



2022 NEW EGYPT SPEEDWAY GENERAL RULES

(ALL DIVISIONS)

UPDATED 2/9/22



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If your question is not in these rules, do not assume it is legal. Ask first!

*****IMPORTANT*****

THE STATE OF NEW JERSEY IS VERY CLOSE TO MANDATING AN ON-BOARD FIRE SUPPRESSION SYSTEM IN ALL RACECARS IN ALL DIVISIONS. IT IS HIGHLY, HIGHLY RECOMMENDED THAT ALL CARS INSTALL THIS SYSTEM AS SOON AS POSSIBLE. WHEN THIS BECOMES LAW, IT WILL BE MANDATORY AND WILL BE EFFECTIVE IMMEDIATELY. THERE WILL BE NO GRACE PERIOD. IF YOUR CAR IS NOT OUTFITTED WITH THE NECESSARY SYSTEM, YOU WILL NOT BE ALLOWED TO RACE. THIS IS NOT A NEW EGYPT SPEEDWAY RULE, IT IS A NEW JERSEY STATE LAW.

Effective at the start of the 2021 racing season, No motors are to start in the pits after 11 PM any team or driver starting a race car up in the pits after 11 PM will be suspended from the next event.

Per NJ state law, all cars in all divisions MUST use a full containment seat. All drivers in all divisions MUST wear an approved head and neck-restraint device with an SFI certification label affixed bearing a date showing no more than five years old at the completion of the current racing season.

Effective at the start of the 2017 racing season, it is absolutely mandatory that all fuel must be purchased from New Egypt Speedway. It is forbidden to bring any other racing fuel or containers of race fuel onto Speedway property. With the exception of Open Shows and Special Events.

Any lighting used to identify the location of a race car on the racing surface is prohibited. IE: LED or Market Lights mounted on the top of the roll cage or any other location.

Effective at the start of the 2021 Racing Season, all drivers are required to wear a full-face helmet meeting Snell specification SA2015 or newer.



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General Safety:

All cars must have a New Egypt Speedway inspection decal to be authorized to race. All cars are subject to inspection at any time and must be free of mechanical defects and be in safe condition to race. The decision of officials regarding car safety will be final. All the following rules are mandatory and will be strictly enforced.

1. The rules, specifications and procedures set forth herein are designed to provide for the orderly conduct of racing events to establish minimum acceptable requirements.
2. The interpretation and enforcement of the rules, as published herein, shall be determined by New Egypt Speedway officials and their decisions shall be final in all respects.
3. No express or implied warranty of safety shall result from publication of or compliance with these rules, specifications and procedures and/or subsequent modifications of same. They are intended only as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, crew members, spectators, track officials or others.
4. All specifications and regulations contained herein are subject to deletions, additions and/or modifications by directives issued in subsequent technical bulletins, website updates, official entry forms, official programs and publications by New Egypt Speedway or by verbal directive of track management without prior notification.
5. New Egypt Speedway reserves the right to reject any car or driver entry on the basis of noncompliance with this rule book.
6. Track officials reserve the right to change the number of cars entered in any race, the number of races in any race meet and the number of laps in any race, at any time.
7. Track officials reserve the right to check any car at any time for compliance with this rule book without prior notice given.
8. The use of equipment not available to all participants in the marketplace in adequate supply shall be subject to approval by track officials. Products need to be for sale on speedway grounds, unless track officials specify otherwise.



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9. Track management reserves the right to impound any car involved in a personal injury accident of any kind for up to 72 hours from the time of the incident.
10. All drivers, car owners and crew members shall release and relinquish to New Egypt Speedway any and all rights to publish, product, copyright or reproduce in programs, newspapers, periodicals, or upon hats, jackets, shirts, patches, decals and any other novelty items, photos and/or illustrations of their likeness or their race cars, written articles about them and every other such item of every name and nature which may have originated from or be related to events at New Egypt Speedway. Further, if any event to which this rulebook applies is filmed, videotaped, televised or publicized, all drivers and car owners understand that such telecasting, filming or publicizing may be done in such a manner as track management may see fit, and track management shall have the right to use the names of the drivers and car owners in connection therewith. Such telecast, film, video or publicity or any further use thereof shall in no way be construed as a violation of privacy and no compensation thereof shall be due or payable to the drivers and car owners from New Egypt Speedway.
11. In consideration of the acceptance by New Egypt Speedway of any participant's license application and subsequent permission to compete on New Egypt Speedway premises, all participants, their heirs, next of kin, personal representatives and assigns, FOREVER RELEASE, REMISE and FOREVER DISCHARGE and AGREE TO HOLD HARMLESS and INDEMNIFY New Egypt Speedway, the promoters presenting races or other events, the thereon, and the owners, sponsors and manufacturers of all racing equipment used in New Egypt Speedway events, the officers, directors, agents and employees of them all, including liability, claims, action and possible causes of action whatsoever, including negligence of the foregoing, that may occur to participants, their heirs. Next of kin and personal representatives from every and any loss, damage and injury, including death, that may be sustained by participants' person and



