



**SPEEDWAY**  
NEW ZEALAND INC

# GETTING STARTED IN SPEEDWAY



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## **1.1 FROM THE PRESIDENT**



**Welcome to the wonderful world of Speedway, one of the most popular forms of Motorsport in New Zealand.**

**Speedway gives you the opportunity to start racing at virtually any age or level, with the chance to progress through different classes and stages that suit your ability and budget.**

**Speedway can also lead to competing against top national and international competitors, both here and overseas. While speedway can be a very competitive sport, for most it's all about having fun and enjoying the friendship of fellow competitors and the wider speedway community, most Clubs also have a strong social side.**

**Basically, you can get as much out of the sport as you want to put in – both in terms of budget and time.**

**I wish you well in your endeavours as you partake in the Speedway experience and hope this information will make it easier for you to get involved in our exciting sport, while taking some of the mystery out of what goes on behind the scenes.**

**See you at the track!**

**Peter Kuriger  
President  
Speedway New Zealand Inc**

## 1.2 STARTING OUT



Speedway NZ oversees 24 tracks Nationwide, who race a mix of 24 different speedway classes from about October through to May.

There is something for everyone, from the high powered and glamorous Superstocks, Super Saloons and Sprintcars, through to the classes based on a road-going vehicle, such as Ministocks and Production Saloons.

In total, there are around 2,600 competitors throughout the country, ranging from 5 to 70 years of age.

Around 450-500 first year drivers start out every season, a high proportion in the Stockcar, Ministock, Streetstock and Production Saloon classes. However nearly every class has “rookie” drivers every season, so get out there and give it a go!



Want More Information? Try these websites....

[www.speedway.co.nz](http://www.speedway.co.nz) - Speedway NZ's website. There are links to tracks, the rules and regulations, season calendars and much more.

[www.youtube.com](http://www.youtube.com) - NZ speedway video clips galore!

Track websites - Each track has its own website. They are a great way to get in touch with the people you need to talk to on a local level, and be informed about local happenings. Speedway NZ's website links to all track websites via the “tracks” page.

## 2.1 WHICH CLASS IS RIGHT FOR ME?



You may already have a class in mind that you want to compete in, and if you have – great!

If you don't, then the following information may be of use when making your decision.

### Class overview

Speedway in New Zealand is grouped into a total of 24 different classes, but not all classes are raced at all tracks and others may not be of interest.

Some questions to consider when deciding which class to race could include:-

- **How experienced am I?**
- **How much time can I devote to racing and preparation?**
- **What sort of racing am I interested in, e.g. car or motorcycle, contact or non-contact?**
- **Which classes are raced where I live?**
- **What is my budget?**

Adults have a choice of National and Regional classes, with separate categories for Youth competitors. Overviews of each class follows, but for more information download a copy of the Speedway NZ rulebook at [www.speedway.co.nz](http://www.speedway.co.nz)

#### Most Popular Classes for new competitors in 2009/10

- 1 Youth Ministocks
- 2 Stockcars
- 3 Production Saloons
- 4 Streetstocks
- 5 Sidecars
- 6 Adult Ministocks

#### Most Popular Classes for all competitors in 2009/10

- 1 Stockcars
- 2 Youth Ministocks
- 3 Streetstocks
- 4 Superstocks
- 5 Production Saloons
- 6 Saloons



## National Classes

The **12 National classes** are the showpieces of the sport, where the competitors are eligible to compete for the coveted **1NZ** at the official New Zealand championship, and also **Grand Prix, North Island and South Island** titles. New competitors are welcome in these classes at any time, which can be categorised into four distinct groups – **Contact grades, Saloon based, Open Wheel and Motorcycle**. You must be **16 years of age to compete**.

### Contact Classes

**Superstock:** A mix of raw power and deliberate contact has seen the Superstock class endure as one of New Zealand's most popular sporting entertainments for over 50 years. With a purpose built chassis and 4 litre engine capacity, the class is one of the glamour divisions of NZ speedway.



**Stockcar:** The largest class in speedway runs to the same racing rules as Superstocks, but has additional Technical restraints to keep costs in check. Speeds are slightly less as a result, but the action can be just as entertaining.



**Streetstock:** Based on a strengthened roadcar, Streetstocks have limited contact rules, and are the most affordable National class. Particularly strong in the South Island, they are the only speedway division where racing occurs in both directions around a track (although not at the same time).



### Saloon Based

**Super Saloon:** The wide tyred, fibreglass clad “big bangers” provide spectacular wheel to wheel action, and are crowd favourites when they appear in large numbers. Minimum weight is linked to engine capacity, to ensure a level playing field.



