



2023 NEW EGYPT SPEEDWAY CRATE RULES

UPDATED 1/8/23



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Per New Jersey State law, It is now absolutely mandatory that all cars racing in the modified and crate modified divisions have a fire suppression system installed. The system shall have a minimum 10lb 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 two discharge nozzles are required. One directed onto the driver and the second one directed either into the engine compartment or into the fuel cell compartment.

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

To all New Egypt Speedway 602 crate and wingless sprint racers:

We, the management and technical department at NES have been well aware of the questionable and so called "cheated" crate engines out there, and we assure you all that this has not gone unnoticed. However the detection, inspection, and confirmation of these engines has proven very difficult. IE the inspection and dyno process which would be required is very time consuming, labor intensive, and not to mention very expensive. In an effort to maintain a fair and level playing field for all involved, we are implementing the following changes. As always, it is strictly forbidden to tamper with any of the original factory seals and all must remain fully intact and all 602 crate engines that compete at New Egypt Speedway must have a second set of NES seals attached as well. This will not change.

First, we have acquired several new technical inspection tools that we have added to our arsenal of tools and equipment that will better enable us to be able to detect cheated engines.



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Second, our technical inspector(s) have undergone extensive training in the detection of illegal engines.

While the New Egypt Speedway rule book does say that all new 602 crate engines must be purchased through the New Egypt Speedway, due to pricing issues and availability issues, this has gone largely unenforced. Until now.

New Egypt Speedway has entered into an agreement with a General Motors parts supplier who will supply us with engines at a fair and reasonable price.

Effective immediately, New Egypt Speedway will no longer be sealing any used 602 crate engines or any new 602 crate engines obtained from an outside source other than the New Egypt Speedway. In the event that any one needs to purchase a new engine, he or she is to call the NES office and make financial arrangements. The engine will then be delivered to a location in close proximity to the speedway where it will then be NES sealed. The owner of the engine will then be notified when it is ready and may then pick it up at his or her convenience.

This is mandatory and will be strictly enforced and there will be absolutely no exceptions.

Any engine that is currently NES sealed will be grandfathered and will be honored throughout the remaining life of the engine. However, these engines are not exempt and are subject to further inspection at any time which may be deemed necessary.

Any outside racer who wishes to visit NES and give us a try will be permitted to do so with a non NES sealed engine one time only, provided that all factory seals are intact but as always these engines may be further inspected if deemed necessary. After the grace period, a legally NES sealed engine must be obtained.

We at New Egypt Speedway appreciate your support and understanding as we make an effort to provide a fair, equal class of racing in all of our 602 crate divisions.

Sincerely,
NES Management & Technical Department

NEW EGYPT SPEEDWAY REQUIRES THE USE OF A SEALED GM 602 CRATE ENGINE IN THE CRATE MODIFIED AND NEWS DIVISIONS. IT IS MANDATORY THAT ALL CRATE ENGINES BE PURCHASED AND SEALED BY NES. ALL ENGINES MUST REMAIN AS DELIVERED BY GENERAL MOTORS INCLUDING



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HARMONIC BALANCER, DISTRIBUTOR, VALVE COVERS, SPRINGS, ROCKER ARMS, SEALS, ETC. IT IS STRICTLY FORBIDDEN TO TAMPER WITH THE FACTORY AND/OR OTHER SEALS IN ORDER TO GAIN ACCESS TO THE INTERNAL WORKINGS OF THE ENGINE. ANYONE CAUGHT TAMPERING WITH THE FACTORY AND/OR OTHER SEALS SHALL IMMEDIATELY HAVE THEIR ENGINE CONFISCATED BY NES, FINED \$500.00, AND HAVE THEIR NES LICENSE SUSPENDED

FOR NOT LESS THAN ONE YEAR, AND BE STRIPPED OF ALL POINTS ACCUMULATED UP UNTIL THE TIME OF THE INFRACTION.

