

Welcome to the first issue of Speedway NZ's monthly Update that has been sent to all competitors who have supplied an email address, and to those people who have subscribed via our Facebook page.

Previously only available on the SNZ website and via the 24 tracks, this extended reach should ensure that everyone within the organisation has immediate access to important information.

With ongoing rule changes in some classes (such as Midgets and Quarter Midgets this month) and rule interpretations for the rest, this Update is an important part of the communication process within the sport.

So if you are a competitor who didn't receive this Update via email, please get in touch with the SNZ Office to confirm your email address, and you can be added to the database for the next monthly Update.

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Tim Savell
Chief Executive Officer

MIDGETS: ENGINE RULE CHANGE

Last month we advised of potential rule changes in the Midget class. Following a consultation period with competitors and tracks, the proposals have been accepted, and are now in force effective immediately.

Old Rule

T10-1-4(h)

Cars utilising inline engines are limited to a maximum of 45 degrees engine layover (angle from vertical) as measured through the crankshaft and/or cylinder bore centrelines. Engine offset is limited to a maximum of 25mm overall from the chassis centreline. The crankshaft centreline, front to rear, will be used to determine maximum offset.

New Rules

T10-1-4(h)

Engine Offset

Engine Offset is limited to 25mm from the chassis centreline. The crankshaft centreline, front to rear will be used to determine maximum offset.

T10-1-4(i)

Engine Layover

- (i) Inline engines are limited to a maximum of 45 degrees engine layover (angle from vertical) as measured through the crankshaft and/or cylinder bore centrelines.
- (ii) V-type engines are limited to a maximum of 45 degrees inclination from vertical as measured through the crankshaft centre and cylinder bore. Where the engine is laid over the angle will be determined from the greater angle of the cylinder bores.

WHAT'S INSIDE THIS ISSUE?

Stockcars – Douglas Stanaway's Engine	Pg 2
New Technical Steward	Pg 2
Warm ups	Pg 2
Upcoming Events	Pg 2
Protests – A Valuable Tool	Pg 3
Quarter Midgets – 3 Items	Pg 3
Electronic Lapscoreing – Signal Window	Pg 4
Pace Cars	Pg 4
Electronic Lapscoreing – Coathanger	Pg 5

COMPETITOR NEWS + REMINDER

Two more competitors have been suspended from racing for making inappropriate comments on Facebook. Both former 1NZ Stockcar driver Kyle Lane and Youth Ministock racer Hayden George received a two-week stand-down, and only a prompt apology and prior clean record avoided a lengthier ban.

There have now been five competitors in the last 12 months who have had an enforced break from racing due to their off-track misdemeanours on the internet, and Speedway NZ again reminds all members of the organisation that there is a zero tolerance for this kind of activity.

Strict new rules were voted in unanimously at the 2011 AGM by all the delegates present, and by now it should be clear that the organisation will not hesitate to act on tip offs it receives about behaviour that brings the sport into disrepute.

STOCKCARS: DOUGLAS STANAWAY'S ENGINE

There has been a lot of interest in the high profile exclusion of Douglas Stanaway from the finals of the New Zealand Stockcar Champs at Rotorua on **December 28**. Speedway NZ is now in the position to make public comment on the issue, and provide some clarity to all members of the speedway community.

Douglas was selected for a random technical inspection on the qualifying night of the New Zealand Stockcar Champs. The next morning his car failed a compression check, undertaken with a Katech Whistler machine that was purchased earlier this season. As per the regulations, he was immediately suspended for 22 days and referred to the Board for possible further punishment. The relevant engine components were sealed by the SNZ Technical Steward, and an impoundment notice was issued.

Once an engine has been declared non-compliant it must be re-inspected and declared compliant by a Technical Steward before the vehicle can race again. Furthermore, any tampering with the impoundment seals is also against the regulations.