**Saloon:** Similar to a Super Saloon, but with additional restrictions, Saloons are the newest and fastest growing National class. Body must resemble a road-going vehicle, which makes them attractive and recognisable for spectators.



## Open Wheel Classes

**Sprintcars:** The “winged wonders” of the speedway scene are also popular in Australia and the USA. The combination of a high powered V8 engine and a massive wing ensure they are the fastest vehicles on four wheels around NZ speedway tracks.



**Midgets:** The first 4-wheeled speedway class originated in the 1930's, Midgets are staging something of a resurgence at present. Their power to weight ratio and fine handling balance requires a high level of skill, and ensures spectacular wheel-to-wheel action that can wow the crowds.



**TQ Midgets:** A “Three Quarter” Midget, TQ's are a pocket rocket version of their larger siblings, running a Motorcycle engine and providing an excellent introduction into the world of Open Wheel racing.



**Minisprints:** Running a midget-sized chassis with a 1400cc engine and moderate wing, Minisprints are another class that is proving its worth as a stepping stone, while still providing the benefits of a National class. Currently raced only in the North Island.



**Modifieds:** This class evolved from Saloons, and now sits alongside its Open Wheel brethren as a predominantly V8 category with a fibreglass body and big wing. A large field produces stunning action and terrific speed, as the drivers throw their cars around the track.



## Motorcycle Classes

**Solos:** The original speedway class dating back to the 1920's, the 500cc motorcycle still provide a pathway to a professional career in the sport thanks to their overseas popularity, particularly in Europe. NZ has produced 3 World Champions.



**Sidecars:** Not for the faint hearted, Sidecars have moved forward massively over the last few years, reaching new heights in presentation and professionalism. Competitors also have an official World title to aspire to.



## Regional Classes

**Regional classes** are viewed as more of an introduction to the sport, while also catering to Youth and perhaps those Adults on more of a budget. There are no National or Island titles in these classes, but tracks are still eligible to host local championships and special events.

**Ministocks:** Based on 1200cc Toyota or Nissan road cars from the 1970's and 80's, Ministocks look exactly like "Mini Stockcars", but the racing rules are a far cry from Stockcars with no deliberate contact permitted. Youth Ministocks cater for 12-16 year olds, utilising the same Technical rules as the Adult class.



**Production Saloons:** Another excellent entry-level class, based on a modified road going or "Production" vehicle under 4 litres, with no contact allowed. A wide variety of makes and models are competitive in the category, both front wheel and rear wheel drive, so there is something for everyone here.



**Modified Sprints:** Similar to a Minisprint, but with a motorcycle engine, Modified Sprints are currently raced in the South Island only.

**Quarter Midgets:** The Youth class for the Open Wheel categories, these purpose-built racecars have a 200cc engine limit and are suitable for 8-15 year olds. Popular in Auckland in Christchurch.



**Youth Saloons:** These 1600cc Production Saloons are currently raced in Invercargill only, where they enjoy a good following.

**Junior Solos:** The stepping stone for Solo Motorcycles, competitors from the age of 8-15 can race on specially built 125cc, 200cc or 250cc machines, depending on age. Some facilities also have a small inside track, especially for Juniors.



**Peewee Solos:** The first step into speedway for 5-8 years olds, where they can learn the ropes in a safe environment on a Motorcross bike.



## 2.2 CHOOSING A RACE VEHICLE



Once the appropriate class has been selected the next step is to set about purchasing or getting hold of a vehicle to compete in.

This can be a tough choice for potential competitors, but with a little research and the right advice you'll be on the track with a minimum of fuss.

The vehicle **must** conform to all of the required specifications and rules of the Speedway NZ rulebook before you can hit the track, so bear that in mind at all times.

If building a **new** car, ensure the rules and specifications are followed for your class. Buying **secondhand** can be cheaper and is the preferred option for most new competitors.

Any speedway vehicle should come with a Speedway NZ logbook, which will allow you to check its history, but again it is essential to ensure that both the vehicle and engine meet the rules and specifications for the particular class. "Let the buyer beware" should be uppermost in your mind when assessing a racecar or motorcycle.

The best advice about buying a vehicle can be obtained from the competitors themselves or track vehicle checkers who have inspected the vehicle regularly.

These people will usually go out of their way to assist and offer advice to new people in the sport.