THESE ENGINES ARE CONSIDERED TO BE NON-REBUILDABLE AND NON-REPAIRABLE. IN THE EVENT THAT AN ENGINE SUSTAINS INTERNAL DAMAGE OR WEAR THAT REQUIRES THE REMOVAL OF ONE OR MORE SEALS, THE ENGINE IS THEN SAID TO HAVE SERVED ITS LIFE AND MUST BE DISCARDED AND A NEW ONE OBTAINED.

REBUILT OR REPAIRED ENGINES ARE NOT PERMITTED UNDER ANY CIRCUMSTANCES.

ANY ENGINE THAT HAS ALL OF THE FACTORY SEALS AND A SECOND SET OF SEALS FROM ANY OF THE NEIGHBORING SPEEDWAYS, BRIDGEPORT, BIG DIAMOND, GRANDVIEW, NES, OR ORANGE COUNTY WILL ALL BE CROSS HONORED AT ANY OF THE ABOVE MENTIONED SPEEDWAYS. IF A RACER WISHES TO VISIT NES AND HAS AN ENGINE WITHOUT A SECONDARY SET OF SEALS, HE/SHE WILL BE PERMITTED TO RACE AND WILL BE GIVEN A (1) RACE GRACE PERIOD, PROVIDED THAT ALL OF THE FACTORY SEALS ARE INTACT.

ALL OTHER NES CRATE RULES, CARBURETOR, FUEL, ETC WILL STILL APPLY. AFTER THAT, A LEGALLY NES SEALED ENGINE MUST BE OBTAINED. ANY ENGINE, WHETHER SECONDARY SEALED OR NOT, MAY BE SUBJECT TO FURTHER INSPECTION AT ANY TIME EITHER INITIATED BY NES TECH INSPECTORS OR BY ANOTHER COMPETITOR PROTEST.



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THE METHOD FOR FURTHER INSPECTION SHALL BE INPOUNDMENT OF OF THE ENTIRE RACE CAR AT WHICH TIME IT SHALL BE TRANSPORTED UNDER THE DIRECTION AND SUPERVISION OF NES TECH OFFICIALS TO AN NES AUTHORIZED CHASSIS DYNO FACILITY FOR DYNO TESTING.

THE CAR OWNER AND/OR DRIVER WILL BE PERMITTED TO ATTEND THE DYNO TEST. THE FEE FOR PROTEST AND/OR IMPOUNDMENT SHALL BE \$1,000.00 ANYONE WHO REFUSES DYNO TESTING, SHALL BE DEEMED ILLEGAL WILL RECEIVE NO MONEY, AND HAVE HIS/HER NES LICENSE REVOKED, FINED NOT LESS THAN \$1,000.00 AND STRIPPED OF ALL POINTS ACCUMULATED UP TO THAT POINT.

SAFETY-FRAME:

1. Only round steel roll over bars may be used. Front and rear roll bars must be connected at top in a cage type configuration. Two round horizontal side bars on each side are mandatory. The top side bar must be a maximum of 20 inches below the top roll bar. Proper bracing and triangulation on front and rear roll bars is required. All roll bar bracing must be a minimum of 1-1/2 inch diameter by .095 inch wall thickness. A minimum of one diagonal bar across the top of the roll cage is mandatory.
2. The rear main roll bar hoop must be a minimum of 26 inches measured across from outside to outside of tubing and must maintain that measurement from the bottom all the way to the top of the cage. Bottom of the rear roll bar must be directly welded to the 2x4 frame (no outriggers). The front roll bar must be measured and constructed the same way, except that the allowable taper in the frame rules will govern the width dimension.
3. Only two roll bar diameters will be permitted. Roll bars of 1 3/4 inch diameter will require a minimum of .095 inch wall thickness. Roll bars of 1-1/2 inch diameter will require .120 inch wall thickness.
4. Shock resistant roll bar padding must fully cover all bars that may come in contact with the driver's head while strapped in the seat. On center type steering,



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all housings, lines, and fittings must be covered with shock resistant roll bar padding. The steering wheel center must also be padded. The starter housing and any other points of contact that could potentially injure the driver must also be adequately padded. It is MANDATORY that this padding is flame retardant and SFI certified.

