



2023 NEW EGYPT SPEEDWAY 4-CYLINDER RULES

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2023 NEW EGYPT SPEEDWAY 4-CYLINDER STREET STOCK RULES AND REGULATIONS

Per New Jersey State law, It is now absolutely mandatory that all cars racing in the 4cyl division have a fire suppression system installed. The system shall have a minimum 5lb bottle securely attached to the frame of the vehicle. The bottle shall have an SFI label attached in plain view with an SFI spec of minimum 17.1 or 17.3 or greater and a date of no more than two years old. Every bottle must have a gauge attached and in plain view showing the bottle's state of charge. There must be either a mechanically activated trigger mechanism which is accessible and activated by the fully seated and strapped driver or an automatic trigger device which is activated automatically by heat. A minimum of one discharge nozzle is required. Directed onto the driver.

GENERAL

This information is to be used in addition to the general rules section listed for all classes. This is a PURE STOCK division intended for inexpensive participation. Abuse of these rules or creative interpretations will not be tolerated. Track officials as always have the final say as to whether a car can compete. New Egypt Speedway management may confiscate illegal parts and components.

These rules and/or regulations are designed to provide orderly conduct of the racing event. These rules shall govern the conditions of all events. No expressed or implied warranty of safety shall result from the publication of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport & are in no way a guarantee against injury or death to participants and/or spectators. **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.**



2023 NEW EGYPT SPEEDWAY 4-CYLINDER STREET STOCK RULES AND REGULATIONS

SECTION A: ENGINES

1. ENGINE AND COMPONENTS original manufacturer parts for specific make and model. THE ONLY MODIFICATION allowed to an engine are listed in the following paragraphs. Any other modifications will be deemed illegal.
2. Engine must be in its original mount and position. NO MOTOR MIX/MATCH a) Solid motor mounts are allowed in its original
3. No rotary engines. No turbo or super charged engines. No high-performance engines or cars. Example: Porsche will not be legal and not intended for this class.
4. No porting and/or polishing of head and/or manifold. Head may be resurfaced Head and manifold must be stock. Head port casting must be able to be seen and or felt or it will be considered illegal. After market intake manifolds are permitted.
5. Replacement pulleys for water pump and power steering may be used.
6. Maximum compression ratio 10 to 1. (for grandfather cars only, all others to be stock)
7. Pistons must be stock type and profile with stock wrist pin height. No dome or pop-ups.
8. Up to 500 cfm carburetor or factory stock fuel injection. If carburetor is used in place of factory fuel injection, maximum of (1) inch spacer. No modifications to carburetor allowed except removal of choke assembly. (Applies to grandfathered cars only) **add must Be stock fuel delivery system.** a) Stock fuel injection for all others.



2023 NEW EGYPT SPEEDWAY 4-CYLINDER STREET STOCK RULES AND REGULATIONS

9. No aftermarket distributors and/or distributor parts. No aftermarket electronic computers and/or components in ignition. Ignition must be stock for make of engine. Example: Toyota for Toyota, Ford for Ford. a) Fuel injection must be stock for vehicle running.
10. Electric fuel pumps are allowed and must shut off with ignition switch.
11. No aluminum flywheels. No flex plates. Single disc, stock style clutch and pressure plate. No ram clutches.

SECTION B-1: FIREWALLS, FUEL LINES AND FUEL PUMPS

1. Fire Walls:
 - A. All vehicles shall have a permanent fire wall between driver, fuel supply and motor.
2. Fuel Lines and Pump:
 - A. Fuel pump or fuel line is prohibited in the drivers compartment unless properly shielded. The shielding for fuel lines shall consist of steel braided material, or blue poly, socket less fittings. Fuel pumps in driver compartment must be properly shielded to prevent leakage in the event of damage or breakage of pump or lines.
 - B. Fuel lines must be more than (3) three inches from headers, unless shielded by metal.
 - C. Fuel shut off mandatory within easy access to the driver, conspicuously marked with bright orange paint and labeled ON AND OFF.
3. Ignition Switch:
 - A. All vehicles must have an ignition switch within easy access to driver in drivers compartment and clearly marked.