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property while in, about and en route into and out of New Egypt Speedway premises.

GENERAL RULES:

- 1.) **EVERY driver must purchase a New Egypt Speedway pit license.** A car owner or crew member shall be able to purchase a New Egypt Speedway pit license. The license is issued to one person and is nontransferable. The license holder is entitled to purchase a weekly pit pass at a discount. The license must be shown at each race meet in order to receive the discounted pit admission. All drivers must purchase a pit license to be eligible to compete. Non---licensed holders must buy a New Egypt Speedway pit license or a \$40, one---night temporary pit license. Drivers participating in non---New Egypt Speedway sanctioned events (World of Outlaws, TSRS, USAC) are not required to purchase a New Egypt Speedway pit license.
- 2.) Everyone entering the pit area shall purchase and wear a pit pass band. Minimum age for general pit entrance is 16. Minors 16 and 17 years of age will be permitted into the pits with birth date documentation and a signed parental liability waiver.
- 3.) Each pit entrant must sign a liability waiver and release form at each race meet or warm---up session. By signing the release form, you and your heirs cannot bring suit against the track for relief if you are injured or killed. The insurance benefit plan arranged for you shall serve as your relief.
- 4.) Anyone injured in the pit area shall report his or her injury to one of the track medical personnel before leaving the facility. Failure to report an injury to the medical staff shall forfeit any medical claims.
- 5.) By filling out and signing the license application, liability waiver and release form, the participant agrees to become familiar with and abide by these rules, specifications and procedures as set forth in this rule book and prescribed



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subsequently by New Egypt Speedway, its affiliates, officials or designated representatives.

- 6.) Both members and non-members shall comply with all rules. Officials reserve the right to stop sale of tickets or passes to any undesirables.
- 7.) Multiple wins in any division may result in the immediate impound of your car for at least two days. Non-compliance will result in immediate loss of points and disqualification for that night's event. (Note: If a technical inspection or protest passes into the next day, a driver cannot stop the technical inspection process. The inspection process continues through or the competitor must leave his/her vehicle to continue the technical process at an agreed upon time. No technical inspection will continue without the driver or designated crew member present.)

MINIMUM WEIGHT:

1. Cars will be weighed with the fully---suited driver seated. The minimum weight permitted before and/or after an event will be measured by the track scales in the unit of track scale pounds (tsp). All cars found light before an event will be permitted to add weight, time permitting.
2. The number of top finishing cars to be weighed after an event will be announced over in car radio. Those cars must be weighed before going to their pit or winners circle. A car not presented for weighing directly after an event will be deemed to be light and will be disqualified. Cars found light after an event will be disqualified.
3. ALL CARS DISQUALIFIED FOR WEIGHT INFRACTIONS WILL BE PLACED LAST, SCORING SHOW UP POINTS AND START MONEY ACCORDINGLY. ALL LEGAL CARS WILL MOVE UP IN POSITION FOR BOTH POINTS AND PRIZE MONEY.
4. Track scale weights are final.
5. All weights are subject to New Egypt Speedway review to keep classes even under competition.