5. All cars must have a functional padded headrest, which must be in line with the center of the driver's head, if not built into the seat.
6. Adequate window openings on both sides of the car must be maintained for emergency exit of the driver. Any obstacles other than the driver's headrest, which prohibit the passage of the inspection box through the cockpit, must be removed.
7. All cars must have a drive shaft cover. All cars with open drive shafts, must have a tunnel, made from a minimum of 1/8 inch thick steel which extends from 2 inches under the front edge of the seat to the back of the transmission covering the shaft and "U" joint, and output flange on top and both sides. It must extend completely down to the floorboards. It must be held in place with a minimum of four 3/8 inch diameter bolts at the bottom, connected to a substantial cross-member. This drive shaft cover must be a solid unit with no cut-aways for lightening purposes.
8. Two steel safety rings diameter to suite x 1/4 inch wall thickness x 2 inches wide, each fastened by two 3/8 inch grade 5 bolts to the torque arm side plate or the frame must be installed around each universal joint.
9. Closed drive type cars, torque tubes, or bells that already have a 360 degree covering from "U" joint back to seat will be accepted as is. To protect the driver, any suspension link such as a torque arm, coil over or trailer bar inside the driver's compartment must have a steel cable (1/4 inch in diameter or more) or clamp connecting it to a substantial cross-member to limit its range should it break loose. These parts must have no sharp edges and must be padded.
10. Firewalls, both front and rear are mandatory. The rear firewall must extend from the top of the fuel cell to the belly pan to isolate the driver from the fuel cell. A



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minimum thickness of .050 inch aluminum or steel is required. A minimal amount of sheet metal may be cut out for drive shaft clearance. The front firewall must fully isolate the driver from the engine compartment.

11. Belly pans are mandatory and must extend from the front firewall to rear firewall and be attached at both spots. It is mandatory to have a separate floor to protect the driver's feet in the event the under pan falls off. This extra floor must be attached to the frame or cross-member or both, and extend from the front firewall past the front edge of the seat.
12. On-board "flame-out" systems installed in the race car are MANDATORY.
13. A fuel cell with a maximum capacity of 24.5 U.S. gallons is mandatory. No pressure tanks are permitted on fuel systems.
14. The fuel cell must be fully encased in a steel container with a minimum thickness of 20 gauge. An optional aluminum container may be used with a minimum thickness of .060 inches. The cell must be fully foamed with just a minimal cut-out for filler. Cut-out may be no larger than 6 inches wide by 10 inches long by 7 inches deep. Fuel lines must siphon from the top only. There must be a one-way safety valve in the vent line. Fuel tank must be mounted behind the driver. Fuel tank must be secured by a least 3 steel/aluminum straps (each strap must be a minimum of 1 inch wide by ¼ inches thick) and bolted to the front with at least 5/16 inch diameter grade five (3 line) bolts.
15. Fuel cells should be to SFI 28.1/.2 or FT3. No fuel cell bladders may be older than 5 years from date of manufacture.
16. A horizontal bar with minimum dimensions of 1 inch by .095 inch wall thickness must be mounted behind the fuel cell for rear impact protection.
17. No racing fuel in drums may be brought on to track premises.
18. A fuel shut-off valve must be mounted within easy reach of the driver and the safety crew. It must be labeled in a clearly visible location with words FUEL ON/OFF with a bright colored paint or decal.