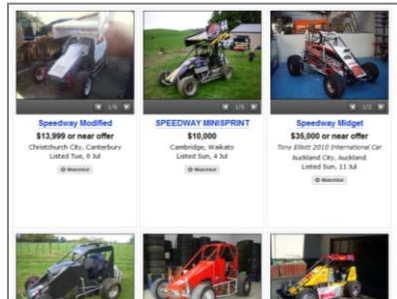
The best way to obtain this advice is to go along to a speedway meeting or pre-season get-together and talk to the people there and look at the various vehicles being used.

All tracks in New Zealand have their own websites with details of their location and meeting dates.

## Taking the Plunge

Many cars are clearly marked “For Sale” which makes it easy to chat to the owner or driver at a race meeting, and watch the vehicle in action.

Alternatively, your best bet for finding a car or bike is either on the internet or in specialist speedway magazines. Some track websites have buy or sell pages, but the two most popular websites are Trade Me and the Macgors classifieds.



Once you’ve narrowed down your options, it’s time to head out and thoroughly inspect a vehicle in the flesh.

Here are some pre-inspection tips to ensure you get value for money from your purchase:-

- Do not under any circumstance buy a car sight unseen.
- Get someone experienced to check over the vehicle with you.
- Make sure you fit comfortably in the vehicle, or that it can be legally modified to suit.
- Ask to see the grey Speedway NZ logbook, and engine certificate if applicable.
- Research a fair price, either by asking around or checking on the internet/in magazines.
- Ask others how the vehicle has performed (including reliability), and whether the advertised price is fair.
- Confirm what, if any, spare parts the vehicle comes with.  
Make sure you can legally tow the vehicle.

**Good luck with your search!**

## 3.1 SAFETY COMES FIRST



**OK, so you've got a vehicle – congratulations! What's next?**

**Your first priority should be safety – both your own and others. It is vitally important that you correctly fit into your race vehicle and that you have the appropriate safety equipment. This applies in the car, at the racetrack, and at the shed where you work on the vehicle during the week.**

**Speedway is a highly spectacular and adrenalin-charged sport, which can be dangerous. It is sometimes referred to as “a bunch of accidents waiting to happen, that people come to watch”. You can minimise the risks with some simple planning and by following Speedway NZ's rules, and the instructions of the manufacturers who made your safety equipment.**



### Personal Safety equipment

**This may be the most important rule in the rulebook.....**

**It is the responsibility of the competitor to ascertain the effectiveness of personal safety equipment. Each competitor is expected to investigate and educate themselves with the effectiveness and availability of personal safety equipment.**

**Many classes have their own regulations specific to helmet types, head and neck restraints, seatbelts, full containment seats etc.**



**You need to study the rulebook (particularly Section S) and ensure you are using the correct equipment for your class of racing. If you are unsure or in doubt about what you should be using then ask for help at your track or contact the SNZ office – we are here to help.**

**Correct fit of all equipment is vital to your safety as accidents can and will happen. Correctly adjusted components will minimise the risk of injury. Follow the manufactures instructions when fitting seat belts and ensure they fit you correctly. Seat belt fit and helmet clearance are items that will be checked on a regular basis.**

## **General Safety**

**Tracks have the required safety equipment and ambulance facilities/personnel in place at practice and race meetings as part of their licence requirements.**

**Ensure you are familiar with all the safety aspects at your local venue and pits, including the position of pit fire extinguishers etc. It may not be your fire, but the crew parked beside you that need the assistance.**

**If something does happen, Speedway NZ Officials are required to fill out meeting reports on all incidents. Please be forthcoming when asked at any time for any details on incidents you are involved with.**

## 3.2 CHOOSING A RACE NUMBER



Working out which race number to run under can be a tough choice for many competitors, and is sometimes a very important decision.

It can be especially difficult to choose in the larger classes, as all the good numbers can sometimes seem to be taken.

Here are some of the rules regarding racing numbers:-

- Numbers 1, 2 and 3 are reserved for the top three placegetters at the NZ championships, and are not permitted in regional classes.
- Numbers ending in 0, other than 10 are not permitted.
- Two digit numbers from 4-99 are approved/issued by your home track.
- Three digit numbers are approved by your track and issued by Speedway NZ.



Only one person in the country in any one class is allocated a three digit number, so there are no double ups. Due to space restraints on the vehicles, they are not permitted in the Open Wheel/Motorcycle classes.

### Getting Your Number

You will need to check with your local track as to what numbers are available to use.

Once approved, along with the number you will need to add the local track code identification letter immediately after the number.



You will need to refer to the rulebook to ensure your number and track ID letter complies with the size and colour regulations.



### 3.3 ELECTRONIC LAP SCORING



Electronic lapscoring is now the norm at most tracks for all classes excluding bikes, and it is likely you will need to purchase an Electronic Lapscoring Transmitter.

