officially gets underway on 1 September.

REMINDER: Technical Remits

2011 is a rulemaking year for the Stockcar, Superstock, Saloon, Modified and Streetstock classes. Remits for proposed changes to the Technical rules of those classes are due into SNZ by 1 October of this year, which is now less than two months away. If you've got an idea for a new rule, or want to make a change, now is the time to act. All members of SNZ are entitled to make submissions, so contact us with your proposals.

All proposed rule changes need to have a description of the change, and a reason why – the latter will assist delegates at the AGM who have to vote on the rule. Remits can be submitted to SNZ by post, email or fax.

TECH NEWS: Ministock Minimum Weight to Change?

One of the recurring ideas that emerged from all three of the June Ministock seminars was the desire to see an increase in the minimum weight of a Ministock.

Currently the cars can weigh in at between 630kg and 730kg, and some view the 100kg band as too wide, especially when considering the fact that Stockcars and Superstocks also have a 100kg weight range, from 1400 to 1500kg.

A proposal to raise the minimum Ministock weight to 680kg is in the final stages of preparation, and will be distributed to competitors and tracks in short order.

All stakeholders will have the chance to submit their thoughts on the proposed rule change before the Directors make the final decision.

AGM UPDATE: Progress on Recommendations

The 2010 AGM saw four recommendations passed by the floor, to provide the Directors with some guidance on important issues. Preliminary work has commenced on these topics, and can be updated as follows:-

Technical Policing

This one topic that will always be a high priority for the sport, and in 2006 it was recommended that a separate fund be created to ensure dedicated resources are always available to ensure that competitors play by the rules. This desire was reaffirmed at the AGM, and the Directors have acted on this by installing Peter Kuriger as the **Director for Technical Enforcement**. He is now working with the management arm of the organisation to finalise planning for the 2010/11 season, which is to include rigorous enforcement of the rules both prior to and at championship meetings. To assist with this, John Allomes has been reappointed as a Technical Steward, after taking a 12-month sabbatical. This brings the total number of Tech Stewards to eleven.

Production Saloons

The Production Saloon eligibility issue has been referred back to the Technical Committee, as required under the guidelines for the consultation rule-making process that Regional Classes. At this stage there are no changes for the 2010/11 season, and all existing vehicles over 20 years of age are eligible to compete.

Television

Work has commenced on establishing the best way forward for Television in 2010/11 season. A group consisting of the SPANZ executive, Directors Lewis Dawson and Willie Kay, and CEO Tim Savell, are to finalise the arrangements.

Training

The proposal to allow training sessions at SNZ tracks is also being worked on, but there are a number of issues still being worked through to make the step up from motorcycle-only training, which was approved last season. At present, training can still occur, providing all the rules for practices are followed, e.g. Steward and ambulance to be present, all competitors to be licensed and have commenced the mentor programme.

UPCOMING EVENTS:

Dates to remember

29 August

Directors Meeting in Wellington.
Close off date for correspondence is Wednesday 25 August.

1 September

2010/11 season begins.
Online licensing available from www.speedway.co.nz

19 September

Directors Meeting in Wellington.
Close off date for correspondence is Wednesday 15 September.

1 October

Close off date for Technical Remits in the Stockcar, Superstock, Saloon, Modified and Streetstock classes.