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SAFETY-ANCILLARIES:

1. All cars must have an ignition switch which is easily accessible within the driver's compartment. The ignition switch must be marked ON/OFF with a bright colored paint or decal and be clearly visible and easily accessible to the driver.
2. Fuel lines, power steering lines, and fittings running through the driver's compartment must be made from an approved braided type line only. No plastic or glass fuel filters permitted. High pressure lines and fittings or hot fluid lines running through the driver's compartment must be encased or shielded by a deflector to prevent driver injury.
3. All cars must at all times have four wheel hydraulic brakes in good working order. Brake tests may be held throughout the year.
4. Rear wheels must have a minimum of five lug nuts. A minimum of three lug nuts is required on front wheels only. No knock-off hubs are permitted on any wheel.
5. Exhaust headers must be safe for the driver and exit past the driver's seat.
6. All exhaust pipes must exit facing the rear of the car and be directed in such a way as to disturb as little dust as possible. Pipes may not exit through the doors or in front of the rear tires.
7. **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.**

SAFETY-BODY:

1. Inspectors reserve the right to request body or sheet metal to be replaced and painted if it has any sharp edges or is not looking presentable to the sport.
2. No oil coolers may be mounted external to the bodywork. All oil cooler piping shall be routed under the bodywork, as safely away from driver as practical.
3. Oil coolers may be mounted under the hood ahead of the motor.
4. Max rear spoiler height, regardless of ride height, not to exceed 50 inches. This height will be randomly measured during an event. Cars not complying will be excluded. It is suggested that manufactures do not make tall cars that can only



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pass tech at low ride heights. The race car driver must be able to see through for clear view of track ahead.

5. All cars must have a full steel windscreen (rock guard) of substantial material with a maximum individual hole opening of 2 inch by 1 inch by 1/16 inch (no chicken wire or aluminum). Screen must cover entire windshield area left to right across the cage and from top of cage down to hood or cowl. Clear lexan or safety glass windshields may be used for additional protection if they are in the driver's line of sight. They must be shatterproof and mounted behind the screen, enabling driver to wipe them clean. Any additional windshield must not obstruct the emergency exit of the driver.

SAFETY-BATTERY:

1. The battery must be properly secured and must have top terminals completely covered by rubber. 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. 12 or 16 Volt batteries only. No step-up transformer or any other device to increase voltage allowed.

BODY STYLE AND DIMENSIONS:

1. All measurements may be taken with or without driver and/or with or without fuel.
2. Tolerance permitted on all body dimensions is a maximum 1/2 inch. This is a tolerance, not a dimension to be added to the body dimensions.

BODY MATERIAL:

1. Only aluminum or steel will be permitted for all inner and outer body panels.
2. A maximum of 4 inch vertical plastic material extending below the metal body panel is permitted. The plastic thickness shall be between .090 inches and .125



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inches and an overlap of 2 inches to secure to the doors/door extensions will be permitted.

3. The overall dimensions of the doors and door extensions must meet the specifications.
4. The roof must be fiberglass only.
5. Hood, hood scoop, windshield cowl, right rear inside tire clearance cover and front spoiler may be constructed of either fiberglass or aluminum.
6. Only CLEAR lexan will be permitted for the rear spoiler and the rear wing windows

ROOF:

1. The roof must be centered from side-to-side on the roll cage and also be centered on the frame (no offset bodies). Leading edge of the roof must be fastened in a stationary position a minimum of 33 inches and a maximum of 48 inches in front of the rear axle centerline. The roof must be securely fastened at the back and on both ends.
2. Length of the roof: Maximum 60 inches, minimum 48 inches; Width of roof: Maximum 52 inches, minimum 48 inches. It must display a turtleback style and shape with at least $\frac{3}{4}$ inch belly front-to-rear and $\frac{3}{4}$ inch side-to-side. NO FLAT ROOFS. Front lip may not be more than $\frac{1}{2}$ inch. Side edges may be no longer than 1 $\frac{1}{8}$ inch break.
3. The roof cannot change shape or location while racing.
4. Overall height (top of highest point): Maximum 61 inches, minimum 52 inches, measured from the ground. Maximum roof angle is 6 degrees on the roof gauge.
5. The roof must be one-piece fiberglass only and be single ply, one contour inside and out. No carbon fiber. Roll bars must be exposed. No vertical metal used to mount roofs will be permitted covering the roll bars. The roof must weight a minimum of 10 pounds.
6. Any proposed new roof design must be approved in writing by New Egypt Speedway.