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QUALIFYING PROCEDURES:

1. All drivers will draw for their respective heat race starting position. Drivers who qualify through their heats will draw for their feature starting position. The number of heat races, number of cars in each heat, and the number of cars that qualify for the feature event will be dependent upon the number of cars entered on race night. The maximum number of cars to qualify for the feature race will be 24, as well as provisionals.
2. Starting with the second race of the season for each division, heat races will be lined up by points (Least amount of points earned will start first, most amount earned will start last). Throughout the season, if any driver enters a race that has not established NES handicapping points, that driver will start last in their heat race. New drivers will be handicapped to the rear for three weeks after which they will be put into the regular handicapping roster.
3. All drivers must be checked in at the Pit Shack at least one hour prior to the first heat race. If a driver has not contacted the speedway officials by that time, they will start last in their heat race.
4. A driver must attempt to qualify only once during preliminary heat races or timed dashes in any race meet. A driver may attempt to qualify a second car in one (1) consolation event. In the feature race, the driver must compete in the last car qualified. Only a qualified driver that has qualified for a feature event through the heat or consolation race that night may drive another competitor's qualified car in the feature event. The qualified driver will start last in the feature event. Any such agreement is solely between the qualified drivers and/or their respective car owners. All driver changes must be reported to the pit steward.
5. On postponed events (events that require rescheduling), a qualified driver may drive any car without forfeiting starting position. A qualified car must engage the services of a qualified driver.



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6. At the conclusion of warm-ups, race officials shall determine and announce the following:
 - a. The qualifying procedure for each division;
 - b. The number of heats/timed dashes and consolation races;
 - c. The number of cars qualifying from each preliminary;
 - d. The number of cars that shall start each feature.
7. There shall be no substitution of feature cars. Any qualified car unable to compete shall be replaced by an alternate from the consolation event(s).
8. All drivers must be ready to compete and have their cars in line on the starting grid before each event. Late entrants will start last.
9. Once a car is on the track prior to the start of the race, the car shall remain on the track in order to keep its assigned starting position. If the driver elects to pull into the pits for any reason and then returns to the track, he or she will lose the handicapped position and must start at the rear of the field.
10. If a driver is deemed to be lacking experience in race competition, driving in an erratic manner, unable to maintain a consistently fast speed or unable to maintain a consistent groove, the race director and race officials may start his or her car behind all other regular handicapped cars in any event.
11. If a car fails to pass technical inspection following a qualifying event, the car will start last in the consolation event after any rule discrepancies have been resolved. Under these circumstances, the next car that would have been qualified will be moved up in the finish order.

SPORTSMAN ROOKIE ELIGIBILITY:

1. Sportsman drivers are eligible to compete in the Rookie division if they have not driven a full-size race car (with the exception of Enduro competition) at any oval track on more than three (3) occasions in the past. If a driver has extensive motorsports experience, track officials will determine his or her eligibility.
2. Rookies will compete as a separate division before graduating to the Sportsman class. Length of series is 8 races, according to the schedule.



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3. After graduation, a driver must display experience in race competition to earn a handicapped starting position in the feature event. It is the driver's responsibility to inquire about handicapping status prior to the night's events.
4. Any rookie racing in the qualifying rookie race is not eligible to compete in his/her divisional heat races and must attempt to qualify through the division consolation race. The rookie race winner qualifies for the feature through his rookie qualifying race so long as his/her division is racing that night.

MODIFIED DRIVER SUPPORT DIVISION ELIGIBILITY:

1. No ACTIVE Modified Driver with more than Three (3) Modified Starts can participate in any Support Division races.
2. The only Modified drivers that are eligible to compete in Support Divisions are Modified Rookies or drivers that have run Three (3) or less Modified events anywhere.
3. If a **Crate Modified** driver wishes to race-up as a Modified, he or she will be permitted to do so.

HANDICAPPING PROCEDURES:

1. Unless otherwise specified, a driver's starting position shall be determined by the amount of points earned over the past three (3) race meets. The driver with least amount of points earned shall start on the pole; the driver with the second lowest total of points earned shall start outside pole; etc. In the event that a driver is suspended from competition, they will receive first place points for any races missed. The winner of the previous week's feature will not be handicapped by points but will be the last handicapped car for the first week back after a feature win and the second to-last car the second week following a win. After two features have been run, the driver will be handicapped via points again.
2. If a driver is not in attendance for a race meet, he or she shall be credited with first place points for handicapping purposes if that driver competes at another



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racetrack. If the driver is absent and does not compete at another speedway, he or she will be credited with fifth place points in the handicapping system for the missed event. In addition, a driver's cars must be deemed race---ready in order to maintain handicapping status at any race event. Once a driver has participated in three (3) consecutive race meets, he or she will be credited with one (1) "bye" pass, which can be used to freeze that drivers handicapping status for one (1) week, if the driver misses a race meet at New Egypt Speedway and does not compete at another track. It is the driver's responsibility to inform track officials when he or she chooses to use the "bye" option.