The unit used at 20 of the 24 Speedway NZ tracks is the Dorian Data-1 TX8000 transmitter.

New units can be obtained from Speedway NZ, by cheque or credit card. Currently these units retail at \$500, including charger and mounting box.

There is also a secondhand market on Trade Me, with the going rate around \$480.



The website link is for more information on the Dorian transmitter is <http://www.speedway.co.nz/asp/transmitter.asp>

It is vitally important that you follow the instructions when charging and mounting the unit. The last thing you want is to have a hard-earned placing taken off you because you failed to properly charge the unit and didn't register with the lapscorers! Used in the correct manner, the battery inside the transmitter will usually last between 5 and 7 years.

Full instructions are supplied with the unit, and are also reproduced in the Speedway NZ rulebook.

## 3.4 THE RULEBOOK



A hard copy of the Speedway NZ rulebook is produced every two years and is supplied at no charge when you take out a full competition licence.

Additional copies can also be purchased through the SNZ office at a cost of \$15 each or you can download the electronic edition in pdf format for free from the Speedway NZ web site, [www.speedway.co.nz](http://www.speedway.co.nz)

The rulebook contains information on technical and racing rules for each class along with general information on Speedway NZ, such as the constitution, powers and duties of Officials and Championships.

There is also a section on safety equipment including approved helmets and other safety devices.

Reading these rules and regulations is the competitor's responsibility.

The current printed rulebook is the orange 2009 version, however there is an online 2010 edition in green, which has a number of changes that have occurred since the orange book was printed.

Further changes can occur at any time, so keep watching the Speedway NZ website for updates.



## 4.1 JOINING A TRACK



**Before you can obtain a Speedway NZ licence, you must be approved by one of the 24 speedway tracks. In most cases, this means you have to join the club that runs the facility, or an affiliated social club.**

**Many clubs offer various classes of membership such as racing, family, junior and social. There are sometimes discounts if you attend working bees or make other contributions to the success of the club.**

**Membership rates vary from Club to Club, so for full details you should contact the track directly. Membership is usually on an annual basis and entitles you to use the Clubs facilities, receive newsletters, attend meetings etc.**

**A full list of clubs and their contact details can be found on the tracks page of the SNZ website, or inside the rulebook.**

**Some tracks allow you to join the club and pay membership fees at the same time that you purchase a competition licence, but others require you to go through a full membership process – it pays to check out in advance which applies.**



## 4.2 VEHICLE LOGBOOK



The logbook is the written history of your vehicle. The Speedway NZ logbook is part of the vehicle and should be supplied whenever you are purchasing or selling a racecar.

You need to produce your logbook each time your vehicle is presented for Vehicle Checking at the start of each meeting, and for the Comprehensive Vehicle Inspection at the start of the season.

The logbook records the details of your vehicle including the unique Vehicle Identification Number (VIN) tag as well as a current photo of the vehicle.



If there are any issues found with your vehicle when checked these are noted in your logbook. If there are no problems found the logbook is marked accordingly.

New logbooks for new vehicles or replacement books can be requested from the local track Steward who will check your details before supplying a new book. Replacement VIN tags are obtained in the same way. A small charge applies.

Once you have had 20 meetings or practices noted in your book, you will need to have another Comprehensive Vehicle Inspection carried out.

### In-Car Cameras

You may have noted that many competitors are running in-car cameras, and producing some spectacular footage of their exploits. In-car cameras are technically not permitted under the rules, but permission can be granted after an application to the SNZ Office. If you're interested, contact us using the details on page 27. There are a number of terms and conditions that must be met.



## 4.3 COMPREHENSIVE VEHICLE INSPECTION, “THE GREENSHEET”



At the start of each season your vehicle will need a CVI carried out by your local track vehicle checkers. Broadly speaking, this is a similar process to getting a Warrant of Fitness for a road car.

This inspection is comprehensive so can take some time to complete. Most tracks organise specific days or venues to carry out these inspections so check with your local track on this. Some tracks will carry out the CVI on the practice days organised at the start of the season.

Please bring tools and equipment with you, as this is a full “wheels off” inspection so you may be busy with the wheelbase and jack.

You cannot practice or race until your vehicle has passed the CVI inspection, so if your vehicle has issues it will need to be presented for re-inspection.

Retain your copy of the CVI sheet as it needs to be produced on demand. This is normally kept with your competitor licence and logbook in your licence holder, which is supplied by SNZ.