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FRONT DOOR POSTS:

1. Doorposts must be flat aluminum sheet metal ONLY. They must go in a straight direct line from the roof to the doors. From a side view, they must be seen as a 2-inch dimension. They must be no wider than 2 inches. They must be bead rolled or have a lip for re-enforcement, but can't exceed a 3/8-inch maximum thickness at that area. The material thickness used may be a minimum of .050 inches to a maximum of .090 inches. Only a one-piece construction will be accepted. There will be no tolerance on these measurements. Doorposts must attach securely to the metal roof support and doors. They may be bolted with a minimum of two (2) 3/16-inch bolts to the door bracket for the ease of fabrication.
2. No Lexan vent windows or excessive sheet metal will be permitted in the vent corner where the post meets the door panel.

REAR WING WINDOWS:

1. All rear wing panels and windows must resemble a current OEM body style.
2. The upper profile may not protrude above a straight line drawn from the rear of the roof to a point 3 inches higher than the rear deck. There must be at least a 2-inch indent in the profile, so as not to make the panel a fastback.
3. The maximum base length must not exceed 61 inches. Left and right must be of the same style and dimension.
4. All windows styles must be nominally 160 square inches (10 inches tall by 16 inches long), clear, smooth Lexan with no bends or breaks.
5. No writing or decals permitted on the wing windows.
6. Rear view of the wing window must go in a straight line from top of quarter panel or bodyline to the roof with a maximum gradual bow of 2 inches in the center of the wing window.

BODY WIDTH AND GROUND CLEARANCE:

1. Body width (measured anywhere along the body line, front or back): Maximum 68 inches, minimum 64 inches excluding the lip for the sail panel for Modifieds only.



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2. Minimum body and chassis ground clearance is 2 ½ inches.
3. No rubber skirts, fins or spoilers of any description are permitted under the car.
4. A 2-inch maximum air deflector is permitted in front of radiator to facilitate cooling.

DOOR PANELS:

1. Side door panel: Maximum 86 inches in front of centerline of the rear axle. Doors, front door extensions and rear quarter panels must be flat and mounted in a vertical position, the exception being for rub rails. They may have a maximum of 1 inch long lip at a 45 degree outward angle ½ inch away from the sheet metal for the purpose of reinforcement. This will be allowed at the top and bottom of the panels.
2. Bead rolls around the outside perimeter of these panels and wing windows will be allowed. Bead roll edges must face towards the center of the chassis.
3. Front door extensions will be permitted up to 20 inches behind the front axle centerline.
4. Ground clearance on the bottom of the doors must be a minimum of 6 inches and a maximum of 12 inches from the ground. Right side maybe higher for roll clearance.
5. All door and rear quarter panels may have a maximum lip of 1 ½ inch rounded at 90 degrees and facing inward only, on the top and the bottom.
6. At the top of the doors and rear quarter panels, a lip angled out at a maximum of 45 degrees, protruding away from the door no more than ½ inch and no more than 1 inch in length before it bends inward for strength will be permitted.
7. Maximum door height shall be no more than 38 inches from the ground to the top on the door measured 60 inches forward of the rear axle centerline on both sides of the car.



