



# GENERAL REGULATIONS

SECTION: M

Version 2

# SPEEDWAY NEW ZEALAND GENERAL REGULATIONS

## M1 CLASSES

### **M1-1 Activity at Speedway Tracks**

**M1-1-1** Speedway activity at licensed tracks must be held in accordance with SNZ rules.

**M1-1-2** Non-speedway activity can be approved upon application to the SNZ Office.

**M1-2** Speedway competition is divided into the following categories:-

- (i) Section M1-3: National Classes
- (ii) Section M1-4: Regional Classes
- (iii) Section M1-5: Local Classes
- (iv) Section M1-6: Novelty Events

### **M1-3 National Class**

#### **M1-3-1**

- (a) Definition: A speedway class eligible for Allocated titles.
- (b) For a class to be eligible to have a New Zealand Championship and Grand Prix, there must be at least one track in each Island, or more than three tracks in either Island, contracting the class.

**M1-3-2** National classes are:-

- (i) Section T9-1: Solo Motorcycles
- (ii) Section T9-2: Sidecars
- (iii) Section T10-1: Midgets
- (iv) Section T10-2: TQ Midgets
- (v) Section T10-3: Sprintcars
- (vi) Section T10-4: Minisprints
- (vii) Section T11-1: Super Saloons
- (viii) Section T11-2: Saloons
- (ix) Section T11-3: Modifieds
- (x) Section T11-5: Production Saloons
- (xi) Section T12-1: Superstocks
- (xii) Section T12-2: Stockcars
- (xiii) Section T13: Streetstocks

#### **M1-3-3 Upgrading to a National class**

- (a) Applications to upgrade to a National class must be made to the SNZ Office. The SNZ Office will determine if the class meets the following eligibility criteria:-
  - (i) Been a Regional class for a minimum of five seasons
  - (ii) At least six licensed tracks contract the class.
  - (iii) At least 100 licensed competitors.
  - (iv) Have the written support of six licensed tracks.
- (b) If the class meets the eligibility criteria, the application will be submitted as General Business at the next AGM for ratification.

#### **M1-3-4 Reverting to a Regional Class**

- (a) A National class can revert to a Regional class,
- (b) Any member can request the change by writing to the SNZ Office.
- (c) The Board can revert the class to regional status after consultation with the licensed tracks that contract the class.

### **M1-4 Regional Class**

**M1-4-1** Definition: A speedway class not eligible for Allocated titles

**M1-4-2** Regional classes are:-

- (i) Section T10-7: Modified Sprints
- (ii) Section T15: Ministocks
- (iii) Section T15-2: Youth Ministocks
- (iv) Section T11-7: Youth Saloons
- (v) Section T10-8: Quarter Midgets
- (vi) Section T9-5: Junior Solos
- (vii) Section T9-7: Peewee Solos
- (viii) Section T9-9: Junior Sidecars
- (ix) Section T10-6: Six Shooters

#### **M1-4-3 Establishing a Regional Class**

- (a) Applications to establish a Regional class are made to the SNZ Office.

- (b) The application will include the following:
  - (i) The proposed name of the class.
  - (ii) A statement of intent for the class.
  - (iii) Plans, rules and specifications.
  - (iv) Any competitor restrictions.
- (c) The application will be considered by the Board.
- (d) If the Board believes the application has merit, it can submit the proposal as General Business to the next AGM for ratification.
- (e) If ratified, the rules of the class will be administered as per Rule C15-3(b).

## **M1-5 Local Classes**

**M1-5-1** A licensed track can apply to the SNZ Office to contract a Local class.

**M1-5-2** Technical specifications and racing rules are to be submitted to the Directors for approval.

## **M1-6 Novelty Events**

**M1-6-1** A licensed track can apply to run a Novelty event, using SNZ recognised vehicles

**M1-6-2** Novelty events can include:-

- (i) Section D1-1: Demolition Derby
- (ii) Section D1-3: Derby Teams Racing
- (iii) Section D1-5: Caravan Derby
- (iv) Ramp Derby
- (v) Streetcar Race

**M1-6-3** All competing vehicles must be compliant with the relevant SNZ rules.

**M1-6-4** All competitors must have an SNZ competition licence.

## **M1-7 Non-Speedway Activity**

**M1-7-1** Non speedway activity at a licensed track can be categorised as follows:-

- (a) **All Non-motorised activity:**  
Approval is not required from SNZ.
- (b) **Motorised demonstrations:**  
Application for approval will be submitted to the SNZ Office, using the Extraordinary Event Application Form.
- (c) **Motorised competition:**  
Application for approval will be submitted to the SNZ Office, using the Extraordinary Event Application Form.
  - (i) The competition must be conducted under the rules & regulations of the relevant governing body where applicable.
  - (ii) Examples include ATV's, Motocross, Rally Cars, Go Karts.
- (d) Failure to gain approval from SNZ for any motorised non-speedway activity is a breach of SNZ rules.

## **M2 LICENSING OF TRACKS**

**M2-1-1** All tracks must have a current SNZ Division One or Division Two track licence to conduct speedway racing.

**M2-1-2** A track licence is the authority granted by SNZ recording that the track to which it refers complies with SNZ Rules.

**M2-1-3** The Track Licence will be granted to a Promoter.

**M2-1-4** A Promoter is an individual or entity who has obtained the use of a track for any period that the Board deem sufficient.

## **M2-2 Applying for a Track Licence**

To obtain a track licence the Promoter will:-

**M2-2-1** Complete an SNZ Track Application form.

**M2-2-2** Provide relevant information, including:-

- (i) Track name and locality.
- (ii) Classes to be raced.
- (iii) Proof of facility ownership, copy of facility lease or other relevant agreement.
- (iv) List of nominated officials.

**M2-2-3** Sign and return the SNZ Memorandum of Agreement

**M2-2-4** Submit the calendar for the upcoming season for approval. Note that SNZ has the right to refuse a track from running a meeting that is in direct conflict with an SNZ Allocated Title of the same class.

**M2-2-5** Obtain the necessary insurances (see M2-3).

**M2-2-6** Pay the appropriate licence fee (see M2-4).

**M2-2-7** Supply plans and other particulars of the track and facility. Note: This clause only applies to an application from a new Promoter or for a new track.

**M2-2-8** Have the application approved by the Board.

**M2-2-9** Pass a Track Inspection (see M2-7).

### **M2-3 Insurance**

A promoter must:-

**M2-3-1** Insurance must be obtained via the SNZ group policy insuring a minimum of:

- (i) General Liability cover of at least \$10,000,000
- (ii) Associations Liability cover (if applicable) of \$3,000,000
- (iii) Employers Liability cover of \$1,000,000
- (iv) Statutory Liability cover of \$1,000,000

**M2-3-2** Indemnify and keep indemnified SNZ and its successors in title against all claims, actions, proceedings, demands, costs, damages, and expenses, which may be brought or made against it by:

- (i) A Competitor or Competitors, or by a member or members, of the public attending a Speedway Meeting promoted by the Promoter, or by any other person whatsoever.
- (ii) The administrators, executors or assigns of any Competitor or Competitors, or member or members of the public, or any other as aforesaid.

### **M2-4 Fees**

**M2-4-1** Fees are payable to SNZ for the following:

- (i) New Track Licence Application.
- (ii) Track Licence Renewal.
- (iii) Track Licence Transfer Fee.

**M2-4-2** Division Two tracks pay reduced fees

### **M2-5 Track Licence**

**M2-5-1** The Track Licence will state:-

- (i) The length of the track.
- (ii) The classes permitted.
- (iii) Any restrictions as to the maximum number of vehicles in a race in any class.

**M2-5-2** The track licence expires on 31st August.

**M2-5-3** Applications for a track licence renewal must be received by the SNZ Office by 1 September.

**M2-5-4** No licence will be issued for a period greater than 24 months without prior approval from the Board.

**M2-5-5** The Track Licence is not transferable, unless approved by the Board.

### **M2-6 Other Obligations of a Track Licence Holder**

**M2-6-1** All track licence holders are members of the Fidelity Fund (see M3-8).

**M2-6-2** If at any time an adverse report is received concerning any track or the conduct of competitors or the conduct of promoter/s thereby necessitating, in the opinion of the Board, a special visit of inspection or inquiry a fee of \$50 plus all expenses incurred by the inquiry or inspection shall be payable by the Promoter.

**M2-6-3** The Board may withhold, grant or withdraw a Track Licence at its discretion if any promoting body has been guilty of a breach of the rules of SNZ, without stating any reason for such action.

**M2-6-4** A licence application can be declined if in the view of the Board the granting of a license is not conducive to the conduct of the sport or the interests of its existing licensed tracks.

### **M2-7 Track Inspections**

**M2-7-1** All tracks must be inspected by an appointed SNZ track inspector prior to the commencement of the speedway season.

**M2-7-2** The track must pass its inspection before practice or racing can commence.

**M2-7-3** All inspection costs are the responsibility of the Promoter.

### **M2-8 Track Size**

**M2-8-1** Minimum length = 250m.

**M2-8-2** Maximum length = 1000m.

**M2-8-3** Length to be measured 1000mm out from the poleline.

**M2-8-4** Minimum width on the straights = 9m.

**M2-8-5** Minimum width in the corners = 12m.

### **M2-9 Safety Fences**

**M2-9-1** All speedway tracks are to be enclosed by a wall and safety fence that complies with the specifications below.

**M2-9-2** The safety fence structure includes:-

- (i) Section M2-10: Concrete Wall
- (ii) Section M2-11: Wire Rope Fence
- (iii) Section M2-12: Safety Netting Fence
- (iv) Section M2-13: Pit Gate & Chute

- (v) Section M2-14: Crowd Control Fence
- (vi) Section M2-16: Exception - Tracks running Solos and Sidecars only

## **M2-10 Concrete Wall**

**M2-10-1** Height: Minimum height is 1 metre above a prepared track surface at all times. *Recommended height is 1.2m.*

**M2-10-2** Construction: Smooth concrete and/or of an approved design and construction. An angled kickout at the bottom of the wall is recommended.

**M2-10-3** Curvature: The wall must follow the general shape of the poleline.

## **M2-11 Wire Rope Fence**

A further safety structure is required above or behind the concrete wall, consisting of posts and wire ropes, or an approved equivalent.

### **M2-11-1 Posts**

- (a) Height: Posts will extend at least 1500mm above the concrete wall.
- (b) Location: Posts will be located no more than 2m from the front of the concrete wall, and no more than 5m apart. *Recommended distances are no more than 1500mm from the front of the wall, and 4m apart.*
- (c) Construction: Posts may be constructed of the following materials:-
  - (i) Railway Irons - 32kg minimum.
  - (ii) Black heavy pipe – 100mm nominal bore with a 5.4 mm wall.
  - (iii) Box section – 100mm x 100mm x 5 mm wall.
  - (iv) Box section – 150mm x 75mm x 5 mm wall.
  - (v) Universal beam - 150 UB 18kg per metre.
  - (vi) An approved equivalent.
- (d) Fitment: The posts must be secured at least to the following depths, depending on the method of fitment:-
  - (i) Fastened directly into the ground: Driven in at least 1500mm deep.
  - (ii) Sleeved: At least 1m below the surface, with the sleeve concreted to at least a depth of 1m.
  - (iii) Concreted: At least 500mm deep if incorporated into the wall, and 1m deep if free standing.
  - (iv) An approved equivalent.
- (e) End Posts: To ensure the integrity of the structure, the end posts must be securely stayed.

### **M2-11-2 Wire Rope**

- (a) A minimum of three wire ropes must completely enclose the track, excluding pit gate areas.
- (b) Construction: All wire ropes will be a minimum diameter of 20mm.
- (c) Attachment: Will be fixed to the posts on the track side, in an approved manner, e.g. threaded or clamped and able to slide.
- (d) Location: The bottom wire rope will be 500mm above the wall, with subsequent wire ropes no more than 500mm apart. The top wire rope will be a maximum of 100mm from the top of the post. A tolerance of 100mm applies to these measurements.

## **M2-12 Safety Netting Fence**

To minimise the risk of tyres, wheels etc leaving the track, a netting and pole fence will enclose the circuit.

### **M2-12-1 Poles**

- (a) Height: Poles will extend at least 3.8m above the concrete wall.
- (b) Location: Poles will be no more than 10m apart.
- (c) Construction: Must be a minimum of 80mm nominal bore, or an approved equivalent.
- (d) Wire netting pole depth to be the same as wire rope fence in M2-11-1(d). Alternative methods can be approved on a case-by-case basis.
- (e) An angled kick in at the top of the poles is optional.

### **M2-12-2 Netting**

- (a) Height: The top edge of the netting will be at least 3.8m above the concrete wall, and the lower edge no more than 200mm above the top of the wall.
- (b) Construction: Galvanised high tensile wire netting.
  - (i) Minimum wire diameter of the netting to be 2mm.
  - (ii) Maximum hole size in the netting to be 115cm<sup>2</sup> to a minimum height of 1.8m, deer netting above.

### **M2-12-3 Separate Fence**

The Safety Netting Fence detailed above can be integrated into the Wire Rope fence described in Rule M2-11. Both sets of specifications will be met if this is the case.

### **M2-12-4 Standalone Fence**

If the Safety Netting Fence is a standalone structure, it must be no more than 2.5m from the front of the concrete wall.

## **M2-13 Pit Gate and Chute**

All track entrances and exits will be covered by an approved pit gate, wire rope and catch gate structure.

### **M2-13-1 Pit Gate**

- (i) Height: Will be the same height as the concrete wall.
- (ii) Location: Will close so as to continue the general line of the concrete wall.

### **M2-13-2 Wire Rope**

A minimum of one wire rope is required above the pit gate.

- (i) Height: Will be 500mm above the top of the pit gate.
- (ii) Location: Will be firmly fixed while practice or racing is in progress.
- (iii) Construction: Will have a minimum diameter of 20mm.