During the season you will need to have the CVI redone once you have raced at 20 meetings or practices. You need to keep an eye on this number as arrangements will need to be made with the local Vehicle Checkers to arrange a suitable time to have this inspection completed.

Most tracks do not have time on race nights to carry out the inspection so you need to arrange this well in advance.

**Comprehensive Vehicle Inspection - Production Saloon**

Track: \_\_\_\_\_ Date: \_\_\_\_\_ Rating Fee: \_\_\_\_\_  
(not track used)

OWNER/DRIVER OF VEHICLE: \_\_\_\_\_  
ADDRESS OF ABOVE: \_\_\_\_\_  
COMPETITOR DECLARATION: I declare by presenting my vehicle for this initial inspection that the vehicle detailed below will be presented conforming to the SNZ rubric and arrangements as at time. (Refer Para E.5.2-4)  
Signed by the Competitor: \_\_\_\_\_ Speedway NZ V8V Tag No: \_\_\_\_\_  
Year/Make/Model of Vehicle: \_\_\_\_\_

EXAMINER TO COMPLETE: This Vehicle Checker must complete all relevant sections below in conjunction with the SNZ rubric:

Item	Particulars	OK	NOT OK
111-1-1	Engine & Drive		
111-1-2	Oil Level		
111-1-3	Oil Pressure		
111-1-4	Oil Filter		
111-1-5	Oil Pan		
111-1-6	Oil Seal		
111-1-7	Oil Dipstick		
111-1-8	Oil Pan Gasket		
111-1-9	Oil Pan Screws		
111-1-10	Oil Pan Drain Plug		
111-1-11	Oil Pan Drain Plug Seal		
111-1-12	Oil Pan Drain Plug Gasket		
111-1-13	Oil Pan Drain Plug Washer		
111-1-14	Oil Pan Drain Plug Nut		
111-1-15	Oil Pan Drain Plug Sealant		
111-1-16	Oil Pan Drain Plug Sealant Application		
111-1-17	Oil Pan Drain Plug Sealant Curing		
111-1-18	Oil Pan Drain Plug Sealant Drying		
111-1-19	Oil Pan Drain Plug Sealant Setting		
111-1-20	Oil Pan Drain Plug Sealant Hardening		
111-1-21	Oil Pan Drain Plug Sealant Curing Time		
111-1-22	Oil Pan Drain Plug Sealant Drying Time		
111-1-23	Oil Pan Drain Plug Sealant Setting Time		
111-1-24	Oil Pan Drain Plug Sealant Hardening Time		
111-1-25	Oil Pan Drain Plug Sealant Curing Time (Total)		
111-1-26	Oil Pan Drain Plug Sealant Drying Time (Total)		
111-1-27	Oil Pan Drain Plug Sealant Setting Time (Total)		
111-1-28	Oil Pan Drain Plug Sealant Hardening Time (Total)		
111-1-29	Oil Pan Drain Plug Sealant Curing Time (Total)		
111-1-30	Oil Pan Drain Plug Sealant Drying Time (Total)		
111-1-31	Oil Pan Drain Plug Sealant Setting Time (Total)		
111-1-32	Oil Pan Drain Plug Sealant Hardening Time (Total)		
111-1-33	Oil Pan Drain Plug Sealant Curing Time (Total)		
111-1-34	Oil Pan Drain Plug Sealant Drying Time (Total)		
111-1-35	Oil Pan Drain Plug Sealant Setting Time (Total)		
111-1-36	Oil Pan Drain Plug Sealant Hardening Time (Total)		
111-1-37	Oil Pan Drain Plug Sealant Curing Time (Total)		
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111-1-43	Oil Pan Drain Plug Sealant Setting Time (Total)		
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111-1-47	Oil Pan Drain Plug Sealant Setting Time (Total)		
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111-1-49	Oil Pan Drain Plug Sealant Curing Time (Total)		