On **January 3**, the engine was stripped with the goal of physically measuring the componentry to determine the engine compression ratio. Present at the strip down were the competitor, his father, the engine builder and SNZ Director Mel Hills. No Technical Steward was present, and the impounding seals were broken during this procedure.

On **January 13**, SNZ received written notification from the engine builder that the measured engine compression ratio on **January 3** was 9.98:1, just under the limit of 10:1.

In light of this information, the SNZ Board felt compelled to give the competitor the benefit of the doubt, and granted dispensation for him to race until they could conduct their scheduled hearing into the matter at the Board meeting on **January 18**. However, there were some queries about the supplied data, specifically the bore and stroke, which weren't measured to 2 decimal places.

At the Board meeting on **January 18**, engine builder Ron Chatfield was present. He revealed that both the engine certificate (in use all season) and the fax of **January 13** had the incorrect stroke entered. At no stage (either pre-season or on **January 3**) was the engine stroke physically measured, and the supplied stroke came out of the wrong page in the manufacturers spec book. A total of six measurements including the stroke are required to calculate a compression ratio, and this omission meant the supplied compression ratio figures could not possibly be verified as accurate.

It was therefore now not possible for Stanaway to prove his engine was compliant on **January 3**, and nor was it possible to refute the readout of the Katech Whistler on **December 28**.

However, Speedway NZ has elected not to take any further action against Douglas Stanaway, because he was led to believe that Mel Hills was acting as a Tech Steward, when that was not the case. This error meant that a number of rules were inadvertently broken, and also meant that the engine could not be measured to the standard required in the rulebook.

Going forward, the engine is to be re-measured in the presence of a Technical Steward so that it can compete in future with an accurate engine certificate. It will also be whistled at the same time so that SNZ and its stakeholders can have confidence in the accuracy of the equipment that is used to verify compliance with the rules.

NEWS BRIEFS

NEW TECHNICAL STEWARD

We are pleased to advise that Western Springs Head Scrutineer **Ian Armstrong** has joined the ranks of Senior Officials by being appointed as a Technical Steward.

With a long background of service, Ian is sure to be an asset to the Technical pool, and we congratulate him on his appointment.

WARM UPS

A race meeting is deemed to commence two hours before the start of racing or when scrutineering gets underway.

This means that any vehicle involved in a warm up must have passed scrutineering, and only the competitor who has signed in to race the vehicle at the meeting can take part in the warm up.

It is not an opportunity for crew or other competitors to experience a little track time, as all SNZ rules are still in force, even if the pit gate is open.

UPCOMING EVENTS

Speedway NZ's next Board meetings are on **February 15** and **March 21**, with correspondence close off the Friday before.

The 2012 AGM is creeping closer too, with the Notice of Meeting due to be dispatched by **Thursday February 16**.


PROTESTS: A VALUABLE TOOL

Speedway is one of the few sports where competitors have the opportunity to query decisions that are made by Officials during the course of a race. However, judging by the amount of correspondence received by Speedway NZ, the protest rules do not seem to be overly well understood.

We encourage everyone to read page 60 of the 2011 Rulebook (Section M7-8) and familiarise themselves with how to go about lodging a protest, and what process occurs once a protest is confirmed. A few points to note:-

- If you were involved in a race you have the right to protest the result, or an incident that occurred in it. The time limit is 10 minutes from the posting of the results.
- If you were penalised by an SNZ Referee or Steward, you have the right to protest the decision. The time limit for a Protest in this event is as per Rules M7-8-9 and M7-8-10.
- If you want to protest, you must see the Steward in the first instance – not the Referee or Class rep.
- The Steward cannot refuse a protest that has been lodged in accordance with the rules, using the form below.
- If you don't protest a racing incident within the allowable timeframe, you have no right of Appeal later on.

It should also be noted that there is no provision in the rules for the SNZ Office or the Board to get involved in sorting out racing incidents in the days or weeks after a race meeting – so you must act on the day if you feel aggrieved by a decision.