### **M2-13-3 Catch Gate**

A swinging gate will cover gaps in the wire rope and safety netting fences.

- (i) Height: Will begin no more than 200mm above the pit gate, and extend at least 2m above the pit gate.
- (ii) Location: Will be in line with the wire rope fence.
- (iii) Construction: Will be of approved construction, with a maximum hole size of 115cm<sup>2</sup>.

### **M2-13-4 Mechanism**

All structures detailed above will be suitably locked in position while practice or racing is in progress.

### **M2-13-5 No Go Area**

A no go area for all personnel will be identified behind the pit gate while practice or racing is in progress. The no go area is to be either 2.5m or the length of the arc of the pitgate, whichever is longer.

## **M2-14 Crowd Control Barrier**

**M2-14-1** Where spectators stand at track level a substantial pipe or post and a rail or similar Crowd Control barrier will be erected at least 2.5m outside of the safety netting fence.

**M2-14-2** Where the wall is back-filled and spectators stand at least 1m above the track level, an adequate standalone Crowd Control barrier will be erected at least 600 mm outside the safety netting fence.

## **M2-15 Construction and Maintenance of the Safety Fence**

**M2-15-1** All structures will be built and maintained to the satisfaction of the Track Inspector.

**M2-15-2** After due application under Rule M2-4-2, the Board can alter or amend these minimum requirements.

## **M2-16 Motorcycle Only Tracks**

**M2-16-1** Solo and Sidecar tracks may be enclosed by a wooden safety fence and pit gate. A SNZ approved air fence may also be attached to the safety fence.

**M2-16-2** Minimum height of wooden safety fence is 1 metre, measured from the track surface.

**M2-16-3** Minimum thickness is 76 mm, with vertical posts spaced not more than 2.5m centre to centre, suitable for the protection of the public.

**M2-16-4** If the fence is a smooth panelled or horizontal timbered fence, with horizontal timbers a minimum of 300mm x 76 mm, then a skid board is not required.

**M2-16-5** Where required, a 300mm x 50mm skid board must be firmly affixed to the structure of the fence at approximately hub height of competing vehicles.

**M2-16-6** A crowd control barrier will encircle the fence as per rule M2-14.

**M2-16-7** All structures will be built and maintained to the satisfaction of the Track Inspector.

## **M2-17 Track Lighting**

**M2-17-1** When floodlighting is used it must be adequate for the purpose, with no dark patches on the track surface.

## **M2-18 Control Lights/Flags**

**M2-18-1** Each track must have at least six sets of red, yellow and green lights.

**M2-18-2** Placement: At least one in every corner and approximately halfway along each straight.

**M2-18-3** Daylight racing: Red and yellow lights to be supplemented by red and yellow flags.

**M2-18-4** Tracks racing Sidecars and/or Streetstocks to have all control lights visible from both clockwise and anti-clockwise directions.

## **M2-19 Pole Line & Infield**

**M2-19-1** The Pole line is to be clearly defined at all times.

**M2-19-2** Pole line Height: Maximum of 100mm above the infield and track surface.

**M2-19-3** Pole line is not to constitute a hazard to competitors.

**M2-19-4** Pole lines constructed of tyres are not permitted.

**M2-19-5** Objects placed on the infield must be no closer than 12 metres from the pole line.

**M2-19-6** Advertising signs to be no higher than 1 metre and must be collapsible.

## **M2-20 Hazards**

**M2-20-1** Any other hazard identified by a Track Inspector must be rectified before a track passes its inspection.

**M2-20-2** No meeting permit will be issued until all the safety requirements of SNZ have been complied with.

## **M2-21 Optional Infield Motorcycle Track**

- M2-21-1** Minimum length is 100m.
- M2-21-2** All other measurements in M2-8 apply.
- M2-21-3** The outside perimeter is to be clearly defined by collapsible markers.
- M2-21-4** The existing safety fence is to be deemed to be the safety fence for the inside track.
- M2-21-5** The outer track will be out of bounds to all vehicles and personnel while racing is in progress on the inside track.

## **M2-22 Referee's Stand**

- M2-22-1** To be placed at least 1.8m above the track surface.
- M2-22-2** Must provide an adequate view of the track.
- M2-22-3** Minimum area of 1.8m<sup>2</sup>.
- M2-22-4** To be provided with the switches to operate the track control lights and 2/3 minute bell.
- M2-22-5** Must be constructed in such a way to provide a safe operating environment.

## **M2-23 Lapscoreing Facilities**

- M2-23-1** The track must provide a suitable facility to accommodate the Chief Lapscorer and assistants.
- M2-23-2** The track must provide and maintain in good working order the approved lapscoreing equipment as described herein.

## **M2-24 Pits**

- M2-24-1** All licensed tracks must provide a pit area of adequate size.
- M2-24-2** The pit area must be suitably fenced.
- M2-24-3** Signage identifying hazards at each pit entrance to read:-  
NOTICE: THIS PIT AREA IS CLASSIFIED A HAZARDOUS AREA UNDER THE HEALTH AND SAFETY ACT. HAZARDS INCLUDE: MOVING VEHICLES, VOLATILE FLUIDS, WELDING GLARE AND NOXIOUS FUMES.
- M2-24-4** Adequate lighting and running water must be provided.
- M2-24-5** Changing sheds and toilet facilities must be adjacent to, or inside the pit area.
- M2-24-6** A level sealed or concrete scrutineering strip must be provided.
- M2-24-7** A suitable notice board must be placed in the pit area for the posting of race results and other information.
- M2-24-8** A concrete pit or approved equivalent 3.2m x 2.4m x 150mm must be provided for the use of SNZ approved scales. This applies to tracks running car classes, effective from 1 September 2016. Every SNZ licensed venue must have calibrated scales available suited to the purpose of weighing the race vehicles that they hold permission to run under their track license.

## **M2-25 Communication Equipment**

- M2-25-1** All Stewards and Referees must be supplied with an adequate two-way communication system, provided by the Promoter.

## **M3 MEETINGS, PRACTICES & TRAINING**

### **M3-1 Permit and Fees**

- M3-1-1** Speedway Meeting: A series of Events held at a Race Track which is deemed to begin two hours before the scheduled time of the first Event, or at the time scrutineering commences (whichever is earlier). It includes all programmed Events and is deemed to conclude thirty minutes after the finish of the last Event on the scheduled program or at a time after this as instructed by the Steward or Promotion.
- M3-1-2** All meetings and practices require an SNZ permit, which attracts a fee.
- M3-1-3** The permit fee is payable to the Steward before the event commences.
- M3-1-4** If a meeting is not held or lapses before the commencement of the third event, the Permit Fee will be valid for the next meeting of similar value.
- M3-1-5** Once a Steward has issued a permit and the event is in progress, the permit cannot be withdrawn unless safety factors are involved.

### **M3-2 Punctuality/Timing**

- M3-2-1** A Steward must be in attendance at all race meetings and practices.
- M3-2-2** **Duration of Race Meeting**  
A meeting is deemed to open:-
  - (i) two hours before the scheduled time for commencement of the first event, or
  - (ii) at the time scrutineering commences if this time is prior to the two hour time limit.
- M3-2-3** All competitors, vehicles, crews and equipment must be in the pits at least 60 minutes before commencement of the meeting.
- M3-2-4** In exceptional cases, the requirement in M3-2-3 may be waived at the discretion of the Steward and Promoter.
- M3-2-5** In order to participate in a race meeting, the competitor must attend the drivers briefing.

- M3-2-6** A meeting will finish:-
- (i) 30 minutes after the finish of the last event on the scheduled program, or
  - (ii) 30 minutes after the finish of the last Event on the scheduled program or at a time after this as instructed by the Steward or Promotion.
- M3-3 Classes Running Together**
- M3-3-1** Different classes can run together, providing the vehicles are of a similar nature.
- M3-3-2** Agreement to do this must be in the form of a unanimous decision between:-
- (i) the competitors in the classes concerned
  - (ii) the track promotion
  - (iii) permission being received from the SNZ Office.
- M3-4 Infield Personnel**
- M3-4-1** Access to the infield during a meeting is prohibited to all persons not authorised by the Clerk of the Course.
- M3-4-2** All persons on the infield are to wear high visibility apparel during a meeting.
- M3-4-3** Infield activity must be controlled according to an infield management plan. The maximum number of infield personnel during a race (excluding competitors) is 38. The infield management plan must be adhered to at all times. As a living document that responds to changing Health & Safety risks, the current version will be available via the SNZ Office and the Speedway NZ website.
- M3-4-4** Any track may submit an alternative plan tailored to their venue, so long as it provides an equivalent level of safety and risk management as the SNZ plan, and is submitted no later than 6 weeks before the track inspection (under rule M2-7).
- M3-5 Betting**
- M3-5-1** Only betting arranged by the New Zealand Racing Board (TAB) is permitted.
- M3-6 Race Results**
- M3-6-1** It is the duty of the Referee to approve and sign race results before they are posted on the track noticeboard.
- M3-6-2** It is the duty of the Clerk of the Course to ensure that race results are posted and that the time of posting is recorded on the results.
- M3-6-3** When a race is completed, all results will be provisional until:
- (i) The absence of any protests within 10 minutes of the race results being posted.
  - (ii) Regulatory vehicle/component compliance inspections are completed.
- M3-7 Competitor Payments**
- The promoter must pay all money owed:-
- M3-7-1** To a competitor contracted to their track within 14 days of the meeting.
- M3-7-2** To a competitor from any other track within 30 days of the meeting.
- M3-7-3** In the case of an appeal affecting prize money, payments must be made to the competitor within 14 days of the release of the Appeal findings.
- M3-8 Fidelity Fund**
- M3-8-1** Every SNZ Track Licensee shall be a member of the Fidelity Fund once they have a signed Memorandum of Agreement with SNZ and upon payment of a one-off joining levy, which is non-refundable.
- M3-8-2** Claims against the Fidelity Fund can only be made in respect to a SNZ permitted meeting.
- M3-8-3** Claims must be lodged with SNZ with sufficient tangible proof of the amount not paid before 30 April following the season's racing. No claims will be paid before 28 May following closure date. The Fidelity Fund is limited and any or all claims may not be honoured in full. Claimants must forward details in writing to the General Manager, who will research claims and forward findings and any recommendations to the Fidelity Fund's Board of Trustees.
- M3-8-4** Any successful claims against the Fidelity Fund will be paid out within 30 days of the decision by the Board of Trustees
- M3-9 Club Speedway Meetings**
- M3-9-1** The following additional conditions shall apply when licensed tracks wish to conduct Club Speedway Meetings:-
- (i) A maximum of 25 competitors.
  - (ii) No competitors contracted to other tracks.
  - (iii) Permit Fee of \$60.
  - (iv) Maximum of six club meetings in any one season.
- M3-10 Practices**
- M3-10-1** Each track must have at least two practice sessions prior to the commencement of its official season.
- M3-10-2** First Aid and Safety Equipment coverage must be provided to the same standard as a race meeting as per S2.
- M3-10-3** The SNZ Steward must be present.



- M3-10-4** Admission fees cannot be charged.
- M3-10-5** No racing can occur under a practice permit.
- M3-10-6** A practice may be one individual car doing hot laps.
- M3-10-7** A practice may be a group of cars doing hot laps but not racing, with no emphasis on results.

### **M3-11 Grand Parade**

There are two types of Grand Parade permitted:-

- M3-11-1** The Grand Parade of cars where the race vehicles parade at a modest pace before the Feature Race, drivers require Safety Helmets as per the regulations in S3.
- M3-11-2** The Grand Parade of vehicles where the vehicles are at a walking pace with drivers' on bonnets, or the official "Ride By" of riders; the crew and/or drivers are not required to wear Safety Helmets.

### **M3-12 Postponement or Cancellation of Meeting**

- M3-12-1** Postponement: The date a promoter allocates a meeting within the 14 days allowable under SNZ rules for whatever reason, this can be advertised in advance.
- M3-12-2** Raindate: A date allocated by a promoter to continue a meeting which has been rained off or otherwise halted during a meeting. This date can be advertised in advance.
- M3-12-3** Allocated Titles: See Section M4-30 for additional information.

### **M3-13 Training**

#### **M3-13-1 Definition:**

Any on track activity by speedway vehicles that isn't categorized as racing or practicing.

#### **M3-13-2 Permit:**

An SNZ training permit is required, issued by the Track Steward or by Speedway NZ.

#### **M3-13-3** No practicing or racing can occur under a training permit.

#### **M3-13-4 First Aid Personnel:**

There must be a minimum of a St John Level 2 Certified first aid person (or approved equivalent) in attendance.

#### **M3-13-5 First Aid Equipment:**

Minimum first aid equipment is a St John's Sports Kit (Part #402280), or approved equivalent.

#### **M3-13-6 Fire fighting equipment:**

Minimum of one foam extinguisher, one powder extinguisher, and 1 x 20 litre water vessel. All extinguishers must have been certified in the last 12 months.

#### **M3-13-7** Landline or Cellphone must be available for emergencies.

#### **M3-13-8 Officials:**

A SNZ Steward and Speedway NZ Approved Trainer/s are to be in attendance. Tracks wishing to submit nominations for approved trainers should ensure the nominee completes the "Application for Warrant Card" form, and returns them to the SNZ Office.

#### **M3-13-9 Flag Marshalls:**

At least one must be present.

#### **M3-13-10 Car Training:**

There are to be no more than two cars on the track at any one time.

#### **M3-13-11 Participant Licensing:**

If the participant does not hold a competition licence, they must obtain a training licence, for either one day or the current season.

#### **M3-13-12** No unlicensed participants are permitted on any Speedway NZ track, at any time.

#### **M3-13-13** Any participant 16 years or over can train in an adult class without affecting their licence status, including Youth licence holders. Fees apply.