ONLY ONE BY WEEK WILL BE PERMITTED PER SEASON PER DRIVER!

3. It is the responsibilities of every competitor to make sure his or her car is registered with track officials one (1) hour prior to the scheduled start of the first heat of the evening. A car will be considered late and will be put to the rear of the heat after that point. If a competitor is running late, he or she can call ahead and notify officials, who can register the car. When calling the track, PLEASE get the name of the person who takes the "late" call. Speedway phone is (609) 758---1900. If a competitor fails to meet posted heat assignment, he or she will be added to the rear of a later heat race, if possible.
4. Lineups for consolation events shall be straight up from the heat race results. The first non---qualifier from the first heat shall start on the pole; first non---qualifier in the second heat shall start outside pole, etc. These drivers shall be followed by those who did not compete in the heat races. The balance of the feature field will be determined by this event.
5. Feature lineups are determined using the points earned handicapping system for drivers who qualified in the preliminary heat. Consolation qualifiers shall start behind those cars in the order they finished in the consolation race(s).



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FLAG RULES:

If a driver is not complying with the following flagging rules, he/she is subject to one (1) or more penalties at the discretion of track officials. Any decision with respect to flagging rules is not subject to protest.

White Flag – Cars shall receive the white flag one (1) lap prior to the start and restarts of all races, and one (1) lap prior to the finish of all races.

Green Flag – Shall be waved as the lead cars reach the fourth turn cone for the start of all races. On restarts, the green shall be given as the leader reaches the cone.

Red Flag – Shall be displayed in the event of a serious accident on the race track. All cars shall stop as quickly and safely as possible at any point on the racetrack and away from the accident scene, leaving the inside lane open for emergency vehicles.

Yellow Flag – Shall be displayed in the event of a minor accident or spin. All cars shall proceed at a reduced speed in single file. The pace car shall pick up the leader.

Black Flag – Shall be displayed to bring a car into the pits from the racetrack for consultation.

Passing Flag – Shall be displayed as a warning to slower or lapped cars that are being overtaken by the leader of the race. Cars being lapped shall hold their line.

RACING AND SCORING PROCEDURES:

1. Control tower has complete charge of the track during race events. No protests allowed on control towers decision.
2. Any driver causing excessive delays in a race may be disqualified at the control towers discretion.
3. Pole car will start the race after passing designated marking between turns three and four. After one lap is complete, pole car has lane choice. Pole car must maintain speed of pace vehicle on starts.
4. All restarts will be double file in the **feature event** up until FIVE (5) laps to go in the event. All restarts in the qualifying events will be double---file. Officials reserve the right to institute single file restarts at any time if there are an



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excessive amounts of caution flags or the event is otherwise under time restraints. All starts will be nose---to---tail. The trailing car must be directly behind the car it is following. Any car caught trying to unfairly improve position on restarts (jumping) will be set back two (2) positions for every car jumped.

5. On single file restarts, when a cone is placed on the track, all cars must go around the cone. Any car that hits the cone or drives underneath the cone will be put to the rear of the field. Cars must remain in single file formation until they pass the cone.
6. Cars caught passing through the infield, or clearly off the track, will be set back two (2) positions for every car passed. If emergency evasive action is required, cone penalty **may be waived** at the control tower's discretion.
7. On a false start, the green flag shall be given followed by a caution flag on the backstretch, in order to avoid a mishap.
8. For restarts, instructions will be relayed from the control tower by the scanner communication system.
9. When a race is slowed or halted, all cars that precipitated the delay shall be placed to the rear of the field in the order in which they finished the last completed lap, if they are able to restart. Cars causing a yellow flag shall be placed to the rear of the field in the order in which they were originally scheduled to start the race, if the accident occurs on the first lap. Any car that retires to the pit area for repairs will restart at the rear of the field upon returning to the race.
10. All cars involved in yellow flag situations shall restart at the rear of the field. If any car stops at the accident scene, that car is considered to be involved in the accident.
11. During caution flag situations, cars must maintain their position on the speedway or they will be placed to the rear of the field. If a car stops on the track (spins out, loses control, crashes, stops at an accident scene or any other location) that car will go to the rear of the field.