	OFFICIAL PROTEST FORM	16551
Time the Protest was lodged: _____ Date of Protest: ____ / ____ / 20 ____		
I, _____ wish to protest against,		

Signed by the Protestor: _____		
Result of Protest: _____		
Protest Money Received:	SIGNED BY THE PROTEST COMMITTEE	
Amount: \$ _____	_____ Competitors Representative	
Receipt No. _____	_____ Clerk of the Course	
OFFICE COPY	_____ SNZ Steward	

QUARTER MIDGET SPECIAL

NEW TYRE RULES

Following reports that some Quarter Midget tyres are being modified in the sidewall area, the Board have immediately implemented a new rule to curtail this obvious safety issue. They have also reinstated the use of golf-cart style tyres.

The new rules are as follows, and are effective immediately:-

T10-6-5 - Tyres

- (a) Turf tyres only/golf cart style
- (b) Size to be moulded on side walls
- (c) No alterations permitted
- (d) Front 16/6.5 5 x 8 Max size
- (e) Rear 18/9.5x8 Max size

ENGINE SEALING

This will be a requirement for all Quarter Midgets from the start of the 2012/13 season.

TRAINING

The Motorcycle Speedway training process that has been in use for the past three seasons has now been extended to cover Quarter Midgets.

See the Summary of Meeting 169 (August 2009) for full details of the scheme.



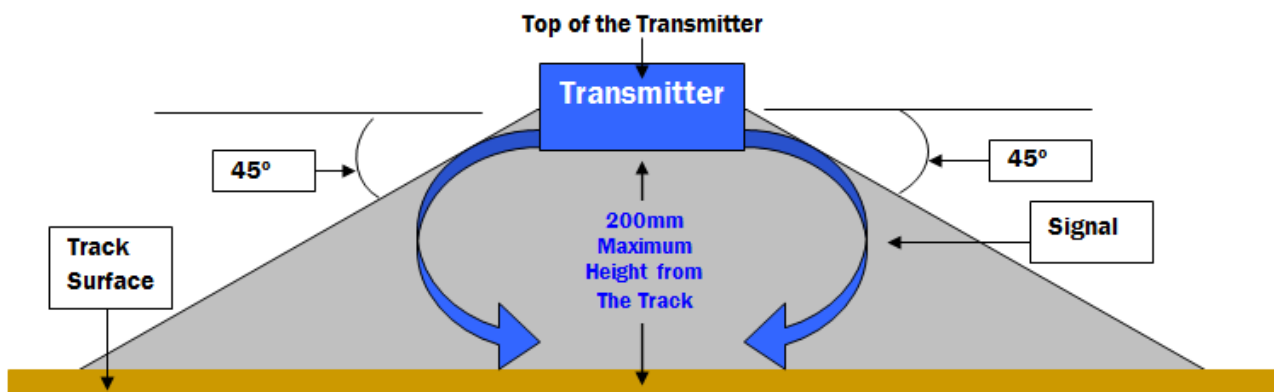
ELECTRONIC LAPSCORING: THE SIGNAL WINDOW

Speedway NZ has some exciting initiatives planned on the Electronic Lapscoring front (such as live timing for spectators and crews at all tracks and a national results database), but they won't be effective if reliable lapscoring results can't be obtained due to cars having inappropriately mounted transmitters.

The Dorian transmitter is the cheapest, strongest and most accurate lapscoring device available for use in the sport, accurate to 1/10,000 of a second (or 2.8mm at 100km/h, which is ten times better than its competition). The signal passes out of the transmitter and down to the track loops on a 45 degree angle as per the diagram below, but will not penetrate through materials such as steel, aluminium, stainless steel or carbon fibre.



Maintaining the integrity of the signal pattern is why officials check the transmitter mountings from time to time with an object that looks a bit like a coathanger. Metallic interference can cause issues, and it is time consuming and often stressful for Officials and the Competitor to go through the process of a manual insertion into the ELS results.