111-1-50	Oil Pan Drain Plug Sealant Drying Time (Total)		
111-1-51	Oil Pan Drain Plug Sealant Setting Time (Total)		
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111-1-53	Oil Pan Drain Plug Sealant Curing Time (Total)		
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111-1-55	Oil Pan Drain Plug Sealant Setting Time (Total)		
111-1-56	Oil Pan Drain Plug Sealant Hardening Time (Total)		
111-1-57	Oil Pan Drain Plug Sealant Curing Time (Total)		
111-1-58	Oil Pan Drain Plug Sealant Drying Time (Total)		
111-1-59	Oil Pan Drain Plug Sealant Setting Time (Total)		
111-1-60	Oil Pan Drain Plug Sealant Hardening Time (Total)		
111-1-61	Oil Pan Drain Plug Sealant Curing Time (Total)		
111-1-62	Oil Pan Drain Plug Sealant Drying Time (Total)		
111-1-63	Oil Pan Drain Plug Sealant Setting Time (Total)		
111-1-64	Oil Pan Drain Plug Sealant Hardening Time (Total)		
111-1-65	Oil Pan Drain Plug Sealant Curing Time (Total)		
111-1-66	Oil Pan Drain Plug Sealant Drying Time (Total)		
111-1-67	Oil Pan Drain Plug Sealant Setting Time (Total)		
111-1-68	Oil Pan Drain Plug Sealant Hardening Time (Total)		
111-1-69	Oil Pan Drain Plug Sealant Curing Time (Total)		
111-1-70	Oil Pan Drain Plug Sealant Drying Time (Total)		
111-1-71	Oil Pan Drain Plug Sealant Setting Time (Total)		
111-1-72	Oil Pan Drain Plug Sealant Hardening Time (Total)		
111-1-73	Oil Pan Drain Plug Sealant Curing Time (Total)		
111-1-74	Oil Pan Drain Plug Sealant Drying Time (Total)		
111-1-75	Oil Pan Drain Plug Sealant Setting Time (Total)		
111-1-76	Oil Pan Drain Plug Sealant Hardening Time (Total)		
111-1-77	Oil Pan Drain Plug Sealant Curing Time (Total)		
111-1-78	Oil Pan Drain Plug Sealant Drying Time (Total)		
111-1-79	Oil Pan Drain Plug Sealant Setting Time (Total)		
111-1-80	Oil Pan Drain Plug Sealant Hardening Time (Total)		
111-1-81	Oil Pan Drain Plug Sealant Curing Time (Total)		
111-1-82	Oil Pan Drain Plug Sealant Drying Time (Total)		
111-1-83	Oil Pan Drain Plug Sealant Setting Time (Total)		
111-1-84	Oil Pan Drain Plug Sealant Hardening Time (Total)		
111-1-85	Oil Pan Drain Plug Sealant Curing Time (Total)		
111-1-86	Oil Pan Drain Plug Sealant Drying Time (Total)		
111-1-87	Oil Pan Drain Plug Sealant Setting Time (Total)		
111-1-88	Oil Pan Drain Plug Sealant Hardening Time (Total)		
111-1-89	Oil Pan Drain Plug Sealant Curing Time (Total)		
111-1-90	Oil Pan Drain Plug Sealant Drying Time (Total)		
111-1-91	Oil Pan Drain Plug Sealant Setting Time (Total)		
111-1-92	Oil Pan Drain Plug Sealant Hardening Time (Total)		
111-1-93	Oil Pan Drain Plug Sealant Curing Time (Total)		
111-1-94	Oil Pan Drain Plug Sealant Drying Time (Total)		
111-1-95	Oil Pan Drain Plug Sealant Setting Time (Total)		
111-1-96	Oil Pan Drain Plug Sealant Hardening Time (Total)		
111-1-97	Oil Pan Drain Plug Sealant Curing Time (Total)		
111-1-98	Oil Pan Drain Plug Sealant Drying Time (Total)		
111-1-99	Oil Pan Drain Plug Sealant Setting Time (Total)		
111-1-100	Oil Pan Drain Plug Sealant Hardening Time (Total)		