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12. All divisions will line up single file under yellow to allow officials to position cars in their correct positions. If a driver refuses to fall into a single file formation, he or she will be sent to the rear of the field.
13. In the event of a red flag situation, all cars shall STOP as quickly and safely as possible at any point of the racetrack and away from the accident scene, leaving the very inside lane open for emergency vehicles. If a car fails to stop in a timely manner or moves under red flag conditions, it is automatically disqualified and will receive no points or money for the event. Once the emergency situation has been brought under control and the red lights are changed to yellow, cars may then be taken to the pit area. No work shall be done on any car while stopped on the track under a red flag situation, unless specified by race officials. No refueling of cars while stopped on the track, unless specified by race officials. Cars shall restart after a red flag in the order of the last completed lap for those remaining on the track, to be followed by all other cars in the order in which they return to the track from the pit area.
14. The race is officially over when the last car on the lead lap crosses the start/finish line.
 - a. In the event of a yellow flag after the checkered flag has been displayed to the leader, the cars that did not take the checkered flag shall be scored in the order in which they finished the last completed lap. Cars which caused the yellow flag shall be placed at the rear of the order.
15. If unforeseen circumstances prevent the completion of the advertised distance, the race will be considered official after the halfway point. On red flag situations where enough laps have been covered for the race to be called complete and there cannot be a restart (i.e., weather), the field will be scored and paid in the position each car would have held on a restart. If half the event has not been completed, race officials will determine how and when the event will be completed.



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16. Due to curfew and time restraints, at the discretion of race officials, time limits may be imposed on racing events as follows:

Heats – 10 minutes

Modified feature – 30 laps or checkered 45 Minutes

All other features – 30 minutes

17. The official order of finish shall be determined by the total number of laps completed. When two or more cars finish with the same number of laps completed, the highest finishing position shall be given to the car that finished the same number of laps first.
18. All repairs shall be performed in the pit area. No repairs shall be made while on the racing surface, pit entrance or exit. Offenders shall be black flagged to the pits and may not be allowed to return, at the discretion of race officials.
19. Only safety crews and wrecker crews will be allowed on the track in the event of an accident. At no time will pit crew members be allowed on the speedway during the course of a race. Violation will result in disqualification of car and driver from the event.
20. Any driver who deliberately stops on the racing surface, or intentionally spins to cause a yellow flag, and then attempts to rejoin the race will be black flagged to the pits and will not be allowed to return.
21. If a driver does not line up within 2 laps of being told by the race tower his or her designated restart position, he or she will no longer be scored.
22. Any driver who races through the infield will be subject to disqualification.
23. Any driver that exits their vehicle at any point during on track competition for a reason other than a safety issue will be automatically disqualified from competition and will receive no points and no money for that night's event.
24. If the same car causes three (3) caution periods during an event, that car shall be removed from the racing surface, at the discretion of race officials.
25. On restarts, lapped cars will fall in behind all cars currently running on the lead lap.



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26. Cars five (5) or more laps down will not be permitted to re---enter the event in progress.
27. No car will be permitted to re---enter the track from the pit area under green flag conditions.
28. Cars that are slow, erratic or unable to maintain a consistent groove shall be black flagged off the racetrack and will not be allowed to return, at the discretion of race officials.
29. Any driver deemed to be rough driving, driving in an erratic manner, displaying unsportsmanlike conduct or disobeying race procedures or flagging rules shall be subject to one or more penalties, at the discretion of race officials.
30. Any competitor who enters the ambulance must remain in the ambulance, complete all paperwork and be released by the ambulance/EMT crew before he or she will be permitted to compete in any further racing events that night.
31. If a driver fails to appear in Victory Lane to accept a sponsorship presentation, he or she is subject to a \$50 fine, at the discretion of track officials. This includes the front stretch and turn four Victory Lanes.
32. Videotape that is produced during any given race meet may be used by race officials to assist in making race decisions. But any final decisions shall be made by race officials without regard to videotape if it is deemed to be inconclusive.
33. When a race meet is halted due to weather conditions, all laps run shall be scored. In the event racing is unable to continue, the following schedule shall apply: If the qualifying events have not been started, rain checks shall be honored for the entire program. Race officials reserve the right to keep or cancel the preliminary races run before the race meet was halted. If the race meet is postponed after the qualifying events have been run, rain checks shall not be honored. All races remaining to complete the postponed race meet shall be rescheduled and run as the first part of a future program. All cars will start the rescheduled race meet in the positions earned prior to the postponement. If the consolation race(s) did not start before the race was postponed, any car not present at the first meet will be permitted to run the rescheduled consi but shall



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start at the rear of the field. Rain tickets shall be redeemable for up to four (4) weeks after the postponed event.