The grey area in this diagram is the signal window.
No metal objects must be placed inside this signal window area.

At the back of this Update is a life size printable version of the coathanger, which competitors can print out on an A3 sized sheet, and use to check for compliance themselves.

It should work as per this picture, fitting snugly around the mounting box with no metal getting in the way of the signal.

With a well mounted and charged up transmitter, competitors should have no issues with electronic lapscoring at any track they choose to race at.



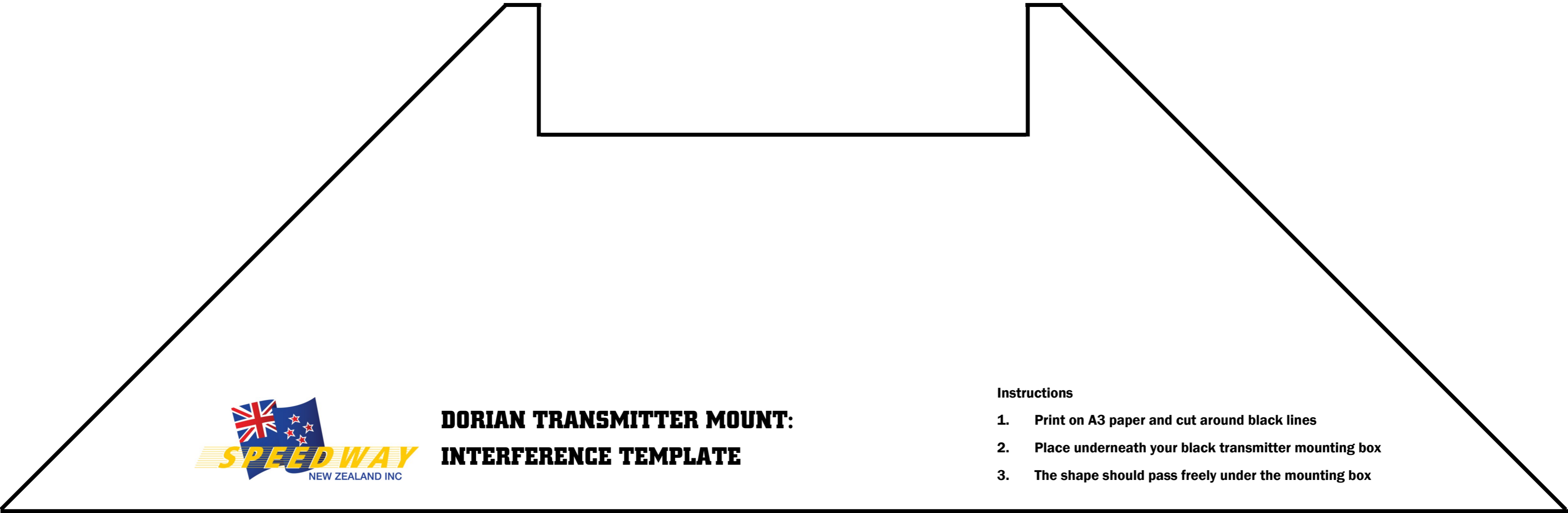
PACE CARS: COMMON SENSE REQUIRED

This isn't a problem at most tracks, but our attention has been drawn to the type of pace cars in use at some venues, and who is driving them.

Speedway NZ has more than enough rules to enforce without creating more, so we would ask all tracks to utilise common sense around the use of the pace car. SNZ doesn't want to have to get involved, but will do so if there are vehicles being used that aren't fit for purpose, or pace cars being piloted by unacceptable drivers.



**DORIAN TRANSMITTER MOUNT:
INTERFERENCE TEMPLATE**



**DORIAN TRANSMITTER MOUNT:
INTERFERENCE TEMPLATE**

Instructions

1. Print on A3 paper and cut around black lines
2. Place underneath your black transmitter mounting box
3. The shape should pass freely under the mounting box