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REAR QUARTER PANELS:

1. Rear quarter panels must match each other.
2. They must be a maximum of 47 inches and a minimum of 40 inches from the ground at the rear and continue in a straight line with the top of the door.
3. A fender flare, up to a maximum of 2 inches from the body may be used, but the overall body width must still be maintained at a 68 inch maximum.
4. Rear quarter panels can extend back to 48 inches maximum at the top and may incline down to 44 inches maximum at the bottom measured from the center of the rear axle to the rear of the car.
5. Ground clearance on the rear quarter panels must be a minimum of 8 inches and a maximum of 16 inches.
6. SAIL PANELS ARE OPTIONAL FOR SPEC-HEADED MODIFIEDS ONLY. SAIL PANELS ARE NOT PERMITTED ON AN OPEN SMALL BLOCK OR A BIG BLOCK.
7. 65 inches from the ground, body with 70 inches wide. There can be lips at the top of the sail panels no more than 1 inch (the lip is included in the 70 inches wide). There can be a roof spoiler no wider than the 70 inches wide and no higher than 65 inches. The panel is to be measured 48 inches from the center of the rear backwards, and 12 inches forward. The panel is not meant to go past the driver's seat or obstruct the drivers view. No tolerance on measurements.

REAR SPOILER:

1. The rear spoiler must be a clear, one-piece Lexan with a maximum height of 5 inches from the rear deck.
2. The rear spoiler must be non-adjustable (no hinges or slides).
3. No metal Gurney tabs permitted. Lexan may have brake (top only) for rigidity.
4. Spoiler maximum height from the ground is not to exceed 50 inches.
5. A maximum of four vertical supports may be used to fasten the spoiler to the rear deck. These supports may not exceed 2 inches in vertical height and 10 inches in length.



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REAR DECK:

1. Must be a maximum height of 47 inches and a minimum of 40 inches from the ground.
2. Rear deck lid (i.e. trunk lid) must be fully enclosed from quarter panel to quarter panel and have a minimum height of 9 inches and a maximum of 14 inches in vertical coverage behind the fuel tank.
3. Left and right rear trunk lids must be symmetrical in size and shape and show no specific bulge or extension to cover dual filler hose or apparatus within the 9 inch to 14 inch of vertical coverage. This panel must completely cover the fuel cell, filler hoses, and vent lines.
4. The fuel tank must be completely enclosed from the bottom of this panel to the bottom of the fuel cell.
5. The fuel cell must also have both sides completely covered by sheet metal in addition to the container it is enclosed in. Within these dimensions there can be no openings.
6. No openings from the top of the fuel cell to the bottom of the trunk lid are permitted.

HOOD, NOSE AND FRONT SPOILER:

1. The hood, nose and front spoiler can be no wider than 36 inches and no narrower than 24 inches.
2. The nosepiece must end at the front of the shock towers. The spoiler must be separate.
3. Shock covers or deflectors may not be part of or riveted to the nose or spoiler exceeding the 36-inch width maximum.
4. Fabric shock covers are permitted as long as they are used for the prevention of dirt getting at the shock piston and not used for any aerodynamic advantage.
5. The front spoiler must not extend any more than 20 inches in front of the front axle centerline.
6. The front spoiler must be non-adjustable (no hinges or sliders).



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7. The hood shall be considered from the front roll cage to on top of and even with the front of the radiator.
8. The nosepiece shall start where the hood ends and end at the shock towers.
9. Both hood and nose may have 2-inch maximum lips up or down on both sides following the contour of the body. Both lips must be symmetrical.
10. The hood, nose and spoiler may not overlap each other's location on the frame.
11. Any part of hood may not exceed 10 degrees nor can sheet metal have an opening or extrusion between the hood and nose.
12. The hood must extend over the radiator and have complete sides.