RADIO COMMUNICATIONS:

1. No two-way radios allowed in competition.
2. A system of one-way scanner communication, providing lineups, instruction and race direction from the control tower to the drivers, is mandatory in all divisions.
3. Scanners must be activated and in use during all events, including preliminary races and warm-ups.
4. It is the responsibility of each race team to make sure that scanners are mounted safely in the cars and are in good operational order. Cars competing without working scanners will be subject to fines and/or penalties, at the discretion of race officials. If a scanner is not functioning properly during an event you must exit the speedway. Drivers who do not follow instructions over the scanner will be sent to the rear of the field or black flagged.
5. Scanners must be programmed to the dedicated race frequency ONLY as posted on the pit board. If a scanner check reveals that a unit has been programmed to receive other frequencies, both car and driver will be subject to disqualification and/or further penalties, at the discretion of race officials.

SCORING TRANSPONDERS:

1. Every car in competition must be equipped with an AMB TranX260 scoring and timing transponder.
2. AMB TranX260 transponder units may be available for rental at the fuel shack. Each competitor must have a transponder.
3. Mounting locations for **Modified, Sportsman and Crate Sportsman** cars: Above the frame rail, exactly 24 inches behind the center of the rear axle. Mounting locations for **Street Stocks**: Inside the frame rail, at least 12 inches behind the rear axle. **Sprint** mounting location is on the front side of the motor plate. In all



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cases, the leading edge of the transponder should be protected from clay and debris, and there must be no obstruction between the unit and the ground.

4. It is the responsibility of each race team to make sure transponders are fully charged and operational and securely mounted on the cars at each event. If your transponder is not working properly you will not be scored.
5. Cars are allowed only one transponder unit. Any car found to have more than one transponder device will be automatically disqualified and receive no points or money for the event. If two units are discovered before feature competition the driver will not be allowed to compete in any consolation or feature events for that night.

PROTESTS & PENALTIES:

1. Penalties will be enforced at the discretion of speedway management. Illegal components found in post--race technical inspection will be confiscated by the Speedway.
2. Any rules infraction found **INSIDE** the bolts of the motor including the MSD or any equivalent electrical system will receive a 100 point penalty plus loss of that night's points/money as well as a loss of handicapping for three races.
3. Any rules infraction found **OUTSIDE** the bolts of the motor:
 - First Offense: Driver will receive last place points and money earned for that event.
 - Second Offense: Driver will receive **NO POINTS** and **NO MONEY** for that event as well as a loss of handicapping for the next three races.
4. Following the completion of scoring after each feature event, the official order of finish shall be announced and/or posted outside the pit office. A protest of race results or points shall be made verbally to the pit steward within thirty (30) minutes after your race has completed. After thirty (30) minutes a recheck of scoring will then be performed, if necessary, and these results will be considered final. Only driver protests on racing results will be considered.
5. Any driver or owner may, as a matter of right, protest any car for a perceived violation of the rules for the heat or feature event. If a tool or mechanical device



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is needed by an official to determine a car's rule compliance, it is not a visible protest situation.

6. All protests must be in writing specifying car, event, matter of protest, and must be received by officials no later than ten (10) minutes after the conclusion of the feature event. Each separate protest must be accompanied by the appropriate fee. Any protest requiring visual inspection or the use of a tape measure shall be \$200. Any protest requiring tools shall be \$400. Any protest requiring engine teardown shall be \$1,000. All protest fees must be paid in cash.

a. In the event that someone wishes to protest a pair of cylinder heads that require the heads to be removed and checked on site with gauges, the fee shall be \$1000.00. In the event that someone wishes to protest a pair of cylinder heads that require the heads to be removed and sent to the manufacturer for inspection and analysis, the fee shall be \$2500.00. All protests shall be filed in writing and accompanied with the proper fee no more than 10 minutes after the completion of the feature event.