2023 NEW EGYPT SPEEDWAY 4-CYLINDER STREET STOCK RULES AND REGULATIONS

SECTION B-2: BODY, CHASSIS, AND DRIVER REQUIREMENTS

1. Roll Cage Requirements:
 - A. Any four-cylinder front or rear wheel drive. No convertibles, four-wheel drive or jeep type vehicles.
 - B. Roll cage must be welded securely to frame using a six-post design. Vehicles using a uni-body construction must install a 6-inch by 6 inches by 1/4-inch-thick base plate affixed to outer flooring of the car roll cage must be welded to floor of car.
 - C. Rear roll cage hoop must be 6 inches behind the driver's head and 3 inches minimum above the driver's head. There must be a minimum of 2 horizontal bars connecting front and rear roll cage hoops and be a minimum of 3 inches above the driver's head
 - D. (seated in car with helmet on.) Roll cage must extend from windshield to rear of drivers compartment with a loop at the front and rear. a (1) inch or better pipe placed at the center of the windshield. Two bars may be added from top of cage to rear of car (not to be attached to bumper). You may also run two bars from dash area to front in line with frame rails but end 6 inches before front bumper.
 - E. Uni-body cars are allowed frame bracing but no cross bracing.
 - F. Driver side must have three or more horizontal bars in door area. Passenger side must have two or more. A 1/4- inch steel plate may be installed from bottom side. Roll cage to be to rocker panel below rear of seat forward.
 - G. All roll cages must be of construction and quality to afford driver maximum protection against injury. Petty bars recommended.
 - H. Nerfing bars are recommended but not required. Nerfing bars must touch the body for the entire length of the bar. Nerfing bars must give driver maximum protection. All nerfing bars must turn into car at ends.
 - I. Roll cages must be a minimum of 1 1/2 inch O.D-.095 wall tubing.



2023 NEW EGYPT SPEEDWAY 4-CYLINDER STREET STOCK RULES AND REGULATIONS

2. Body Requirements:
 - A. No shortening allowed. Interior skin may be removed. Opening of wheel moldings allowed as desired. Car must not appear as a sheet metal box.
 - B. If roofs are removed for roll cage installation, they must be reattached in stock form and location.
 - C. Trunk and hood lids may also be stripped.
 - D. Hoods must have an opening to expose the carburetor for firefighting purposes.
 - E. Hoods must be kept in place by secure quick release pins.
 - F. ALL DOORS MUST BE WELDED, CHAINED OR BOLTED SHUT
 - G. All glass and lights must be removed. All open exterior holes must be covered after lights are removed.
 - H. No aftermarket spoilers of any type
 - I. Stock metal only. Reproduction fenders and doors may be used. Must look stock.
 - J. No fiberglass bumpers.
 - K. Both bumpers must be securely fastened to vehicle or welded solid to chassis. L) Bumpers must contain an easy, visible and accessible way to be hooked and towed off the track. NO SHARP EDGES.

3. Suspension Requirements:
 - A. No racing adjustable shocks.
 - B. Only rubber spacers permitted. No other spacers (i.e. lumber, metal chains etc.) may be used to alter the suspension of the car.
 - C. Screw adjustment allowed on rear springs of car. Tubing and Heim ends may be used as replacement parts, stock dimensions
 - D. No cutting of suspension except for top of strut tower. Shifting of strut is permitted as it stays within the original strut tower.
 - E. Steering quickener allowed.



2023 NEW EGYPT SPEEDWAY 4-CYLINDER STREET STOCK RULES AND REGULATIONS

4. Interiors:
 - A. All seat cushions must be removed.
 - B. Rear seat shelf must remain in vehicle.
 - C. The stock floor pan, firewalls, trunk, trunk floor and wheel wells must be retained
 - D. No built-up interiors of any kind.
 - E. No mirrors
 - F. All holes in firewalls and floors must be filled in with at least 20-gauge steel
 - G. Windshield area must have heavy screen, no chicken wire.
 - H. No plexiglass anywhere on the body.

5. Tires and Wheels:
 - A. All wheels must be reinforced to prevent their loss.
 - B. Any street legal tire with a maximum tread width of 8 inches is permitted.
 - C. 8-inch wide maximum steel wheels.
 - D. No aluminum, or carbon fiber, trick, die cast wheels allowed.
 - E. Bead locks allowed.
 - F. Tire grooving is permitted.
 - G. No broken or missing lug nuts.
 - H. Any offset rim is allowed, all 4 rims do NOT have to be the same offset.
 - I. No dzuz button wheel covers
 - J. **NO SNOW TIRES**

6. Drive Train:
 - A. Stock transaxle, rear, clutch assembly, and flywheel only.
 - B. Stock drive train only.
 - C. Spools permitted.
 - D. Automatics must have working torque converter-may be locked.