HOOD SCOOP:

1. The hood must be fully enclosed.
2. Two options of hood scoops mounted on the top of the hood for the purpose of enclosing the carburetor, or ram air will be permitted providing they meet the following specifications:
 - a. Both style scoops may be made of fiberglass
 - b. Ram air type scoop: Maximum length is 30 inches measured from the rear motor plate to the front of the hood scoop. Maximum width is 18 inches. The front vertical opening of the scoop can be a maximum of 6 inches at the beginning of the scoop only. The overall height of this scoop must maintain a minimum of 8 inches of vertical vision for the driver. This measurement will be taken from a horizontal line from the highest point of the hood scoop to the lowest point of the front roll cage and/or roof. The hood scoop must be fastened to the hood and completely enclose the carburetor and air filter.
 - c. The conventional no-ram air scoop: A maximum of 25 inches is permitted from the center of the carburetor forward to the end of the scoop. The width permitted is a maximum of 22 inches. The height must maintain a minimum of 8 inches of vertical vision from the top of the scoop to the lowest point under the roof or roll cage.



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INTERIOR SHEET METAL:

1. Any horizontal body support, other than the inner pods, whether in front or rear must be a maximum of 1 inch deep by 1 inch thick tubing or flat stock only.
2. No inside or outside wings, spoilers, airfoils or wind deflectors are permitted.
3. No double panels that create wing effect will be permitted.
4. A 1-inch maximum reinforced lip will be permitted on all Lexan, but all specified measurements must still be maintained.
5. All inner sheet metal used must completely cover areas from door to door, quarter panel to quarter panel. No holes or openings are permitted in this area.
6. No vertical fins, air dams, or fairings permitted on the sides or behind the roll cage.
7. Sheet metal must be a flat, single plane across the inside of the car.
8. No covered roll bars are permitted. Sheet metal that is one-piece and part of a body panel bent around tubing (for purposes of protecting the driver or finishing off panel) is not considered an aerodynamic advantage provided it is not to excess.
9. No louvers or holes in the interior or exterior sheet metal are permitted with the exception being the cooling of the radiator, engine and oil cooler.
10. The floor pan, or underpan, may not be any wider than the frame, from front to back, and may not have any lips or fins facing downward.

NUMBERS:

1. The track or series handicapper reserved the right to issue or change a cars number to prevent duplication and maintain proper records.
2. Team cars must be clearly distinguishable from one another and use a different number or letter.
3. All numbers and letters will be limited to three digits. If three digits are used, two shall be primary numbers. Numbers are required on the roof, nose, rear deck and both doors.



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4. All numbers and letters must be a minimum of 18 inches high on the roof and doors, and 8 inches high for the rear deck and nose. All numbers and letters must be of equal size and painted or decaled. If numbers “3”, “6” or “9” are used, make sure that they are distinguishable. Nerf bars must not block visibility of the number.

CHASSIS SPECIFICATIONS–FRAME:

1. Only 2x4 box frames are permitted between axle centers, front and rear. The 4 inch side must be vertical. Frame rails must be steel only. All 2x4 rails must be .120 inch wall thickness only. At the discretion of the officials, it may be necessary to drill a 3/16 inch hold in the frame rail for inspection of thickness. No other holes will be permitted. All tubing permitted for the frame rails must be either 1 ½ inch diameter by .095 inch wall or 1 ¾ inch by .095 inch wall.
2. Frame width shall be as follows:
 - a. Front (at shock towers): Maximum 35 inches, minimum 24 inches.
 - b. Rear: Maximum 35 inches, minimum 26 inches.
3. The minimum frame width at the rear roll bar must be 26 inches.
4. All measurements are to be taken from the outside of the frame rails. These measurements shall be taken at both top and bottom of the frame at its longest length. Clips, sub-frames, etc. are considered part of the frame.
5. Minimum length of the 2x4 frame rails must start at 14 inches in front of the rear axle centerline and extend to the front of the radiator. All kick-up material must be the same specifications as the roll cage or frame material. Left and right frame rails (both top and bottom rails) must be equal distance from the driveline centerline in a vertical plan along the total length of the frame. The only exceptions will be the lower left rear frame rail, which will be permitted at 4 inch maximum indent for suspension clearance, and the two upper frame rails in the engine compartment to allow for the clearance of large cylinder heads.
6. Titanium or carbon fiber materials are not permitted on the chassis.