To the best of our ability the above vehicle conforms with the general specifications as laid out in the SNZ rubric and arrangements. This is not certification that the above vehicle is mechanically sound. The SNZ Standard will make the final decision on the safety and eligibility of any vehicle. This form is only valid for 20 race meetings of which this vehicle must be re-inspected.

The following items of non-compliance were found in my examination: \_\_\_\_\_

Vehicle Checkers Name: \_\_\_\_\_ Vehicle Checker Signature: \_\_\_\_\_



## 4.4 COMPETITION LICENCE



**A competitor must hold a Speedway New Zealand Competition Licence before taking part in any activity on a track - including training, practice or racing.**

**There are two types of competition licence available, a full licence and a one-day or novelty licence.**

### **One-Day Licence**

**The one-day licence enables a new competitor to compete for a day at a track without having to obtain a full Speedway NZ competition licence.**

**One-day licences can be used to “have a go” or try out a vehicle before you buy and are available from the Track Steward only at their discretion. You will need to successfully complete the SNZ Training Programme or have previously competed in four races before being allowed on to the track and start from the rear of the field.**

**The one-day licence is also required for entering a novelty event such as a demolition derby. For this type of event the Training Programme is not required.**

**Current cost of a one-day licence is \$40.**

### **Full Speedway New Zealand Licence**

**These are available from the local track Steward or can be completed electronically on the Speedway NZ website after 1 September each year.**

**An applicant must complete the appropriate application form and register their agreement with a local track promoter. This agreement gives the Promoter first claim to the competitor’s services. There are different forms and fees for Adult and Youth competitors.**

**For an applicant under 18 years of age, the consent clause must be witnessed on the competitor agreement, stating that your parents or guardians are happy for you to compete. A copy of your birth certificate is also required.**

**All applicants must also complete the medical declaration, and advise SNZ of any medical conditions that may be relevant.**

**Once the fees are paid, and the form is signed by the competitor, track and SNZ Steward (or approved electronically), you are officially a licensed competitor and member of Speedway NZ.**

**You still need to complete the mentor programme before you can practice or race, and it should be noted that the full competition licence will not be issued until that has occurred.**

**Current licence fees are \$80 for Youth competitors and \$170 for Adult.**

## 4.5 THE MENTOR PROGRAMME



Once a Promoter-Competitor Agreement has been signed all new competitors are required to go through the SNZ Mentor Programme before being permitted on the track to either practice or race.

Each track has a Coach/Mentor to run the programme in conjunction with the Track Steward. Youth competitors undertake a more in-depth programme that includes all aspects of the Adult programme, and the Youth Coach works alongside to help in all aspects, including setting up your race vehicle.

During the programme, participants become familiar with the contents of the SNZ Rulebook, and what happens on and off the track at a race meeting. Several track, vehicle and equipment familiarisation exercises must be completed and at the end of the programme you must be able to answer a set of simple questions relating to the Rules and Regulations.

Finally you will be observed while driving or riding your race vehicle. You will be required to start off the rear of the field whilst you are in the Training Programme.



Once the Steward has signed off all completed aspects of the programme and advised SNZ, your competition licence will be sent to you. Until you receive this full licence you are unable to travel away to compete at other tracks. You are also unable to enter any championships until the programme has been completed.

Contact your local track or check their website to see when they are holding their next Mentor Programme.

## 5.1 PRACTICE MAKES PERFECT



Speedway is not the easiest sport to dive into, and often it can be difficult to get some practice or familiarisation laps in your car or on your bike before going to your first race meeting.

It's not easy to come to grips with a strange vehicle on a slippery track, strapped in by tight belts and wearing a helmet, so take advantage of practice sessions when they are on offer.

Most tracks will organise up to three practice days prior to their season starting, so it is important that you are prepared and ready to attend to maximise your track time.

Some tips:-

- **Bring someone else with you to practice to assist. At the very least you should have another person who is capable of driving your racecar and tow vehicle home should any accident occur.**
- **All the required safety equipment must be worn and track permits completed before practicing.**
- **If possible get an experienced competitor to go along with you or ask advice from others who may also be practicing. This will be the quickest and easiest way to learn.**



Some tracks have restrictions on the hours that the track is available but some are able to be hired for practice runs during the season, although there may be a charge for the use of the track.

## 5.2 THE FIRST RACE MEETING



OK, so you've purchased a vehicle, joined a track, obtained a competition licence, completed the mentor programme and done some practice laps.

You should now be ready to compete at your first race meeting.

This can be a little daunting for a new competitor so we will try to outline some of the more important points here. Remember, if in doubt, always ask someone from your new track as they will be more than happy to assist you.

### Before the Big Day

Remember it is a requirement for all new competitors to have completed the SNZ Mentor and Training Programme. This could be completed at the three practices or will need to be done at a race meeting.

Secondly you should ensure you have a fully charged ELS transmitter ready to go. Make sure you follow the charging instructions supplied with the unit to ensure it is fully charged prior to race day.

### Race Day

You will need to pack all your gear (and vehicle) onto a trailer or suitable vehicle for transportation to the track. Make a checklist of things to take such as fuel, oil, tools, licence, race suit, helmet, transmitter etc so you will not forget anything.

It can be a nerve wracking time prior to a race meeting, and even the most experienced competitors get anxious before they race. Try and keep your intake of food and drink up, or at the very least stay hydrated by drinking water, if that's all your stomach can handle. If the weather is marginal, check with the track to ensure the meeting is still on. And don't forget to secure your load appropriately for the drive to the track.



## At the Track

Try to get to the track early so you will have plenty of time to unload, get a pit space and set up and complete all of the preliminary formalities that need to be done before racing commences. You are required to be at the track at least one hour before the meeting starts.

Most race days have a similar format and while the times may vary slightly from track to track (and you will need to check the exact times for your track) the following is a reasonable guide to times for a night race meeting and what needs to be done.