#### **M3-13-14** Participants obtaining a training licence can subsequently upgrade to a full licence by paying the appropriate fee difference.

## **M4 CHAMPIONSHIPS, ALLOCATED TITLES AND NZ TEAMS**

### **M4-1 Definition and Allocation of Allocated titles**

#### **M4-1-1** Allocated titles are:

- (i) New Zealand Championship.
- (ii) North Island Championship.
- (iii) South Island Championship.
- (iv) New Zealand Grand Prix.

#### **M4-1-2** Allocated Title hosts are determined by a three year rotation system voted in at the SNZ AGM.

#### **M4-1-3** Allocated Title hosts are ratified by the Board of SNZ.

#### **M4-1-4** Once ratified, the terms of the allocation will become a contract between SNZ and the Promoting track.

#### **M4-2 Eligibility to host Allocated titles**

**M4-2-1** Division One track licence

**M4-2-2** Meets track grading criteria

**M4-2-3** Have run the class concerned:-  
(i) three times in the season prior to the title.

#### **M4-2-4 Exceptions to the above**

- (a) New Zealand Championship (excluding Solos and Sidecars): Tracks must use Electronic Lapscoreing as per Rule E4-4.
- (b) If no Division One track wants to host an SNZ Allocated Title in any season a Division Two track can apply to hold the event.
- (c) If no track wants to host an SNZ Allocated Title in any season, the event is stood down for that season.
- (d) **New Zealand Stockcar Teams Championship**  
This event is considered an allocated title, and all relevant allocated title rules apply apart from the following exceptions:-
  - (i) Only one team per licensed track.
  - (ii) Competitors must be licensed to the track they represent.
  - (iii) The winning track is allocated the title for the next season.

#### **M4-2-5 Track Grading for New Zealand and Grand Prix titles only**

- (a) All facilities must be able to accommodate the crowd, competitors & associated vehicles pertaining to their championship being held.
- (b) If night racing, good lighting for track, pits, toilets and carparks (lighting not necessarily permanent). In the event of inclement weather or other exceptional circumstances this may be waived or amended in part by the unanimous decision of the Promotion, Senior Official if in attendance, or Steward of the meeting, Clerk of the Course and a class representative of the class competing, bearing in mind the following 3 factors- Safety of the competitors, safety of spectators and the better promotion of the event
- (c) 2 toilet blocks / 25 toilets minimum, sufficient lighting and all in good working order (2 disabled person toilets).
- (d) Grader, welder, water truck and appropriate vehicles depending on the class racing.
- (e) Running water in pits.
- (f) Electronic lap scoring, fully operational and with competent personnel operating the system (N/A for Sidecars or Solos).
- (g) Competent marshalls, track staff, announcers and PA system for crowd and pits
- (h) Health and safety in place and operating
- (i) Fire crew, crash crew, medics and appropriate vehicles in the infield. (Including specialised infield personal depending on the classes racing).
- (j) Adequate ticket boxes, entrance way and signage.
- (k) Adequate results board – with plenty of room around it for checking of results.
- (l) Fully operational website / media releases process.
- (m) All amenities and grounds of the facility must be in a presentable condition.
- (n) Minimum **vehicle** numbers as below:-

New Zealand Title	Minimum Contracted Competitors	Extra Contracted or Visitors	Total Minimum Number	Minimum Prizemoney
Superstocks	10	0	10	\$25,000
Stockcars	10	0	10	\$20,000
Super Saloons	6	4	10	\$10,000
Saloons	6	2	8	\$10,000
Streetstocks	6	2	8	\$5,000
TQ's	6	4	10	\$5,000
Minisprints	6	2	8	\$3,000
Midgets	6	4	10	\$15,000
Sprintcars	6	2	8	\$15,000
Modifieds	4	2	6	\$10,000
Solos	3	1	4	\$2,000
U21 Solos	3	1	4	\$1,000
Sidecars	6	0	6	\$4,000

Note: Sidecars minimum refers to contracted Sidecar teams, i.e 6 contracted riders and 6 contracted passengers

- (o) Minimum prize money for Grand Prix to be no less than 50% of the prizemoney minimum for New Zealand Titles.

#### M4-2-6 New Zealand Titles

New Zealand titles for the period from 2019/20 to 2021/22 are allocated as follows:-

	<b>Superstock</b>	<b>Stockcar</b>	<b>Streetstock</b>
2019/20	Wanganui	Greymouth	Meeanee
2020/21	Rotorua	Meeanee	Dunedin
2021/22	Huntly	Waikaraka Park	Blenheim
	<b>Super Saloon</b>	<b>Saloon</b>	<b>Prod Saloon</b>
2019/20	Woodford Glen	Huntly	Cromwell
2020/21	Waikaraka Park	Riverside	Wanganui
2021/22	Dunedin	Baypark	Woodford Glen
	<b>Sprintcar</b>	<b>Midgets</b>	<b>TQ Midgets</b>
2019/20	Palmerston North	Ruapuna	Western Springs
2020/21	Baypark	Western Springs	Greymouth
2021/22	Ruapuna	Stratford	Meeanee
	<b>Solos</b>	<b>Sidecars</b>	<b>U21 Solos</b>
2019/20	Oreti Park	Gisborne	Moore Park
2020/21	Moore Park	Oreti Park	Rosebank
2021/22	Oreti Park	Rosebank	Moore Park
	<b>Minisprints</b>	<b>Modifieds</b>	
2019/20	Stratford	Wellington	
2020/21	Wellington	Woodford Glen	
2021/22	Palmerston North	Huntly	

#### M4-2-7 Grand Prix Titles

Exception to rule M4-2-5: Grand Prix titles for the period from 2019/20 to 2021/22 are allocated as follows:-

	<b>Superstock</b>	<b>Stockcar</b>	<b>Streetstock</b>
2019/20	Palmerston North	Woodford Glen	Wellington
2020/21	Huntly	Gisborne	Nelson
2021/22	Waikaraka	Kihikihi	Woodford Glen
	<b>Super Saloon</b>	<b>Saloon</b>	<b>Prod Saloon</b>
2019/20	Blenheim	Kihikihi	Dunedin
2020/21	Baypark	Cromwell	Huntly
2021/22	Cromwell	Huntly	Riverside
	<b>Sprintcar</b>	<b>Midgets</b>	<b>TQ Midgets</b>
2019/20	Baypark	Nelson	Meeanee
2020/21	Western Springs	Stratford	Ruapuna
2021/22	Cromwell	Ruapuna	Western Springs
	<b>Solos</b>	<b>Sidecars</b>	
2019/20	Rosebank	Meeanee	
2020/21	Oreti Park	Nelson	
2021/22	Rosebank	Gisborne	
	<b>Minisprints</b>	<b>Modifieds</b>	
2019/20	Palmerston North	Waikaraka Park	
2020/21	Stratford	Greymouth	
2021/22	Stratford	Wellington	

#### M4-2-8 North & South Island Titles

- (a) Exception to rule M4-2-5: North Island titles for the period from 2019/20 to 2021/22 are allocated as follows:-

	<b>Superstock</b>	<b>Stockcar</b>	<b>Streetstock</b>
2019/20	Waikaraka Park	Kihikihi	Rotorua
2020/21	Wanganui	Baypark	Gisborne
2021/22	Stratford	Stratford	Waikaraka Park
	<b>Super Saloon</b>	<b>Saloon</b>	<b>Prod Saloon</b>
2019/20	Wellington	Wellington	Huntly
2020/21	Meeanee	Kihikihi	Rotorua
2021/22	Waikaraka Park	Gisborne	Gisborne
	<b>Sprintcar</b>	<b>Midgets</b>	<b>TQ Midgets</b>
2019/20	Western Springs	Western Springs	Huntly
2020/21	Palmerston North	Kihikihi	Meeanee
2021/22	Baypark	Western Springs	Gisborne
	<b>Solos</b>	<b>Sidecars</b>	
2019/20	Rosebank	Palmerston North	
2020/21	Palmerston North	Rosebank	
2021/22	Rosebank	Wanganui	
	<b>Minisprints</b>	<b>Modifieds</b>	
2019/20	Wellington	Stratford	
2020/21	Huntly	Wellington	
2021/22	Stratford	Rotorua	

- (b) Exception to rule M4-2-5: South Island titles for the period from 2019/20 to 2021/22 are allocated as follows:-

	<b>Superstock</b>	<b>Stockcar</b>	<b>Streetstock</b>
2019/20	Nelson	Riverside	Dunedin
2020/21	Woodford Glen	Greymouth	Riverside
2021/22	Nelson	Nelson	Nelson
	<b>Super Saloon</b>	<b>Saloon</b>	<b>Prod Saloon</b>
2019/20	Cromwell	Woodford Glen	Nelson
2020/21	Dunedin	Blenheim	Greymouth
2021/22	Nelson	Dunedin	Cromwell
	<b>Sprintcar</b>	<b>Midgets</b>	<b>TQ Midgets</b>
2019/20	Riverside	Nelson	Ruapuna
2020/21	Nelson	Ruapuna	Nelson
2021/22	Cromwell	Ruapuna	Ruapuna
	<b>Solos</b>	<b>Sidecars</b>	<b>Modifieds</b>
2019/20	Oreti Park	Moore Park	Blenheim
2020/21	Moore Park	Ruapuna	Woodford Glen
2021/22	Oreti Park	Oreti Park	Greymouth

- (c) That tracks are able to handback any currently allocated Island Championship prior to the AGM without penalty. Any handed back championship will be re-allocated to any track that meets the track requirements by the promotions team after consultation with SNZ and all registered Island competitors of the class concerned.
- (d) Minimum Prizemoney for North and South Island titles to be \$1500 for all classes except Solos.

#### M4-3 Championship Re-allocation

- (a) Any track not wanting to take up a championship allocated to them can hand it back for reallocation by the Promotion Team in consultation with SNZ and potential new host tracks. Championship must be handed back a minimum of 2 months before the AGM 2 seasons prior to when they were due to host it.
- (b) Any track failing to meet the criteria for 2 successive seasons prior to them hosting a championship will be removed from the rotation and the championship will be reallocated by the Promotion Team in consultation with SNZ and potential new host tracks.

#### **M4-4 Allocated Title Dates**

##### **M4-4-1 New Zealand Championship**

Proposed date must be submitted to SNZ to be approved by 31st **March** prior to the season of the event.

##### **M4-4-2 New Zealand Grand Prix**

Proposed date must be submitted to SNZ to be approved by 30th **April** prior to the season of the event.

##### **M4-4-3 North Island and South Island Championships**

Proposed date must be submitted to SNZ to be approved by 31st **May** prior to the season of the event.

##### **M4-4-4** Allocated titles cannot take place before December 1 in the relevant season.

#### **M4-5 Allocated Title Entry Forms**

##### **M4-5-1** Must be submitted to the SNZ Office no later than six weeks prior to the approved title date.

##### **M4-5-2** Must be made available to all potential entrants and be posted on the SNZ website, [www.speedway.co.nz](http://www.speedway.co.nz).

##### **M4-5-3** Tracks can charge an approved non-refundable entry fee. The proposed fee is to be included on the entry form, for approval by SNZ.

#### **M4-6 Non-Performance**

##### **M4-6-1** Failure to comply with the requirements in Sections M4-2 to M4-5 will result in:-

- (a) A fine.
- (b) Possible reallocation of the title.

##### **M4-6-2** Failure to comply with the terms of the contract as outlined in M4-1-4 may result in:-

- (a) A fine.
- (b) Future allocated titles being reallocated.

##### **M4-6-3** A request to hand back an allocated title must be approved, and will incur a \$1,000 fine.

#### **M4-7 Eligibility to Enter Allocated Titles**

##### **M4-7-1** Every competitor has the right to enter Allocated Titles, subject to complying with the following conditions:-

- (i) Holding an SNZ competition licence for the applicable class (one day licences are not accepted).
- (ii) Submitting a completed entry form, by the due date.
- (iii) Paying the entry fee.
- (iv) Late Entries: At the discretion of the promoter, and if stated on the entry form, late entries can be accepted and a non-refundable fee of \$50 can be charged.
- (v) Notifying their own Promoter of their intention to compete at least 14 days prior to the event.
- (vi) **No trespass notice or ban has been imposed by the track hosting the allocated title**

#### **M4-8 Specific Additional entry criteria**

##### **M4-8-1 North Island, South Island and New Zealand Championships:**

- (a) New Zealand Residents
  - (i) must have raced in that class for a minimum of three meetings in the current season, or
  - (ii) have raced in that class for a minimum of three meetings in the previous season and a minimum of one meeting in the current season.
- (b) Overseas competitors must have raced in that class for a minimum of five meetings in the current season.
- (c) There can be no direct seeding into the finals of the previous winner, or any other competitor.

##### **M4-8-2 New Zealand Grand Prix:** No additional conditions apply.

#### **M4-9 If a track is not hosting the Allocated title:-**

- (a) An application to race the class on the date of the Allocated title can be declined.
- (b) Its competitors cannot be denied the right to enter the Allocated title.

#### **M4-10 Eligibility of Vehicles**

##### **M4-10-1** A vehicle can only be entered into one New Zealand Championship and/or Grand Prix and/or Island Championship in any one season, unless the vehicle has been legitimately sold between Island Championships.

##### **M4-10-2** Vehicles must be compliant with all Technical Regulations at an allocated title.

#### **M4-11 Officials**

##### **M4-11-1 New Zealand championships:**

At least two Senior Officials will be appointed to officiate.

##### **M4-11-2 North and South Island, Grand Prix and major teams' meetings:**

At least one Senior Official will be appointed to Officiate.

#### **M4-12 New Zealand Championship & SNZ Allocated Solo/Sidecar Titles Practice only**

##### **M4-12-1** The host track is required to hold at least one practice to enable visiting **riders** to familiarise themselves with the track and conditions.