7. Crate motors that are protested will be dynoed not torn down. Protest must be paid up front in cash. If illegal it will be confiscated and not returned.
8. The Speedway reserves the right to refuse any protest if the protest is deemed unnecessary and/or initiated for harassment purposes. The Speedway also reserves the right to refuse any protest initiated by an individual under the influence of alcohol or drugs.
9. During the race meet, including protest periods, any individuals in the restricted pit area found to be under the influence of intoxicating beverages or drugs of any kind shall be removed from the pit area. In addition, their protest shall be immediately rejected. Any driver participating in on track events and are found to be under the influence of drugs or alcohol will lose their New Egypt Speedway driving privileges for 30 days and will be asked to leave the Speedway pit area. The Speedway reserves the right to send you to the New Egypt First Aid for a breathalyzer or drug test. Anyone refusing to admit to a drug or alcohol test will automatically have their New Egypt Speedway driving privileges revoked for 30 days and asked to leave the Speedway pit area.



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10. The car owner is responsible for the conduct of the entire race team, including the driver. Professional conduct is expected from each race team while on the Speedway premises. If a driver, car owner, or crew member enters another competitor's pit area unwarranted and with malicious intent, the entering individual is at fault. If a physical altercation occurs between individuals (driver, car owner, crew members, family members) on the New Egypt Speedway premises, any and all offending parties will receive no points and no money for the event and will be suspended from New Egypt Speedway competition for two races.
11. Only the driver is allowed in the tech area until New Egypt Speedway tech officials arrive. When tech officials are in the tech area, a total of three team members (including a driver and/or team owner) are allowed at all times.
12. Any driver who is speeding through the pit area will be subject to disqualification from the night's events and will receive no points and no money from that event and will be suspended from New Egypt Speedway competition for one race.
13. Any competitor (including car owner, crew member, or family member) who enters the Control Tower or Speedway Office without authorization while racing events are underway will be disqualified from the night's event and will receive no points and no money from that event.
14. Any race team that leaves tires or trash in the pit area will be. Subject to a \$100 fine or suspension from racing activities
15. In the event of a protest, if the protested car is found to be legal, the protestee will get to keep the protester's money minus tech fees. If the protested car is found to be illegal, the protester will be refunded his or her money minus tech fees.

COCKPIT, DRIVER & PIT SAFETY:

Per NJ State Law, ALL cars will be required to maintain a minimum of three (3) inches head clearance above the seated driver's helmet.



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Failure from a driver, crew member or car owner to follow any safety rules or NJ laws will automatically be disqualified from the event receiving no points and no money for the event, will be fined \$500, and will be suspended for a period of time not to exceed one (1) year. Suspension will be at the discretion of Speedway management and based on the severity of the offense.

1. **Driver Seat** Shall be metal or carbon fiber one piece or multi piece full containment type only. Seats must be securely attached to the framework of the race car with a minimum of six 3/8 (grade 8 recommended) bolts. Four on the bottom and two on the seat back. A heavy washer or metal strap between the bolt heads and the seat surface are required.
2. **Alternate seat mounting method: In place of the 1/8 inch thick steel or 3/16 inch thick brackets, 3/8 grade 8 (5 line) bolts may be used with a washer that is at least two times the diameter of the bolt head, mounted in-between the seat and the head of the bolt.** All seats must have a minimum 1/8-inch steel plate, as wide as the seat, under and up the back 4 inches. In Modified and Sportsman cars, seat and steering must be centered in the frame.
3. **Driver Belts:** Three inch or HANS 3 to 2 seat belts, shoulder harnesses and crotch (anti-submarine) belts are mandatory and shall be bolted or fastened to the frame. Each belt shall fasten separately to a common quick release type unit. Belts shall be replaced every two (2) years. Any belt showing wear or deterioration shall not be allowed. The complete belt assembly shall be worn at all times while the driver is on the racing surface. Separate shoulder strap fastening, and sternum belt are highly recommended.
4. **Lap Belt:** Designed to hold the lower abdomen, hip and pelvic area back into the seat and to provide the majority of control in holding the body down into the seat bottom. The lap belt shall be mounted at a 45-degree angle to the spine no matter what inclination the seating position provides. Always allow the lap belt to lay across the lower abdomen and route smoothly all the way around the hips to provide as much distribution of weight as possible. The lap belt shall not be routed over the top of the sides of the seat. Lap belts are designed to hold the



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body, not the seat. It is important to route the lap belt through the slot provided in the seat, to provide proper distribution of pull.