Entry gates will open around 5pm so you should plan to arrive around this time or shortly after. Unload your vehicle and equipment and set up a site in the pits.

## Vehicle Checking

On arrival you will be given or obtain a Vehicle checking card for the vehicle to be scrutineered before you can race. Fill out the details on the card, name, class, race number and transmitter number etc.

Vehicle Checking will be available from around 5:30 until 7pm so you should have plenty of time. When you take your vehicle to the vehicle checking area make sure that it is clean and that you also have your logbook and checking card with you. At some tracks depending on the class, the Vehicle Checkers will come to you at your pit area. The vehicle checkers will check your vehicle for compliance with the rules and also for safety. If something is not correct you will be told about it and asked to go away and fix it before returning to have it rechecked. If your vehicle passes checking it will have this recorded in your logbook and your checking card signed by the Vehicle Checker.

## Sign In

Following vehicle checking you must complete sign in with the Speedway NZ Officials. Go to the designated area with your race gear, helmet etc. licence and logbook. The SNZ Officials will check the condition of your race suit, boots and gloves as well as ensuring your helmet is not damaged. These will be signed off on your vehicle-

checking card. If all OK your licence will be endorsed to show you have completed the formalities for the race meeting.

The SNZ Official will sign the vehicle checking card and this is then given to the track staff to have you entered for the race meeting.

### Pre-meeting preparation

Once these formalities are completed you should then ensure that the vehicle is prepared ready to race. The tank should be filled with fuel, do a final check of the vehicle to make sure everything is tight (especially the wheels) and then check the tyre pressures. Check with more experienced people to get some idea of where to start with your setup, and then adjust as necessary as the meeting progresses.

At this point it is a good idea to change into your racing gear and prepare your helmet visor for tear offs etc.

### Drivers Meeting

At around 6:15 to 6:30pm there will be a drivers briefing. You **must** attend the drivers briefing where the SNZ Steward will outline important points about the race meeting and tell you what they require from all the drivers. The driver's representative for your class will also be appointed at this meeting. The SNZ Referee will also speak on starting procedures and interpretation on some of the racing rules. If you are unsure about anything now is the time to ask!! Grid draws (if required) will be made at the conclusion of this meeting.

Following drivers briefing there will be warm ups on the track for cars requiring push starts. Other vehicles can be warmed up in their pit area.

Prior to racing check the noticeboard where you should find the grid draws for the day. This will tell you what grid position you will start from for your races if the meeting is running a standard three-race format. If some other format is being used this will also be displayed on the notice board. You will be at the rear of the grid for your first four races.

## Pre-race preparation

**Make sure you get yourself and your vehicle up to the dummy grid when called to by the Pit Marshal. You should line up in your allocated grid position. Make sure all your racing gear is on, suit done up, gloves on and helmet strap securely fastened. Ensure your seat belt is done up and pulled down tight.**

**The Pit Marshal may do a spot check on your seat belts, helmet strap and roof clearance before giving you the signal to drive out onto the track.**

## The First Race

**Stay in formation and if your class uses a standing start drive around to the start/finish line and form up in your grid position. For rolling starts, stay in formation one behind each other in your grid position.**

**When the start is imminent the orange lights will go out.**

**Once everyone is formed up and the track is clear, if the starter is happy they will wave the green flag, the lights will go green and the race will be on!!**



**At the end of the race after receiving the chequered flag complete one slow down lap and return to the pits via the pit gate.**

**Always ask people for help and advice and before long you will be a top competitor.**

**GOOD LUCK and enjoy your Speedway racing.**

## **WANT MORE INFO? WE'RE HERE TO HELP!**



**Speedway NZ is a SPARC-recognised National Sporting Organisation, established in 1984. It is dedicated to controlling and developing speedway in all forms, and servicing the requirements of its 24 tracks, 2,600 competitors and hundreds of thousands of spectators, from Auckland to Invercargill.**

**SNZ is a well resourced Incorporated Society, governed by an elected President and Board of Directors, with member input via an AGM and biennial elections/rule changes.**

**A full-time national office in Wellington co-ordinates the day-to-day running of the organisation, including support for over 500 volunteer officials.**

**The national office is here to help, so if you have any queries, please do not hesitate to get in touch with us using one of the following methods:-**

### **Speedway New Zealand Inc**

**Physical Address: Pelorus Trust SportsHouse  
93 Hutt Park Road, Seaview  
Lower Hutt 5014**

**Postal Address: PO Box 39-236  
Lower Hutt 5045**

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