##### **M4-12-2** The timing of this practice is to be optional but must be stated on the entry form.

**M4-12-3 Sidecars only:** Practice must be run at least two hours before the commencement of the event.

**M4-13 Drivers Briefing**

**M4-13-1** All appointed Senior Officials will be introduced to competitors by the Clerk of the Course at the drivers briefing.

**M4-13-2** A drivers representative will be elected at this meeting.

**M4-13-3** The drivers briefing can discuss changes to the programme and any procedural requirements.

**M4-14 Substitute Vehicles**

**M4-14-1** Are permitted in Solo and Sidecar Allocated titles

**M4-14-2** Are not permitted in all other Allocated titles

**M4-15 Substitute Competitors**

**M4-15-1** Are permitted in Solo and Sidecar Allocated titles.

**M4-15-2** The next highest pointscorer or placegetter can replace a qualifier that is unable to start in the first race of the championship finals.

**M4-16 Additional Scrutineering Requirements**

**M4-16-1** **Vehicles** must be weighed before specified allocated titles by systems approved by SNZ.

**M4-17 Vehicle Rechecking at New Zealand Championships**

Refer to Section E2-9.

**M4-18 Lap scoring and results**

**M4-18-1** A backup lap scoring system must be used.

**M4-18-2** The Steward of the meeting must provide to the SNZ Office the **top 3 placegetters of the championship title** within three working days of the meeting.

**M4-18-3** SNZ will issue certificates to the first three placegetters at Allocated titles.

**M4-19 Prizemoney**

**M4-19-1** Eight days are required to elapse before payment of championships or major prize money to cater for the 7 days allowed for an appeal to be lodged.

**M4-19-2** All payments must be paid within 30 days unless appealed.

**M4-19-3** If prizemoney is not forthcoming, refer to Section M3-8 Fidelity Fund.

**M4-20 FORMAT AND GRID DRAWS:  
MOTORCYCLE ALLOCATED TITLES**

**M4-20-1 New Zealand Solo and Sidecar Championships**

The preferred format for New Zealand titles is a points based system over 20 heats between 16 competitors.

- (a) (i) At the conclusion of the 20 heats the competitors' points are tallied.
- (ii) Competitors with a total points score placing the competitor fourth, fifth, sixth or seventh (4th - 7th) will compete in a four rider 'B' Final.
- (iii) The winner of the 'B' Final will then join the first, second and third points scorers (1st – 3rd) in a four rider Grand Final.
- (iv) In the event of competitors being tied on points, qualifying position will be decided by countback in the following order until a decision can be reached. who beat who when the competitors met. competitor with most wins, competitor with most highest placings or a race-off only if the above do not yield a result.
- (v) The order of finishing in the Grand Final race shall be the order of championship finishing position (i.e. winner take all).
- (vi) Competitors in the two (2) Finals shall choose their gate starting position in order of qualifying for their respective Final (i.e. highest points scorer has first choice).

**M4-20-2** In each heat there will be 4 competitors and heats will be so arranged that each competitor will ride in 5 heats and will race against every other competitor during the course of the meeting.

- (a) The competitors shall wear helmet colours to denote their starting position in each heat
- (b) Starting position colours from Gate 1 (pole) to Gate 4 (fence) shall be:
  - Gate 1 – Red
  - Gate 2 – Blue
  - Gate 3 – White
  - Gate 4 – Yellow

**M4-20-3** The 16 competitors shall draw for racing number 1-16.

**M4-20-4** Should more than 16 entries be received refer rule M4-20-10.

**M4-20-5** In the event of a competitor having trouble in his elimination test they may, at the discretion of a Senior Official (or their appointee) be entitled to one other attempt.

**M4-20-6** Heats are to be run as follows:

Heat No.	A Red (inside)	B Blue	C White	D Yellow (outside)
1	1	2	3	4
2	5	7	6	8
3	10	11	9	12
4	15	14	16	13
5	13*	1	5	9
6	14	10	2	6
7	11	15	7	3
8	4	8	12	16
9	6	16*	1	11
10	12	5	15	2
11	8	9	3	14
12	13	4	10	7
Interval				
13	7*	12	14	1
14	2	13	8	11
15	16	3	10	5
16	9	6	4	15
17	1	8	15*	10
18	9	2	7	16
19	3	12	13	6
20	5	14	11	4

\* riders in consecutive heats are allowed 5 mins.

**M4-20-7** Points to be a 3 2 1 basis to determine the Championship. In the event of a tie, a run off to be held.**M4-20-8 Reserves****(a) Prior to Championship start:**

- (i) A rider unable to compete in and withdrawing prior to the start of the championship shall be replaced by a reserve.
- (ii) If time permits, the reserve shall be the highest non-qualifying points scorer from the retired rider's qualifying event.
- (iii) Should time not permit then the reserve shall be the best available rider.
- (iv) Reserves replacing riders prior to the commencement of the championship shall take the number of the rider being replaced and shall be considered a qualified rider.

**(b) After commencement of the championship:**

- (v) There may be two reserves available for use as the racing rules allow during the championship, taking the next available numbers (i.e. 17 and 18 in a 16 rider system).
  - (vi) The reserves shall be the best available non-qualifying riders and appointed by the championship promotion and the steward.
  - (vii) Reserves used after the start of the event are not entitled to championship points but are entitled to start and point money where applicable, and may not compete in more than the designated number of races of any rider (i.e. 5 rides in a 20 heat system).
- (c) Reserves may only be taken from the list of unsuccessful competitors who attempted to qualify for the championship.

**M4-20-9 Other Titles and Alternative Formats**

The Promoter may submit (or apply) to SNZ an alternative format to the 20 heat, 16 rider format (rule [M4-20-1](#)) for any Championship. The alternative format must include:

- (a) A fair system consisting of qualifying heats, repechages and Final(s).
- (b) System may be a points based or knock-out system, or combination.
- (c) Where points are used:
  - (i) **For heats with four starters:**  
The points allocation is 3-2-1.
  - (ii) **Formats involving heats with more than four starters:**  
The promoter shall decide the points allocation. Once decided the points allocation shall remain constant for all qualifying heats regardless the number of starters and to be published in the format or at the competitors briefing.
- (d) The alternative format as approved by SNZ will be the format by which the championship is competed.
- (e) Minor alterations may be made on the race day if affected by competitor attendance or other unforeseen circumstance, but must not derive from the base format and must be agreed by the attending Senior Official (or their appointee) and all competitors notified at the competitors' briefing.

#### M4-20-10 Qualifying for Championships

Should more entries be received than available positions in the championship format, the entrants will be required to compete in eliminations which will be either:

- (a) A fair system of elimination heats and repechages consistent with rule M4-20-9 (b) and (c), or
- (b) Timed elimination trial where the entrant shall be timed over one flying lap.
  - (i) Competitors shall draw from ballot box for order of their timed run.
  - (ii) A competitor suffering trouble, mechanical failure or fall will be entitled to another attempt at the discretion of the Stipendary Steward (or their appointee).
  - (iii) After the timed trial, the fastest competitors will immediately fill the top three quarters of the championship positions available. (e.g. 12 positions in a 16 rider field).
  - (iv) The remaining non-qualified competitors will then have a second run if they so wish in reverse order from the first run. Competitors with the fastest time from either of their timed runs will fill the remaining championship positions
  - (v) Promoters will make every effort to ensure an even, consistent and fair racing surface for all competitors in the timed trials.

#### M4-21 FORMAT AND GRID DRAWS: OPEN WHEEL ALLOCATED TITLES

**M4-22** Points are awarded from 1st to last, regardless of whether the car crosses the line to receive the chequered flag.

#### M4-23 Option One – One Race Final

##### M4-23-1 Qualifying

- (a) Elimination Heats and repechage(s) are held to find a maximum of 24 finalists.
- (b) Races to be a minimum of 12 laps and maximum of 20 laps.
- (c) No competitor can be seeded directly into the finals
- (d) Optional: Qualifying format:
  - (i) Competitors are split into 5 groups and race in 2 heats as follows:

	Heat1	Heat2	Heat3	Heat4	Heat5
Outside row	Gp1	Gp3	Gp5	Gp2	Gp4
Inside row	Gp2	Gp4	Gp1	Gp3	Gp5
  - (ii) The second heat is in reverse grid draw to the first marble draw and on different row.
  - (iii) The top 16 highest points qualify for the final race.
  - (iv) Remaining competitors go in Semi-Main to determine the remaining finalists.
  - (v) Highest points start on front row of grid for final race and so on down.

##### M4-23-2 Heats to determine grid for final

- (a) Finalists to draw for starting grid of first Final Heat.
- (b) The second Final Heat starting grid to be reverse of grid one.
- (c) Final heats to be a minimum of 12 laps and maximum of 20 laps.
- (d) Points will be awarded as per finishing position with maximum points for first in each heat descending in finishing order.

##### M4-23-3 Final Race

- (a) The Final race is to be a minimum of 25 laps and maximum of 40 laps.
- (b) The highest point scorer has a choice of grid one or grid two and the rest of the grid is in descending order of points awarded from the previous final heats.  
Optional: The top 6 points scorers will take place in a pole shuffle to determine the first 6 grid positions.
- (c) Grid ties will be decided on the toss of a coin.
- (d) All previous points awarded do not count in the Final race.
- (e) The winner of the Final race becomes the Champion.
- (f) The rest of the placings will be awarded in finishing order.

#### M4-24 Option Two – A Main Format

**M4-24-1** All cars draw to establish qualifying order.

**M4-24-2** Qualifying consists of a two-lap time trial back to back, the fastest of which is counted.

**M4-24-3** At the conclusion of qualifying, cars will be placed in order fastest to slowest. In the event of a duplicate time, the first competitor to achieve that time gets the position and so on.

##### M4-24-4 Format for 36 entrants or more

- (a) Heat Races to be a minimum of 10 laps
- (b) Cars will be placed by qualifying position with six cars inverted as follows:

1st Heat	2nd Heat	3rd Heat	4th Heat
24 17	23 18	22 19	21 20
16 9	15 10	14 11	13 12
8 1	7 2	6 3	5 4



32	25	31	26	30	27	29	28
40	33	39	34	38	35	37	36

- (c) Cars finishing in the top 4 transfer to the Championship Final.
- (d) Dashes (minimum 8 laps)
  - (i) The 16 cars that have transferred to the Championship will be ranked fastest to slowest by qualifying time.
  - (ii) They will then be split into two dashes (odd to the first dash, even to the second) with either zero, four, or six cars inverted. Inversion is determined by marble draw at the conclusion of qualifying).
  - (iii) The first dash determines inside starting positions of the first eight rows of the Championship Final.
  - (iv) The second dash determines the outside of the first eight rows.
- (e) B-Main (minimum 10 laps)
  - (i) The remainder of the cars who have not qualified for the Championship will line up by qualifying time.
  - (ii) The top four finishers transfer to the Championship race.
  - (iii) They will retain qualifying time but the best they can start is 17th (behind Dash cars).
- (f) Championship Final/A Main
  - (i) Minimum race distance is 20 laps
  - (ii) The first 16 starting positions are determined by the dash finish order.
  - (iii) The remaining 4 spots are "heads up" by qualifying time consisting of the 4 cars transferring from the B-Main.

**M4-24-5 Format for less than 36 entrants**

- (a) Heat Races to be a minimum of 10 laps
- (b) Cars will be placed by qualifying position with six cars inverted as follows:
 

1st Heat	2nd Heat	3rd Heat
18 13	17 14	16 15
12 7	11 8	10 9
6 1	5 2	4 3
24 19	23 20	22 21
30 25	29 26	28 27
36 31	35 32	34 33
- (c) Cars finishing in the top 4 transfer to the Championship Final.
- (d) Dashes (minimum 8 laps)
  - (i) The 12 cars that have transferred to the Championship will be ranked fastest to slowest by qualifying time.
  - (ii) They will then be split into two dashes (odd to the first dash, even to the second) with either zero, four, or six cars inverted. Inversion is determined by marble draw at the conclusion of qualifying).
  - (iii) The first dash determines inside starting positions of the first six rows of the Championship Final.
  - (iv) The second dash determines the outside of the first six rows.
- (e) B-Main (minimum 10 laps)
  - (i) The remainder of the cars who have not qualified for the Championship will line up by qualifying time.
  - (ii) The top four finishers transfer to the Championship race.
  - (iii) They will retain qualifying time but the best they can start is 13th (behind Dash cars).
- (f) Championship Final/A Main
  - (i) Minimum race distance is 20 laps
  - (ii) The first 12 starting positions are determined by the dash finish order.
  - (iii) The remaining 8 spots are "heads up" by qualifying time consisting of the 8 cars transferring from the B-Main.

**M4-25 Option Three- Six Group Qualifying Format**

- M4-25-1** Drivers will be split in to six groups (dependant on no. of entries)
- M4-25-2** Each group will race each other once over two nights – three heats on night one and two heats on night two.
- M4-25-3** The top 16 points scorers after all 5 heats have been completed will qualify directly to a winner takes all final race.
- M4-25-4** The driver highest on points will have the choice of grid 1 or 2 for the final with the second highest points scorer starting from the leftover grid. Drivers positioned 3rd – 16th on points will fill grids 3 – 16 for the final.
- M4-25-5** All remaining drivers will race in a last chance 'B Main' race. The first 4 drivers to cross the finish line after a set number of laps (determined by the host track) will transfer to the winner takes all final race. These drivers will fill grids 17-20.
- M4-25-6** If more than 16 drivers are left to race in the B-Main, two B-Main races may be held with the first two drivers to cross the finish line from each race transferring to the final.
- M4-25-7** In the case of a tie on points the driver who has the highest finishing position in any of the five heat races will be deemed highest qualifier.
- M4-25-8** Final race will be held over a set number of laps determined by the host track but will not be less than 20 laps.
- M4-25-9** Final race to consist of 20 cars.
- M4-25-10** The winner of the final race will be the winner of the championship.