5. **Shoulder Harness:** The most abused belt in the harness system. Used improperly, these belts will hurt the driver in a hard crash. Research indicates that back injuries (i.e. broken back, vertebrae damage from compression, tail bone breakage), shoulder and some neck injuries are directly attributed to shoulder harnesses being used improperly or improper seat design and not necessarily from the force of the impact itself. The main function of the shoulder harness is to hold the torso back into the seat. The shoulder harnesses shall be routed so they pass over the top of the shoulders and traverse at a 90 degree angle to the spine, no matter what the inclination of the seat. This allows proper tension required to hold the upper body in the seat without affecting breathing. The belts shall not run down the back below shoulder height before crossing through the shoulder harness slot in the seat and shall not run across the bony structure of the shoulder as damage will result. The shoulder belts shall be routed through the holes provided in the seat and across the cage tube to provide the best control of location of the belt.
6. All cars must have a functional padded head rest in line with the driver's head, if not built into the seat.
7. Fuels shut-off valve and ignition switch shall be within reach of the driver when the driver is held into position by seat belts and harnesses. They should be clearly marked "OFF" and "ON" and easily accessible by the safety crew.
8. All protrusions, brackets and bracing in the cockpit area (including roll cage) shall have smooth or rounded edges.
9. Shock resistant roll bar padding must fully cover all bars that the drivers head may come in contact with while strapped in the seat. Per New Jersey Law, all roll bar padding must be SFI certified high-density padding. This is mandatory and will be strictly enforced. Also, on center-type steering, both housings and the steering wheel center must be padded with the same type of material.



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10. The quick release part of the removable steering wheel must be made of metal only.
11. Drivers shall be physically and mentally healthy in order to compete in any given race meet. The race director may require a driver to submit a statement, in writing, on his attending physician's letterhead, attesting to the driver's fitness to operate a race car. The race director reserves the right to disqualify any driver deemed "unfit to race" by track medical personnel.
12. Per New Jersey State Law, all drivers are required to wear a full-face helmet meeting Snell specification SA201 or newer. Drivers must also wear a one-piece fire-retardant suit, LONG sleeve underwear, gloves, socks, shoes and hood sock, all of fire-resistant materials.
13. An approved head and neck restraint is MANDATORY and a New Jersey State law. NECK COLLARS ARE NO LONGER PERMITTED.
14. Each trailer must be equipped with a 20 pound or larger, fully charged, dry chemical fire extinguisher in their pit at every race meet. The extinguisher shall be in plain view and easily accessible.
15. No fuel drums allowed on track premises.
16. There shall be no gas stoves, barbecue grills or any other cooking units in the pit area.
17. Only the authorized track welder is permitted to weld in the pit area. All other welding is prohibited.
18. Head Restraints: Any SFI approved Head and Neck restraint system is permitted. No neck collars are permitted.
19. Arm Restraints: Required for Modified, Sportsman, Crate-1 Sportsman and Sprints. Street Stocks will have window netting according to rules.
20. No rear-view mirrors or rear-view reflecting devices of any kind are permitted on any car while in competition at New Egypt Speedway.
21. All cars in competition at New Egypt Speedway must have a minimum of two carburetor throttle linkage return springs.



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22. All cars in all divisions shall have a mandatory master disconnect switch, which shall disconnect any and all electrical functions of the race car. This switch shall be mounted in the area where the “A” pillar meets the top horizontal bar on the left “driver’s side” of the roll cage. This switch shall be painted red and clearly marked “ON/OFF” and must be accessible from the outside of the race car.

Points Scale:

- 1-60
- 2-56
- 3-52
- 4-50
- 5-48
- 6-46
- 7-44
- 8-42
- 9-40
- 10-36
- 11-36
- 12-34
- 13-32
- 14- 30
- 15-28
- 16-27
- 17-26
- 18-25
- 19-24
- 20-23
- 21-22
- 22-21
- 23-20
- 24-20