7. Air Cleaners:
 - A. Any air cleaner system permitted as long as it's not air induction.



2023 NEW EGYPT SPEEDWAY 4-CYLINDER STREET STOCK RULES AND REGULATIONS

- B. Air cleaning system must be kept in engine compartment.
8. Brakes:
- A. Stock brakes in stock mounting position.
 - B. Both back brakes and at least one front brake must be working always.
 - C. No aftermarket proportioning of valves permitted
9. Drivers:
- A. All drivers must be at least 16 years of age.
 - B. All drivers must have fire resistant underwear, gloves, shoes, and a one-piece fire suit.
 - C. All drivers must have neck brace and driver side window netting.
 - D. **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.**
10. Batteries:
- A. Batteries in driver's compartment shall be secured and shielded to prevent leakage in the event of a turnover.
 - B. Battery shall have a marine style box cover secured to the metal box as to not allow movement of the battery.
 - C. Batteries located adjacent to the fuel supply of the vehicle must be secured in a metal box bolted to the frame of the vehicle by at least four 3/8-inch line bolts and in such a manner to apply maximum pressure against the metal box to the frame.
 - D. Batteries located in any other area not specified shall be secured and shielded to prevent leakage in the event of damage or turnover.
11. Seats:
- A. Per New Jersey state law, full containment seats are mandatory.



2023 NEW EGYPT SPEEDWAY 4-CYLINDER STREET STOCK RULES AND REGULATIONS

- B. Seat shall be attached to the frame with at least 4 three-line 5/16-inch belts.
Two bolts shall be installed at the bottom of the seat not more than three inches from the outside edge and two bolts shall be installed at the two most practical widely spaced points at the top of the seat back.
 - C. Vehicles with metal seats do not require straps but do require large washers at each bolt.
 - D. Straps must be 2 inches wide and 1/8-inch-thick connection each set of bolts on fiberglass seats.
 - E. Seats must be mounted in front of doorpost and to the left side of the drive shaft tunnel.
12. Safety Belts:
- A. Quick release type five-point harness ONLY.
 - B. All connections are to be secured at frame.
 - C. Shoulder harness must pass over a round bar located at the driver shoulder height.
 - D. No alterations to manufacturers design.
 - E. All belts must be in good condition and bear the date and manufacturer name.
 - F. Date of manufacture cannot be more than 2 years.
13. Exhaust System:
- A. The outlet for the exhaust system shall be outside of vehicle and extend past the driver's door.
 - B. Exhaust flow must be directed out and away from driver.
 - C. Stock or racing type muffler.
 - D. Factory exhaust manifolds or tubular headers are permitted.
14. Fuel Tanks:
- A. Fuel cell tanks commercially manufactured.
 - B. Cells must hold no more than 4.99 gallons without rubber bladder.



2023 NEW EGYPT SPEEDWAY 4-CYLINDER STREET STOCK RULES AND REGULATIONS

- C. Maximum of 15 gallons with rubber bladder.
 - D. Fuel tanks must be secured with three 1 inch wide 1/8-inch-thick metal straps that shall be bolted to the frame of the vehicle by at least two 3/8-inch three-line bolts and angled so it goes around the cell, except for the bottom, so as to apply maximum pressure against the tank to the frame.
 - E. X type framework must be under tank.
 - F. A reinforcing member of the SAME kind and size material as that used in the roll cage of the chassis shall be installed to the rear of the fuel tank joining the rearmost portion of the chassis to afford maximum protection to the tank.
15. Window Nets:
- A. Must be used on the driver's side.
16. Steering Wheels:
- A. Padded center. Quick release pull pin type recommended.
 - B. Helmets SNELL 2015 minimum.
17. Fuel:
- A. No performance enhancing products can be added to the fuel. (Thermal charged, nitrated fuels, oxygen induced chemicals or oxides.)
 - B. Anyone using these additives will be fined \$250.00 have all points taken away and suspended for three (3) race events.
18. Water Overflow and Reservoirs:
- A. Cannot be mounted in driver's compartment.
19. Drive Shafts:
- A. The drive shaft must be enclosed and secured front and rear by a 1/4-inch thick by 1 inch wide, a rod, or one-inch steel tubing with .06 wall thickness.



2023 NEW EGYPT SPEEDWAY 4-CYLINDER STREET STOCK RULES AND REGULATIONS

20. Claiming Rules:

There will be a claiming rule in effect for all competitors. Any car that wins may have its engine, less headers and electronics claimed by the driver of another car finishing in one of the top 10 positions. The claiming price will be \$1000.00 (one thousand) in cash. If the owner of the engine being claimed does not accept the \$1000.00, he does not get paid for any position and loses points. All claiming must be done within 10 minutes of the completion of the event and submitted to the pit shack in writing.

In case of duplicate claims, the claim will go to the car finishing furthest back.

No one driver can claim an engine from the same owner more than once during the same season.

All cars using a single camshaft engine shall weigh 2400lbs

All cars using a Dual camshaft engine shall weigh 2500lbs

All Honda powered cars using the Honda V-tec engine shall weigh 2600lbs

All weights will be measured with the driver at the completion of all qualifying races and the feature event.

21. Tow Hooks:

- A. Two tow hooks installed front and rear of car.

On occasion, situations may arise that are not covered in this rule package ALL rulings and interpretations of the rules included herein will be made by Track Management and/or Officials. Such rulings and interpretations shall be deemed final.