**M4-27** **FORMAT AND GRID DRAWS:**  
**SUPER SALOON, SALOON, MODIFIED AND PRODUCTION SALOON**  
**ALLOCATED TITLES**

Race 1	Race 2	Race 3
Grid	Grid	Grid
1	11	20
2	12	18
3	13	16
4	14	14
5	15	12
6	16	10
7	17	8
8	18	6
9	19	4
10	20	2
11	1	19
12	2	17
13	3	15
14	4	13
15	5	11
16	6	9
17	7	7
18	8	5
19	9	3
20	10	1

**M4-28** **Option One – 3 Heat Finals**

**M4-28-1** **Qualifying**

- (a) Qualifying for the finals to be a minimum of two heats, marble and reverse draw, per group, over a maximum of 20 laps per race.
- (b) Repechages may or may not be run at the discretion of the host track or promoter. Where repechages are included the highest unqualified competitors start from the front of the grid.
- (c) Two repechages are required when more than 36 entries are received.

**M4-28-2** **Finals**

- (a) Finals to consist of 20 competitors, racing over three heats.
- (b) No competitor can be seeded directly into the finals
- (c) Points are awarded as per finishing position from 20 points for first to 1 point for 20th, regardless of whether the car crosses the finish line.
- (d) Highest point scorer over three heats is the winner.
- (e) In the case of a tie on points for first, second or third place overall, there will be a 4-lap run off.
- (f) Grid draws are as per diagram right:-
- (g) If there are less than 20 entrants, the above grid system can be used for any number of cars. Use the bottom half of the grid from column 1 as the top half of column two. Column three uses even numbers highest to lowest then the odd numbers from highest to lowest.

**M4-29** **Option Two – A Main Format**

**M4-29-1** All cars draw to establish qualifying order.

**M4-29-2** Qualifying consists of a two-lap time trial back to back, the fastest of which is counted.

**M4-29-3** At the conclusion of qualifying, cars will be placed in order fastest to slowest. In the event of a duplicate time, the first competitor to achieve that time gets the position and so on.

**M4-29-4** **Format for 36 entrants or more**

- (a) Heat Races to be a minimum of 10 laps
- (b) Cars will be placed by qualifying position with six cars inverted as follows:
 

1st Heat	2nd Heat	3rd Heat	4th Heat
24 17	23 18	22 19	21 20
16 9	15 10	14 11	13 12
8 1	7 2	6 3	5 4
32 25	31 26	30 27	29 28
40 33	39 34	38 35	37 36
- (c) Cars finishing in the top 4 transfer to the Championship Final.
- (d) Dashes (minimum 8 laps)
  - (i) The 16 cars that have transferred to the Championship will be ranked fastest to slowest by qualifying time.
  - (ii) They will then be split into two dashes (odd to the first dash, even to the second) with either zero, four, or six cars inverted. Inversion is determined by marble draw at the conclusion of qualifying).
  - (iii) The first dash determines inside starting positions of the first eight rows of the Championship Final.
  - (iv) The second dash determines the outside of the first eight rows.
- (e) B-Main (minimum 10 laps)
  - (i) The remainder of the cars who have not qualified for the Championship will line up by qualifying time.
  - (ii) The top four finishers transfer to the Championship race.
  - (iii) They will retain qualifying time but the best they can start is 17th (behind Dash cars).
- (f) Championship Final/A Main
  - (i) Minimum race distance is 20 laps.
  - (ii) The first 16 starting positions are determined by the dash finish order.
  - (iii) The remaining 4 spots are "heads up" by qualifying time consisting of the 4 cars transferring from the B-Main.

**M4-29-5 Format for less than 36 entrants**

- (a) Heat Races to be a minimum of 10 laps
- (b) Cars will be placed by qualifying position with six cars inverted as follows:
- | 1st Heat | 2nd Heat | 3rd Heat |
|----------|----------|----------|
| 18 13    | 17 14    | 16 15    |
| 12 7     | 11 8     | 10 9     |
| 6 1      | 5 2      | 4 3      |
| 24 19    | 23 20    | 22 21    |
| 30 25    | 29 26    | 28 27    |
| 36 31    | 35 32    | 34 33    |
- (c) Cars finishing in the top 4 transfer to the Championship Final.
- (d) Dashes (minimum 8 laps)
- (i) The 12 cars that have transferred to the Championship will be ranked fastest to slowest by qualifying time.
  - (ii) They will then be split into two dashes (odd to the first dash, even to the second) with either zero, four, or six cars inverted. Inversion is determined by marble draw at the conclusion of qualifying).
  - (iii) The first dash determines inside starting positions of the first six rows of the Championship Final.
  - (iv) The second dash determines the outside of the first six rows.
- (e) B-Main (minimum 10 laps)
- (i) The remainder of the cars who have not qualified for the Championship will line up by qualifying time.
  - (ii) The top four finishers transfer to the Championship race.
  - (iii) They will retain qualifying time but the best they can start is 13th (behind Dash cars).
- (f) Championship Final/A Main
- (i) Minimum race distance is 20 laps
  - (ii) The first 12 starting positions are determined by the dash finish order.
  - (iii) The remaining 8 spots are "heads up" by qualifying time consisting of the 8 cars transferring from the B-Main.

**M4-30 Option Three – One Race Final****M4-30-1 Qualifying**

- (a) Elimination Heats and repechage(s) are held to find a maximum of 20 finalists.
- (b) Races to be a minimum of 12 laps and maximum of 20 laps.
- (c) No competitor can be seeded directly into the finals

**M4-30-2 Heats to determine grid for final**

- (a) Finalists to draw for starting grid of first Final Heat.
- (b) Final heats to be a minimum of 12 laps and maximum of 20 laps.
- (c) Points will be awarded as per finishing position with maximum points for first in each heat descending in finishing order.

**M4-30-3 Final Race**

- (a) The Final race is to be a minimum of 20 laps and maximum of 30 laps.
- (b) The highest point scorer has a choice of grid one or grid two and the rest of the grid is in descending order of points awarded from the previous final heats.
- (c) Grid ties will be decided on the toss of a coin.
- (d) All previous points awarded do not count in the Final race.
- (e) The winner of the Final race becomes the Champion.
- (f) The rest of the placings will be awarded in finishing order.

**M4-32** **FORMAT & GRID DRAWS:**  
**SUPERSTOCK, STOCKCAR & STREETSTOCK TITLES**

**M4-32-1 Superstocks & Streetstocks:**

Finals to consist of 26 competitors, racing over three heats.

**M4-32-2 Stockcars:**

Finals to consist of a maximum of 30 competitors, racing over three heats.

**M4-32-3** No competitor can be seeded directly into the finals.

**M4-32-4** Points are awarded as per finishing position from 26 points for first to 1 point for 26th.

**M4-32-5** Highest point scorer over three heats is the winner.

**M4-32-6** In the case of a tie on points for first, second or third place overall, there will be a 4-lap run off.

**M4-32-7** Grid draws are as follows:-

Race 1	Race 2	Race 3
Grid	Grid	Grid
1	14	26
2	15	24
3	16	22
4	17	20
5	18	18
6	19	16
7	20	14
8	21	12
9	22	10
10	23	8
11	24	6
12	25	4
13	26	2
14	1	25
15	2	23
16	3	21
17	4	19
18	5	17
19	6	15
20	7	13
21	8	11
22	9	9
23	10	7
24	11	5
25	12	3
26	13	1

**M4-32-8** If there are less than 26 entrants, the above grid system can be used for any number of cars. Use the bottom half of the grid from column 1 as the top half of column two. Column three uses even numbers highest to lowest then the odd numbers from highest to lowest.

**M4-32-9** The promoter has the right to apply to SNZ to offer an alternative championship format.

**M4-33 Weather Affected Allocated Titles**

**M4-33-1** When an Allocated Title is called off due to adverse weather, it is up to each promoter to decide which alternative best fits their own individual set of circumstances. SNZ must be notified as to whether the Title has been 'postponed' or 'abandoned'.

**M4-33-2 Rain date**

When the original Title can be rerun on the day(s) immediately following the weather-affected meeting. It is essentially a continuation of the original meeting. The original clearance will apply for the rain date.

**M4-33-3 Postponed Meeting**

This is when the meeting cannot be rerun on the day(s) immediately following the rain affected meeting, but can be held within 14 days. It will essentially be the same meeting, with the original entries, but held at a later date. In this case the entries cannot be reopened to allow new competitors.

- (a) The original clearance will apply for a Postponed Meeting.
- (b) Once a competitor has withdrawn from a championship, for whatever reason, that withdrawal cannot be selectively ignored.
- (c) If a competitor qualifies prior to the Title being 'postponed', but is unable to attend on the rescheduled date, (i.e. withdraws) their place in the finals is forfeited, even in the event of the Postponed Meeting also being rained off.

**M4-33-4 Abandoned Meeting**

If the original meeting is declared abandoned, a new entry form must be submitted and sent out; entry into the Title must be reopened for all competitors.

When a new date is being set for an Abandoned Meeting, promoters must take into account the requirement for competitors to give their home promoter 14 days notice and to obtain a written clearance.

**M4-34 All Other Championships**

**M4-34-1** Any promoter may run an approved competition in order to ascertain their "Track Champion" in a class.

**M4-34-2** Before a promoter may conduct or advertise any event which has the following words or their equivalents as part of the title, they must obtain permission from SNZ:-

- |                  |                    |
|------------------|--------------------|
| (i) Championship | (iv) Grand Prix    |
| (ii) New Zealand | (v) World          |
| (iii) Nationals  | (vi) International |

A fee may apply.

**M4-35 New Zealand Team**

**M4-35-1** Before a promoter may conduct or advertise any event or Test Match which features a New Zealand team, they must obtain permission from SNZ.

**M4-35-2** All applications to promote an event featuring a New Zealand team must be submitted to the SNZ Office at least 21 days prior to the proposed date of the event.

**M4-35-3** All New Zealand team members must be selected by an SNZ-appointed selection panel.

**M4-35-4** A New Zealand Team Manager can be appointed by SNZ.

**M4-35-5** A breach of the above rules will incur a fine of up to \$1,000.

## M5 OFFICIALS

### M5-1 Officials

All speedway-related activity at SNZ tracks is overseen and carried out by representatives of SNZ and the promotion.

#### M5-1-1 SNZ Officials include:-

- (i) M5-3: Stewards
- (ii) M5-4: Referees
- (iii) M5-5: Technical Officials

#### M5-1-2 Promotion Officials include:-

- (i) M5-6: Clerk of the Course
- (ii) M5-7: Chief Lap Scorer
- (iii) M5-8: Starter
- (iv) M5-9: Flag Marshalls
- (v) M5-10: Medical Officer
- (vi) M5-11: Crash Crew
- (vii) M5-12: Pit Marshall
- (viii) M5-13: Competitor representatives
- (ix) M5-14: Mentor/Coach

And other officials as necessary for the conduct of the meeting.

### M5-2 Appointment of SNZ Officials

**M5-2-1** All SNZ Officials are appointed by the Board annually, giving preference to nominees from the track concerned.

**M5-2-2** SNZ Officials will receive such remuneration as the Board may decide.

**M5-2-3** Under no circumstances can SNZ Officials accept payment direct from a Promoter.

**M5-2-4** If an Official finds it necessary to relinquish their position during the season, the Board reserves the right to make another appointment.

#### M5-2-5 Appointment of non-SNZ Officials

Other officials may be appointed by the Promoter subject to the approval of the Board.

### M5-3 Stewards

**M5-3-1** The following positions are covered in this section, in order of seniority:-

- (i) M5-3-2: Head Official
- (ii) M5-3-3: Senior Official
- (iii) M5-3-4: Steward
- (iv) M5-3-9: Assistant Steward

#### M5-3-2 Head Official

Refer to Section C13-2 for the duties of this position.

#### M5-3-3 Senior Official

- (a) A Senior Official is appointed by the Board to assist, advise, or supervise Stewards & Referees in the carrying out of their duties, and if necessary assume control.
- (b) Senior Officials can impose penalties as per Rule M7-2-5.
- (c) A Senior Official may declare a race or meeting concluded or completed, if in their opinion it would be unsafe for it to continue or is in breach of SNZ rules. They will consult with the Steward and the Clerk of the Course prior to making the decision.
- (d) There will be at least one Senior Official in the South Island and at least two Senior Officials in the North Island.
- (e) Any competitor or party may request a Senior Official to act as their advocate at any inquiry or appeal meeting.

#### M5-3-4 Steward

- (a) An Official appointed by the Board to see that the Rules and Regulations of SNZ are carried out at their appointed track.
- (b) The Steward can have a number of Assistant Stewards under their authority, who can be delegated any of the responsibilities of a Steward outlined in SNZ's rules.

#### M5-3-5 Duties of a Steward at any time

- (a) Issue competitor licences when presented with completed Competitor- Promoter Agreements for the classes raced at their track.
- (b) Ensure that engine sealing takes place according to the regulations.
- (c) Ensure that Comprehensive Vehicle Inspections take place according to the regulations.

#### M5-3-6 Duties of a Steward before a meeting

- (a) Be in attendance at any practices and meetings and issue meeting permits.
- (b) The Steward has the authority not to issue a permit, and advise the Clerk of the Course accordingly. The Steward must advise the SNZ Office within 48 hours of this action.
- (c) The Steward must take steps to ensure the safety of the public in general. They can prohibit a driver or machine from taking part in a meeting, which in their opinion would constitute a danger to the public.
- (d) Collect clearances from visiting competitors.
- (e) Issue a special clearance if required under Rule E2-4-4(b).

- (f) Oversee scrutineering requirements as per Rule E2-5.

**M5-3-7 Duties of a Steward during a meeting**

- (a) The Steward must ensure they have no responsibility for the organisation of a meeting nor have any executive duty in connection therewith.
- (b) The Steward may declare a race or meeting concluded or completed, if in their opinion it would be unsafe for it to continue or is in breach of SNZ rules. They will consult with the Clerk of the Course prior to making the decision.
- (c) A Steward has the authority to penalise as per rule M7-2-2.

**M5-3-8 Duties of a Steward after a meeting**

- (a) Forward to the SNZ office within three days of issuing or receiving:-
  - (i) All 'Office Copies' of receipts, permits and licences.
  - (ii) All 'Office Copies' of contracts and medical reports.
  - (iii) All duplicate bank receipts balanced with all competitors licence fees, permit fees and fines etc, received.
  - (iv) A completed and balanced Stewards Return Form.
- (b) Report to the SNZ Office in detail, any accident or incident requiring a competitor, official or member of the public needing treatment or admittance into hospital.
- (c) Any time the Steward presides over a meeting that has the word Championship included, they must provide the SNZ Office with the **Top 3 placegetters** within three working days of the meeting.

**M5-3-9 Assistant Steward**

- (a) An Official appointed by the Board to assist the Steward in the undertaking of their duties at their appointed track.
- (b) There can be any number of Assistants at any track.
- (c) The Steward can delegate any of their responsibilities to an Assistant.

**M5-4 Referees**

**M5-4-1** The following positions are covered in this section, in order of seniority:-

- (i) M5-4-3: Referee
- (iii) M5-4-4: Assistant Referee

**M5-4-3 Referee**

- (a) An Official appointed by the Board to see that the Racing rules of SNZ are carried out at their appointed track.
- (b) The Referee must confine their duties to refereeing and cannot undertake additional duties during a race meeting.
- (c) The Referee controls the two or three minute bell as permitted in the relevant racing rules.
- (d) The Referee will be familiar with the relevant racing rules for the classes competing at their track, and be prepared to apply them.
- (e) A Referee can, after consultation with the Clerk of the Course, recommend to the Steward that the meeting be postponed or abandoned in whole or part.
- (f) The Referee can consult with the Steward at any stage during the undertaking of their duties.
- (g) Referees can impose penalties as per Rule M7-2-1.

**M5-4-4 Assistant Referee**

- (a) An Official appointed by the Board to assist the Referee in the undertaking of their duties at their appointed track.
- (b) There can be any number of Assistants at any track.
- (c) The Referee can delegate any of their responsibilities to an Assistant.

**M5-5 Technical Officials**

**M5-5-1** The following positions are covered in this section, in order of seniority:-

- (i) M5-5-2: Head Technical Steward
- (ii) M5-5-3: Technical Steward
- (iii) M5-5-4: Head Scrutineer
- (iv) M5-5-6: Scrutineer

**M5-5-2 Head Technical Steward**

A Senior Official appointed by the Board to mentor Technical Stewards and Scrutineers in all aspects of their duties.

**M5-5-3 Technical Steward**

- (a) A Senior Official appointed by the Board to undertake, assist or advise with vehicle compliance, and if necessary assume control.
- (b) A Technical Steward can be in attendance at any meeting to assist and advise in the application of vehicle compliance.
- (c) A Technical Steward can if necessary assume control of vehicle compliance at a meeting.
- (d) At any location where a Technical Steward has been appointed or sent by the Board, they are in control of vehicle compliance.

- (e) At any location where a competitor has requested a Technical Steward, the Technical Steward is in control of vehicle compliance. When rule E2-5 does not apply, any non-compliance or infringements can be issued.
- (f) Technical Stewards can impose penalties as per Rule M7-2-6.

#### **M5-5-4 Head Scrutineer**

- (a) An Official appointed by the Board to see that the Technical rules of SNZ are adhered to at their appointed track.
- (b) The Head Scrutineer reports to the Steward.
- (c) The Head Scrutineer will have a number of Scrutineers under their authority, who can be delegated any of the responsibilities of a Head Scrutineer outlined in SNZ's rules.
- (d) The Head Scrutineer or one of the Scrutineers must satisfy the Steward that the person has worked full time for a minimum of three years carrying out repairs and maintenance to safety aspects of motor vehicles and have a reasonable understanding of the rulebook.

#### **M5-5-5 Duties of a Head Scrutineer**

- (a) Assign Scrutineers to perform Comprehensive Vehicle Inspections (CVI's).
- (b) Assign Scrutineers to perform pre-meeting scrutineering.
- (c) Assign a Scrutineer to the infield during racing. The assigned official will satisfy the Referee that damaged vehicles are fit to continue racing.
- (d) Assign a Scrutineer to inspect vehicles whose rollcage, steering, suspension and other safety-related components have been repaired in any manner during the race meeting.
- (e) Dangerous Construction: The Head Scrutineer has discretionary power (in consultation with the Steward) with regard to whether a vehicle is fit to race, even though it may comply with specifications.

#### **M5-5-6 Scrutineer**

- (a) An Official appointed by the Board to assist the Head Scrutineer in the undertaking of their duties at their appointed track.
- (b) An appointed Scrutineer has the authority to inspect any race vehicle at any time, and:-
  - (i) Record in the log book the date of all pre-meeting scrutineering.
  - (ii) Record the date of CVI in logbook.
- (c) In the event of a race vehicle not passing the initial pre-meeting scrutineering and registration inspection, the Scrutineer will;
  - (i) Record the non-compliance on the pre-meeting inspection and registration certificate referred to in E2-2-3.
  - (ii) Record the non-compliance in the logbook and report the issue to the driver or crew of the vehicle so that compliance can be effected.
  - (iii) If the non-compliance is of a serious nature that will not/cannot be remedied the issue will be reported to the Head Scrutineer and the Steward.

### **M5-6 Non-SNZ Officials**

#### **M5-6-1 Clerk of the Course**

**M5-6-2** The Clerk of the Course is responsible to the Steward for the conduct of the meeting and its administration in accordance with SNZ Rules and the official programme.

**M5-6-3** The Clerk of the Course cannot be a competitor for the duration of the race meeting.

**M5-6-4** All Officials referred to in Rule M5-1-2 report to the Clerk of the Course.

**M5-6-5** The Clerk of the Course can delegate any of their responsibilities to an Assistant.

#### **M5-6-6 Principle Duties of the Clerk of the Course**

- (a) Ensure that all Officials are at their posts and that the medical officer and ambulance are present.
- (b) Report the absence of any Official to the Steward.
- (c) Ensure that all Officials are provided with the necessary information and knowledge to enable them to carry out their duties.
- (d) Control competitors, crews and track officials at a race meeting.
- (e) Assist and advise the Steward in the prevention of suspended and unlicensed persons.
- (f) Assist and advise the Steward in particular to undesirable/unsafe vehicles and general vehicle compliance.

### **M5-7 Chief Lap Scorer**

**M5-7-1** The Official responsible for declaring the order in which competing vehicles pass the finishing line.

**M5-7-2** The Chief Lapscoreer will use approved lapscoreing equipment to determine the results of all races.

**M5-7-3** The Chief Lapscoreer must be proficient in the racing rules pertaining to the class being raced.

**M5-7-4** If the Chief Lap Scorer considers they have made a mistake they must advise of the mistake within 10 minutes of the posting of the results of the race.

**M5-7-5** The right to make such a correction is subject to the approval of the Referee of the meeting.

**M5-7-6** Nothing in this rule precludes the publishing of results prior to this window.

### **M5-8 Starter**

**M5-8-1** The Official responsible for displaying flags to competitors at the start/finish line.

**M5-8-2** It is the duty of the Clerk of the Course to advise the Referee that the track is clear and ready for racing.

**M5-8-3** It is the duty of the Starter to initiate each race when so instructed by the Referee.



- M5-8-4** The Starter will indicate the last lap, the finish and use of all other flags instructed by the Referee.
- M5-8-5** The Starter will attend all pre-meeting competitor briefings.
- M5-9** **Flag Marshall**
- M5-9-1** An Official responsible for displaying flags to competitors when instructed by the Referee.
- M5-10** **Medical Officer**
- M5-10-1** The Official from the appointed First Aid team in overall control of medical requirements at the race meeting.
- M5-11** **Crash Crew**
- M5-11-1** Infield staff responsible for attending to vehicles after an incident.
- M5-12** **Pit Marshall**
- M5-12-1** The Official responsible for co-ordinating activity in the pit area before and during a race meeting.
- M5-13** **Competitor Representative**
- M5-13-1** The representative appointed by the competitors of each class or group to assist them during their dealings with Officials at a race meeting.
- M5-14** **Mentor/Coach**
- M5-14-1** The co-ordinator of competitors who are undertaking the approved SNZ Training Programme.
- M5-15** **Team Manager**  
Appointed by a Superstock or Stockcar team to co-ordinate off-track responsibilities.

## M6 COMPETITORS

### M6-1 Eligibility to Compete

To participate in speedway activity the following must be completed:-

- M6-1-1 The appropriate agreement between a licensed track promoter, SNZ and the competitor.
- M6-1-2 The licence fee paid.
- M6-1-3 A competition licence issued.
- M6-1-4 Sufficient proof of identity provided.

### M6-2 Mentor Programme

M6-2-1 Before being permitted to either practice or compete, the SNZ Mentor Programme must be completed by the following:-

- (i) All new competitors to speedway
- (ii) Those who have not competed in the previous five years
- (iii) Those competitors that move up from youth class to adult class must complete a mentor programme in the adult class they wish to partake in.

M6-2-2 This programme includes a requirement to ride or drive in at three practices prior to taking part in open competition or racing from the rear of field for at least the first four races.

### M6-3 Competition Licence

M6-3-1 All competition licences expire on the following 31 August.

M6-3-2 Licences must be produced if requested by an SNZ Official.

M6-3-3 Competitors must nominate the class or classes they wish to licence from those available at their home track.

M6-3-4 Extension to compete in classes not available at their home track must be made to the Steward at a track where the class is being raced.

M6-3-5 **Adult Licence:** Minimum age 16 years.

#### M6-3-6 Minors Agreement

A competitors agreement will be entered into by a minor when

- (i) the written consent of their parent(s) or guardian is provided
- (ii) the consent clause of the agreement is properly witnessed.

M6-3-7 The Board can refuse to issue or cancel a licence without stating any reason for such refusal or cancellation.

### M6-4 Competitors Agreement

M6-4-1 It is the intent of SNZ that only one competitor's agreement is operative at any one time.

M6-4-2 A competitor cannot enter into any further competitor's agreement unless it does not conflict with their obligations under the principal agreement.

M6-4-3 SNZ will not be liable in the event that more than one agreement is registered in respect of one competitor.

M6-4-4 SNZ is not responsible for any agreement, contract or other arrangement entered into by a competitor other than an agreement registered in accordance with SNZ rules.

M6-4-5 The competitor acknowledges and agrees that he/she will participate in the sport of speedway at his/her own risk and that in the event of accident or injury, no claim can or will be made against SNZ for any injury or damage.

M6-4-6 Competitors may compete in motorsport other than on their licenced speedway track provided they are not in breach of their performance contract with their Promoter.

M6-4-7 A competitor may transfer their agreement to another track with the approval of both Promoters. A transfer fee applies.

M6-4-8 Subject to the provisions of the Privacy Act, 1993, competitors may be asked to give authority for their contact details to be included in all lists supplied by SNZ to allied organisations and businesses wishing to contact competitors.

If a competitor agrees to provide that information then an authorization is required to be signed by the competitor on the agreement form as follows:

*'I authorize Speedway New Zealand Inc to furnish to other like organisations my name and contact details.'*

M6-4-9 The Competitor for themselves, their Executors and Administrators hereby acknowledges and declares that they will at all times participate in all such races and all such practice at their own risk throughout and that neither the Competitor nor their estate shall institute or make any action, suit, claim or demand against the Promoter, or other competitor or SNZ for any injury or damages suffered by themselves or the machine or vehicle used by themselves during any such race or practice.

M6-4-10 Competitors Personal Accident Insurance: Personal Accident Insurance is strongly advised but is not compulsory.

M6-4-11 No person shall take part in any competition under an assumed name unless special application for the use of an assumed name has been made and granted by the Directors.

### M6-5 One-Day Licences

M6-5-1 A one-day licence can only be issued at the Steward's discretion and with the approval of the Promotion.

- M6-5-2** A one-day licence holder must have successfully completed the current SNZ Mentor programme or have previously competed in at least four races.  
Exception: Novelty type events, e.g. Demo Derby, Streetcar race etc.
- M6-5-3** A one-day license holder must start from the rear of the field in open competition.
- M6-5-4** A one-day license cannot be issued to a driver to take part in an Allocated title or other championship event.
- M6-5-5** The one-day license must be witnessed by a fully licensed competitor who must accept all responsibility for the rules and regulations and any penalties that may be bestowed on the holder of the one-day license. **Exception:** Novelty type events e.g. Demo Derby, Streetcar race etc
- M6-6 Overseas Competitors**
- M6-6-1** Overseas competitors are those without New Zealand residency.
- M6-6-2** Permission must be received from the SNZ Office to licence an overseas competitor.
- M6-6-3** All overseas competitors must sign a competitor's agreement on the form prescribed and approved by SNZ.
- M6-7 Clearance**
- M6-7-1** A Competitor will not enter into any commitment with another promoter that prevents them from meeting their obligation to their promoter, unless a clearance is obtained:-  
(i) in writing, using the SNZ Clearance form which is handed to the Steward at the visiting track, or  
(ii) using an SNZ electronic clearance.
- M6-7-2** A competitor who has been given clearance to race at another track will then require a written clearance from that promoter before they can race elsewhere.
- M6-7-3** A clearance is required:-  
(i) when there is a meeting for their class at their home track on the same date  
**Exception: A clearance is not required for an allocated title**
- M6-8 Competitors' Responsibilities**
- M6-8-1** Competitors are responsible for:-  
(a) the safety of their vehicle at all times during a race meeting.  
(b) the conduct and actions of their crew and/or vehicle owners, while on the property of any Speedway NZ licensed venue.
- M6-8-2** Any competitor undertaking to compete at a race meeting and failing to attend can be reported to the SNZ Office.
- M6-8-3** In order to participate in a race meeting, the competitor must attend the drivers briefing.  
(a) **No Competitors to leave before the completion of the meeting without the Steward's consent.**
- M6-9 Promoters Responsibilities**
- The promoter will give no less than 5 days notice to classes not racing at the next scheduled meeting at their registered track.
- M6-10 Medical**
- M6-10-1** As part of the process to obtain a competitors licence, the competitor shall declare any health condition they have.
- M6-10-2** It shall then be a decision of SNZ as to whether competitor is fit and able and will not pose undue risk to himself or his or her competitors prior to the issue of a licence
- M6-10-3** At any time SNZ can suspend a competitor's licence if SNZ becomes aware of information which brings into doubt the fitness of the competitor to compete.
- M6-10-4** In the event, that SNZ suspends a competitor's licence due to concerns held by SNZ regarding that competitor's fitness, the competitor shall submit to a medical examination by a doctor approved by SNZ for the purposes of determining their fitness to race.
- M6-10-5** On receipt of such medical certificate, SNZ shall consider the matter further.
- M6-10-6** Having considered the matter further SNZ will either confirm its suspension or reinstate the competitor either unconditionally or on terms.
- M6-10-7** Should such a medical certificate be required, then it is for the competitor to meet any costs associated with same.
- M6-11 Concussion**
- M6-11-1** When a competitor is diagnosed with concussion by a Doctor or Medical Officer the stand-down period from racing is 22 days, commencing from the date of the injury.
- M6-11-2** The concussion must be noted on the competitors licence.
- M6-11-3** The SNZ Office must be informed of the competitor's concussion.
- M6-11-4** A medical clearance is required from a doctor advised by the SNZ Office prior to the resumption of racing.
- M6-11-5** Where suspicion of a concussion exists, and a competitor refuses or doesn't receive a medical assessment, the Track Steward can issue the 22 day stand-down.

**M6-11-6** A competitor diagnosed with concussion can apply to the SNZ Office to have their stand-down period reduced to an absolute minimum of 15 days from the date of the injury. They will be required to see a doctor selected by SNZ (at their cost), prior to a decision by the Board.

## **M6-12 Alcohol and Drugs**

**M6-12-1** SNZ has a zero tolerance regarding the use of drugs and alcohol in sport.

**M6-12-2** The taking of, or suffering from the effects of drugs or alcohol by any competitor, official or crew at a race meeting is conduct prejudicial to the sport.

**M6-12-3** SNZ is affiliated to Drug Free Sport New Zealand, and has adopted their anti-doping rules, which may change from time to time.

(a) For full details on Prohibited Substances, Specified Substances, Prohibited Methods, Treatment Guidelines and Therapeutic Use Exemptions, refer to their website, [www.drugfreesport.org.nz](http://www.drugfreesport.org.nz)

(b) Alternatively, you can check on the status of a medication 24 hours a day 7 days a week from your mobile phone. Text the word drug, followed by a space, then the ingredient name or the product name to 4365. Texts cost 20 cents per message. This service is provided by Drug Free Sport NZ.

**M6-12-4** Any competitor, official or crew can be subject to the appropriate tests, which will be made under the supervision of the Steward.

**M6-12-5** Offenders will be referred to the track promotion for removal from the Stadium grounds and track complex, and will be reported to the SNZ Office within 48 hours by the Steward.

**M6-12-6** Refusal to submit to an alcohol or drug test at any time will be deemed to be a positive test.

**M6-12-7** In the event of a positive alcohol or drug test a competitor will be penalised in accordance with the fixed penalties schedule.

**M6-12-8** Any licensed competitor who has returned a positive drug test can be requested to take subsequent drug tests at any time, at their own expense.

**M6-12-9** Any competitor or official convicted of a drug offence by the civil court and sentenced to a jail term or a fine exceeding \$1000, will be disqualified for a mandatory period of not less than three years, or, for a lesser offence, to a punishment decided at the discretion of the Board.

## **M6-13 SNZ Training Programme for Youth and Junior Classes**

**M6-13-1 Applicable Classes: Youth Ministocks, Youth Saloons, Quarter Midgets, Junior Solos, Peewee Solos, Junior Sidecars.**

**M6-13-2** MISSION STATEMENT: The purpose of these classes is to teach our young drivers how to race safely. They are primarily training classes, not racing classes.

**M6-13-3** SNZ Youth and Kiwi Kidz classes are an introduction to speedway racing. They are non-contact classes designed to teach young competitors how to ride or drive a speedway vehicle in a safe manner, in preparation for later years when they will go on to drive in other classes.

### **M6-13-4 Peewee Solo**

Licence Age: 5-8 years

Minimum age is 5 years, maximum age is 8 years. Should a rider's 9th birthday fall during a competition season, the rider may continue Peewee riding until the conclusion of that season.

### **M6-13-5 Quarter Midget & Junior Solo**

Licence Age: 8-15 years

Once you turn 8 years old you can start racing in these classes. As long as you are 15 years old at the time you get your licence, you may continue to race for the rest of that season, at the discretion of the Board. Proof of age, e.g. birth certificate will be asked for.

### **M6-13-6 Youth Ministock, Youth Saloon and Junior Sidecars.**

Licence Age: 12-16 years

Once you turn 12 years old you can start racing in this class. (and continue racing) until the day before your 17th birthday. Proof of age, e.g. birth certificate will be asked for.

### **M6-13-7 Qualification to Race**

(a) You must have an SNZ Licence before you race.

(b) You must go through the SNZ Mentor programme (see below) before being allowed to race.

(c) You will be required to show proof of age by way of a birth certificate to prove driver's age at first time of registering.

(d) When you sign your licence contract you agree to abide by the rules and regulations as set by SNZ.

### **M6-13-8 Training**

Training courses are to be set up by each Promoter, with a SNZ Approved trainer in charge.

A SNZ Approved trainer must be appointed by the Promoter and approved by SNZ.

**M6-13-9** Training is to be in two parts and must incorporate the SNZ Mentor Programme for new competitors to speedway. Training will encompass:

(a) driving, setting up the vehicle (general guides to maintenance), and the rulebook.

(b) safety, flags, racing rules, general first aid.

**M6-13-10** The SNZ Approved trainer is to run sessions in conjunction with the SNZ Steward,

**M6-13-11 Track Responsibilities**

- (a) Ensure the requirements of a training permit are met.
- (b) Encourage youth into speedway

**M6-13-12 Parents/Guardians**

Support from parents or guardians is imperative. They must be in attendance at all training sessions and on race night.

**M6-13-13 Drivers Rep**

A drivers rep is to be elected at each race meeting by the parents/guardians of the youth competitors. This person is to act as the guardian for all youth competitors for that meeting and is to accompany them if and when they are called to the race officials. It is suggested that each parent/guardian takes a turn as drivers rep to familiarise themselves with the role.

**M6-13-14 Competition Licence**

Parent or guardian and competitor must fill in the contract as supplied by SNZ.

M6-13-15 There are two grades of licence.

**M6-13-16 Youth Mentor Licence**

- (a) For new competitors and those not yet confident or skilled enough to fully compete in an open field.
- (b) Holders of a Youth Mentor Licence must race only at their home track for a minimum of 6 meetings or practices and must start off the rear of the field.
- (c) Youth Mentor licences are sent from the SNZ Office to the Track Steward, who will keep track of their race meetings and progress until the competitor is ready to move up to a Youth Licence. At this point the competitor will be presented with their SNZ licence.

**M6-13-17 Youth Licence**

- (a) For experienced youth competitors.
- (b) Holders of Youth Licence can travel to other SNZ licensed tracks.
- (c) Youth Licences are sent from the Office directly to the competitor.

M6-13-18 Stewards are instructed to only allow visiting competitors to race at their track if they have a Youth licence or if they have a Youth Mentor licence that has been signed off by the SNZ Steward at their home track.

M6-13-19 PARENT OR GUARDIAN TO CHECK SEATBELTS AND HELMET STRAPS BEFORE COMPETITORS ENTER TRACK.

## M7 RULE ENFORCEMENT

### M7-1 Penalties

**M7-1-1** Any person or entity found guilty of a breach of these rules can be penalised.

**M7-1-2** Rule breaches can be classified as follows

- (a) Racing – as per Section R.
- (b) Technical – as per Section E, S and T.
- (c) Behavioural – as per Section M7-7.

**M7-1-3** Any or all of the following penalties can be applied:

- (a) Reprimand by a Steward, Referee or the Board which can be private or public.
- (b) Relegation of finishing positions by a Referee.
- (c) Exclusion from the results of the race by a Referee or Steward
- (d) Fine by a Steward, Referee or the Board.
- (e) Suspension for a given period by a Referee, Steward or the Board.
- (f) Disqualification of SNZ membership by the Board.

**M7-1-4** Any Infringement Notice need only have the issuing Officials signature to be valid.

**M7-1-5** Any penalty imposed will take effect immediately and cannot be deferred by the lodging of an appeal.

**M7-1-6** The Referee will not be required to issue an Infringement Notice for penalties given and carried out during a Race.

### M7-2 Penalties by Official

**M7-2-1** A Referee has the authority to penalise a competitor as follows:-

- (a) Reprimand which can be private or public in accordance with Fixed Penalties Schedule
- (b) Relegate finishing positions in accordance with Fixed Penalties Schedule
- (c) Exclude from the results of the race in accordance with Fixed Penalties Schedule
- (d) Fine in accordance with Fixed Penalties Schedule
- (e) Suspend, starting from the date of the offence in accordance with Fixed Penalties Schedule
- (f) Penalise as per Teams Racing Code of Ethics Section R12-4.

**M7-2-2** A Steward has the authority to penalise a competitor as follows:-

- (a) Reprimand which can be private or public in accordance with Fixed Penalties Schedule
- (b) Exclude from the results of the race in accordance with Fixed Penalties Schedule
- (c) Fine in accordance with Fixed Penalties Schedule
- (d) Suspend for up to 22 days, starting from the date of the offence.
- (e) Report a competitor within seven days of the date of the offence to the Board, for possible further penalty in accordance with Fixed Penalties Schedule
- (f) Penalise as per Section M7-4, Specific Technical Offences.
- (g) Penalise as per Teams Racing Code of Ethics Section R12-4

**M7-2-3** In addition the Steward can order from the track or its vicinity, any driver, Official or other person who refuses to obey their instructions or the instructions of any Official.

**M7-2-5** A Senior Official has the authority to penalise as follows:-

- (a) Reprimand which can be private or public in accordance with Fixed Penalties Schedule
- (b) Exclude competitors from the results of the race in accordance with Fixed Penalties Schedule
- (c) Fine competitors in accordance with Fixed Penalties Schedule
- (d) Suspend competitors, crew, SNZ Officials or any person under the control of the Clerk of the Course for up to 42 days, starting from the date of the offence in accordance with Fixed Penalties Schedule
- (e) Report a competitor within seven days of the date of the offence to the Directors, for possible further penalty in accordance with Fixed Penalties Schedule
- (f) Penalise as per Section M7-4, Specific Technical Offences.
- (g) Penalise as per Teams Racing Code of Ethics Section R12-4
- (h) Suspend any person or entity under the jurisdiction of SNZ, effective from time of pronouncement until the findings of the Board are advised in writing by the SNZ Office.

**M7-2-6** A Technical Steward has the authority to penalise as follows:-

- (a) Reprimand which can be private or public.
- (b) Fine up to \$200.
- (c) Suspend for up to 22 days, starting from the date of the offence.
- (d) Report a competitor within seven days of the date of the offence to the Directors, for possible further penalty.
- (e) Penalise as per Section M7-4, Specific Technical Offences.
- (f) Declare a vehicle, component or safety item non-compliant.
- (g) Suspend any competitor under the jurisdiction of SNZ effective from time of pronouncement until the findings of the Board are advised in writing by the SNZ Office

### **M7-3 Racing Rule Offences**

- M7-3-1** When a competitor is summoned by a SNZ Official for a racing incident, the driver's rep of the competitor's class must be available or present at the meeting.
- M7-3-2** If a competitor wishes to speak with an SNZ Official after a racing incident, they must make this request through their nominated competitor representative.
- M7-3-3** A Referee has the duty to respect the right of competitors who consider themselves to be unjustly penalised to be given a reasonable and courteous explanation.

### **M7-4 Specific Technical Offences**

#### **M7-4-1 Over or under weight**

- (a) Competitors may be held accountable for minimum and maximum weight from when they line up on the dummy grid to the time they are released from the scales at the completion of each race.
- (b) Vehicles that cannot meet the weight requirements before the start of the race will not be permitted to compete in the race.
- (c) Any vehicle found in breach of the maximum or minimum weight requirements at the completion of any race, will be excluded from the results of said race by the Steward.
- (d) Any vehicle that fails to report to the scales or vehicle inspection area when requested at the completion of any race will be excluded from the results of said race by the Steward.
- (e) Allocated titles:
  - (i) At all allocated titles the top three placed vehicles from every race must report to the scales or vehicle inspection area for weight checking at the completion of every race.
  - (ii) Exception: Vehicles may go to the infield for prize presentation before being weighed.
- (f) This does not apply to Sidecars

#### **M7-4-2 Non-compliant Fuel**

If a vehicle is found to be using fuel outside of the specifications in rule E5-1-5 the Competitor will be excluded from the meeting and suspended for three months.

#### **M7-4-3 Non-compliant engine**

If a vehicle is found to have a non-compliant engine the Competitor will be:-

- (i) Excluded from the meeting by the Steward, and
- (ii) Suspended for 22 days, commencing from the date of the offence, and
- (iii) Reported within seven days of the date of the offence to the Board, for possible further penalty

#### **M7-4-4 Non-compliant tyre**

If a vehicle is found with a non-compliant tyre the Competitor will be excluded from the meeting.

- M7-4-5** Tampering or interfering with any measurement process will result in the competitor incurring the penalty for breaching the rule being checked

### **M7-5 Disqualification of SNZ Membership**

- M7-5-1** Disqualification can be imposed after a hearing before the Board.

- M7-5-2** A disqualified person or entity loses the right for as long as the Board see fit to:

- (i) Hold any SNZ licence, and/or
- (ii) Hold any official appointment at an SNZ meeting or competition, and/or
- (iii) Promote or hold Competition requiring a permit from SNZ.

### **M7-6 Payment of Fines**

- M7-6-1** The competitor is responsible for the payment of any fine imposed upon themselves or their crew.

- M7-6-2** Any competitor with an outstanding account payable to Speedway New Zealand is not eligible to race until such time as the account is settled in full.

- M7-6-3** Any fine not paid within 28 days attracts a 10% penalty per month until paid.

### **M7-7 Abuse and Misconduct**

- M7-7-1** SNZ has a zero tolerance regarding verbal and physical abuse.

#### **M7-7-2 Improper comment**

It is an offence for any SNZ member to publish or permit to be published or connive at, any statement or conduct which improperly criticises SNZ, their Officials, or comments on any matter which is subjudice.

- M7-7-3** No member of SNZ or track official at a race meeting shall verbally or physically abuse (assault) any person, or use any intimidating or threatening language or actions for the duration of a race meeting.

- M7-7-4** Any acts of verbal or physical abuse, text messaging and online cyber-bullying, shall be reported to the track Steward, who if deems any blame is warranted may serve an Infringement Notice on any SNZ member.

- M7-7-5** Where any person at a race meeting receives any form of abuse from a driver, race-car owner, pit crew member, or official the matter shall be reported to the Steward, who may investigate, and if deems the allegation is justified, may serve an Infringement Notice on this person and exclude the relevant person from the track complex.

**M7-7-6 Offensive language**

Competitors or Pit Crews using offensive language in the proximity of the public will be dealt with accordingly by the Steward.

**M7-7-7 Conduct unbecoming**

The Steward may report to the Board any competitor or other person whose conduct on or off the track is injurious to the welfare of the sport or of SNZ.

**M7-7-8 Confederates**

Confederates are strictly prohibited and if in the opinion of the Steward a confederacy is proved which prevents the parties from competing on their true merits, such parties will be reported to the Board and be dealt with as the Board may think fit.

**M7-7-9 Match Fixing**

Any Promoter has the power after consultation with the Steward to declare a race 'void' when in their opinion, such race has been 'faked'. Such decisions shall be final as to the sport in progress but an appeal therefrom will lie to the Board.

**M7-7-10 Right to Suspend**

Any person who shall promote, enter, drive, or officiate at, or in any manner whatsoever take part in a competition, not organised or held in accordance in all respects, with these Regulations, or who shall become disqualified or suspended by the governing body of any sport recognised by SNZ shall be disqualified or suspended.

**M7-8 Protests**

**M7-8-1** Any competitor considering themselves aggrieved in any competition by another competitor or by the decision of any SNZ Official can make a formal Protest.

**Lodging a Protest**

**M7-8-2** All Protests will be submitted in writing to the Steward on the official SNZ Protest form.

**M7-8-3** The Protest will be signed by the competitor lodging the protest, who is engaged in the competition.

**M7-8-4** A Protest form will be accompanied by a deposit [as per below](#)

(i) \$250 for all SNZ allocated titles

(ii) \$150 for all championships that are not SNZ allocated titles

(iii) \$150 for any other meeting at host clubs discretion

**M7-8-5** A Steward cannot refuse a correctly-lodged Protest, and will sign the form to accept that the Protest has been lodged.

**M7-8-6** The Steward will then immediately deal with the Protest.

**Protest Criteria**

**M7-8-7** A Protest cannot be against a "Matter of Fact".

**M7-8-8** Only competitors in the same race as a racing incident can protest that racing incident.

**M7-8-9** Protests relating to a racing incident must be lodged within 10 minutes of the official posted results of that race.

**M7-8-10** Protests relating to Technical specifications must be lodged within 10 minutes of the last official posted results of that class.

**M7-8-11** A protest about the penalty imposed can only be made by the competitor who received the penalty.

**M7-8-12** When a Protest is decided and the decision given it cannot be presented afresh during or after the meeting. The same applies to an identical Protest by another driver.

**M7-8-13** When a competitor has been shown a black flag/board for excessive noise, NO protests can be entered into.

**Protest Committee**

**M7-8-14** All protests are adjudicated upon by a Protest Committee consisting of:-

(i) The Steward of the meeting

(ii) One representative of the competitor's class.

(iii) The Clerk of the Course.

**M7-8-15** The Steward is the Chairperson of the Committee.

**The Protest Hearing**

**M7-8-16** The protest will be heard on the day/night of the protest being lodged.

**M7-8-17** To facilitate the flow of a meeting the Protest Committee can elect to handle a Protest at the completion of the programme, except in cases where the outcome of their decision may affect the starting position or results of other heats of a series during that meeting.

**M7-8-18** All persons affected by or who may be affected by the outcome of the protest meeting, including the person against whom the protest was lodged must be given the opportunity to state their view to the Protest Committee.

**M7-8-19** In the case of a racing incident the Referee must be interviewed by the Protest Committee.



### **Decision of the Protest Committee**

- M7-8-20** The Protest Committee reach a decision by majority vote.
- M7-8-21** If the Protest is successful (upheld):-
- (i) the deposit **fee paid** is refunded to the person who made the Protest.
  - (ii) the result will be advised to the Steward who will apply a penalty as per Rule M7-2-2.
- M7-8-22** If the Protest is unsuccessful (not upheld) the deposit **fee paid** is forfeited to SNZ, unless the Protest Committee determine that there was reasonable ground for the Protest.
- M7-8-23** All protest results must be stated on the Protest form or SNZ letterhead.
- M7-8-24** Any competitor who is not happy with any decision or penalty handed down under the above procedure may lodge an Appeal, subject to the conditions in Section M7-10.

### **M7-9 Protests About Technical Specifications**

- M7-9-1** If a competitor wishes to protest engine and/or vehicle specifications that are routinely inspected by scrutineers the Protest fee is **as per M7-8-4**.
- M7-9-2** If the protest concerns engine and/or vehicle specifications, including fuel, that are not routinely inspected, the Protest fee is \$500.
- (a) If the protest will require engine dismantling, the Protest fee is \$2,500.
- M7-9-3** Any vehicle protested under M7-9-2 must be impounded. Refer to rule E2-7.
- M7-9-4** The only persons present when a component is checked to be:
- (a) the vehicle competitor/owner.
  - (b) the person laying the protest.
  - (c) the person inspecting the component.
  - (d) an SNZ representative.
- M7-9-5** The inspection of componentry is to be undertaken in a clean and suitable environment, e.g. a workshop/garage.
- M7-9-6** When the people referred to in M7-9-4(a) are present a Protest meeting is not necessary. The result of the checking becomes the result of the protest.
- M7-9-7** If the protest is upheld, the Protest fee will be refunded to the person who made the protest, and the owner of the vehicle shall be required to pay all costs incurred by the inspection of the componentry.
- M7-9-8** If the protest is unsuccessful the initial fee of \$500 or up to \$2,500 will be handed to the competitor against whom the protest is lodged.

### **M7-10 Appeals**

- M7-10-1** Every SNZ member adversely affected by the outcome of:
- (a) A racing infringement that has resulted in a protest, Exception: Teams Racing Rules & Sidecar / Solo Rules;
  - (b) A technical infringement;
  - (c) A SNZ Hearing outcome.
- M7-10-2** Any appeal so lodged, will not operate as a stay against any penalty imposed.
- M7-10-3** All appeals shall be conducted within the rules of natural justice, to which end the parties to the appeal will receive all information pertinent to the subject matter of the appeal, they will be given a fair opportunity to respond to the subject matter of the appeal and they will be heard by an unbiased Tribunal.
- M7-10-4** The burden of proving an appeal shall be on the appellants.
- M7-10-5** Any appeal hearing shall not be a hearing de novo.
- M7-10-6** An appellants will have been successful, if the appellants can establish on a balance of probabilities that the decision appealed from is wrong.
- M7-10-7 Lodging an appeal**
- (a) An appellants must lodge an appeal on the prescribed Appeal Notice found on the SNZ website. Such Appeal Notice is to be delivered to the General Manager SNZ, by email in the first instance, with a hard copy following by post or personal delivery.
  - (b) Such appeal shall be accompanied by payment of an appeal fee of \$2,000.00.
  - (c) The Appeal Notice and fee must be deposited within 7 days following the decision appealed from.
  - (d) The General Manager of SNZ shall on receipt of an appeal and the appeal fee within 7 days copy the appeal to the Appeal Committee Chairperson
- M7-10-8 The Appeal Committee**
- (a) A minimum of 5 persons shall be nominated by the Board and ratified at an AGM of SNZ to be members of the Appeal Panel.
  - (b) Appeal Panel members must be members of SNZ.
  - (c) Appeal Panel members cannot be current SNZ directors.
  - (d) The Chair of an Appeal Committee will be selected by the President of SNZ from the available Appeal Panel.
  - (e) An Appeal Committee shall consist of a Chairperson, and two persons from the Appeal Panel.
  - (f) The President of SNZ will select one such member and the appellants the other.

- (g) All communications regarding an appeal shall be through the office of the General Manager of SNZ and on no account should an appellant communicate directly with any member of an Appeal Committee.

#### **M7-10-9 Hearing**

- (a) An appeal shall be heard at the first available opportunity.
- (b) The Appeal Committee may regulate its own procedure, subject only to the rules of natural justice.
- (c) The Appeal Committee will strive to provide a prompt, practical and fair process from the hearing of appeal.
- (d) Such appeal may be heard in person, by video link, telephone or other media as decided by the Appeal Committee, having first heard from the appellant and the respondent.
- (e) SNZ shall provide a written Response to the matters raised in the appeal, such response to include copies of all reports, notes and other records created of the matter appealed against.
- (f) The parties may be represented or assisted in any Proceeding by a lay person of their choice. Legal or professional representation is prohibited. If the Allegation involves a minor, they may have their parent or legal guardian present, in addition to a lay person of their choice. However, only one of these has speaking rights, unless approved by the Judiciary Committee. NB. This does not preclude seeking legal advice prior to the hearing.
- (g) The SNZ General Manager will ensure that all members of the Appeal Committee, the appellant and the respondent receive copies of all documentation relevant to the appeal.
- (h) The hearing shall proceed as follows:
  - (i) The appellant shall present his or her case.
  - (ii) The respondent shall respond to the appeal.
  - (iii) The appellant will be given an opportunity to make further submissions to the Appeal Committee but only in response to any matters raised by SNZ and not previously addressed in the appellant's submissions.
  - (iv) Members of the Appeal Committee can ask questions at any time.

#### **M7-10-10 Result**

- (a) The Appeal Committee shall give its decision in writing within 7 days of having heard the appeal.
- (b) The Appeal Committee may alter, cancel or substitute its own penalty or decision for that appealed from, or it may confirm the penalty or decision appealed from.
- (c) The decision of the Appeal Committee shall be final and binding.
- (d) The Appeal Committee has discretion on disposal of the appeal to determine the outcome of the appeal fee paid, and to award costs.

#### **M7-11 Mediation**

Should at any one time a dispute occur of a serious nature between promoter and competitor a meeting is to be arranged between both parties and the Board or its representatives.

### RECOMMENDED PROCEDURE FOR RULE ENFORCEMENT

This is a Guideline to the sequence in which rule breaking incidents should be handled. It does not change any rules whatsoever, and does not apply to all Technical Infringements. The aim is to give both officials and competitors an easy to understand simplified guide to action.

It should promote:

- 1 Respect for the rules and the officials, through knowledge of procedure.
- 2 Acceptance of penalties by competitors by having had a fair and proper hearing.

**STEP 1** Competitor breaks rule in book.

**STEP 2** Offence witnessed by Steward, Referee, or reported to Steward by other Official.

**OR**

**STEP 2A** Competitor makes written protest to Steward with appropriate protest fee, on proper form within specified time limits

**STEP 3** The Steward calls together the Clerk of the Course and the Competitor's Representative and chairs a Protest Meeting. (All persons affected by or who may be affected by the outcome of the protest meeting, including the person against whom the protest was lodged must be given the opportunity to state their view to the Protest Committee). In the case of a racing incident the Referee must be interviewed by the Protest Committee.

**STEP 4** If the offending competitor ADMITS or acknowledges actions to the Steward or Referee, that action will become a "MATTER OF FACT"

The Steward will then take the appropriate action.

NOTE: There will be no right of appeal for penalties imposed on "MATTERS OF FACT" acknowledged by both sides, except with leave of Steward or referee concerned.

**STEP 5** If the offending competitor DENIES the actions the PROTEST will be considered by the PROTEST COMMITTEE. Their decision will be by majority vote and will be given by the Steward who will apply penalty where appropriate.

NOTE: To facilitate the flow of a meeting the Protest Committee may elect to handle a dispute at the completion of the programme, EXCEPT in cases where the outcome of their decision may affect the starting position or results of other heats of a series on any ONE day.

Steps 1 to 5 will all take place at and during the meeting and should be completed no later than one hour after the last race on the programme.

COMPETITORS ARE WARNED THAT APPEALS SHOULD NOT BE ENTERED INTO LIGHTLY. APPELLANTS MAY BE REQUIRED TO APPEAR BEFORE THE APPEAL COMMITTEE AT THEIR OWN EXPENSE. IF THE APPEAL IS LOST AND THE APPEAL COMMITTEE FEEL THE APPEAL WAS FRIVOLOUS THE APPELLANT MAY BE CHARGED ALL COSTS.