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CHASSIS SPECIFICATIONS–ROLL CAGE:

1. The roll cage shall be integral with the frame. All frames built in 2005 must have a manufacturer's unique serial number plate prominently attached by welding on the left side front roll cage upright. The letters and/or numbers shall not exceed 8 in number and be ½ inch in height.
2. All cars for 2006 and beyond will be required to have a serial number.
3. Only round steel roll over bars may be used. Front and rear roll bars must be connected at the top in a cage-type configuration. Two round horizontal side bars on each side are mandatory. The top side bar must be a maximum of 20 inches below the top roll bar. Proper bracing and triangulation on front and rear roll bars is required. All roll bar bracing must be a minimum of 1 ½ inch diameter by .095 inch wall thickness. A minimum of one diagonal bar across the top of the roll cage is mandatory.
4. The rear main roll bar hoop must be a minimum of 26 inches measured across from outside to outside of the tubing and must maintain that measurement from the bottom all the way to the top of the cage. Bottom of the rear roll bar must be welded to the 2x4 frame (no outriggers). The front roll bar must be measured and constructed the same way, except that the allowable taper in the frame rules will govern the width dimensions.
5. Only two roll bar diameters will be permitted:
 - a. Roll bars of 1 ¾ inch diameter will require a minimum of .095 inch wall thickness.
 - b. Roll bars of 1 ½ inch diameter will require .120 inch wall thickness.

CHASSIS SPECIFICATIONS–RADIATOR:

1. Only one (1) radiator is permitted and it must be centered squarely, not angled, in front of the motor in a vertical position and must be a minimum of 22 inches tall.
2. No plastic or carbon fiber permitted.
3. No auxiliary cooling tanks or catch cans are permitted in the driver's compartment.



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CHASSIS SPECIFICATIONS–ENGINE:

1. The engine must be centered in the front of the chassis and placed in an upright position.
2. Engine set-back: Maximum of 66 inches, minimum of 56 inches with a ½ inch maximum tolerance. Set-back will be measured from the center of the front axle to the rear machined bell housing surface of the engine.

CHASSIS SPECIFICATIONS–TRANSMISSION:

1. Approved North American or Canadian manufactured manual shift transmission only. No automatics permitted.
2. No overdrive or underdrive transmissions are permitted.
3. No running through reduction gears. Transmission must be direct drive to rear end at racing speed.
4. Transmission must be forward, neutral and reverse gear in good working condition. From a neutral position with the motor running, a car must be able to go forward and backward in a smooth manner.
5. Transmission must bolt to the bellhousing.

CHASSIS SPECIFICATIONS–DRIVELINE:

1. No chassis, driveline or suspension components made of carbon fiber or titanium are permitted.
2. Only two universal joints per driveline.
3. A driveline shield and two steel safety rings are mandatory (see safety rules for detailed requirements).

CHASSIS SPECIFICATIONS–REAR END:

1. Competition rears only.
2. No hypoid type rears are permitted.
3. No limited slip-type rear ends or hubs are permitted.
4. No lockers or two speed rears are permitted.



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5. Rear end must have a solid aluminum or steel spool only.
6. Rear spindles may be steel or aluminum only. If aluminum, it must be a onesize tube and spindle with a minimum outside diameter of 2 7/8 inches and maximum inside diameter of 2 1/2 inches.
7. Live rear ends with aluminum or steel axles are permitted. Midget-type V-8 series quick-change rears with P/N V8-527-____ or equivalent are strictly prohibited.
8. The rear end or chassis must not be offset any more than 4 inches (minimum) and 8 inches (maximum) from the center of the inside tire width. This will be measured from the inside of the left rear tire to the inside of the right rear tire, at axle height.
9. No ballast weight inside of any axle tubes or weight filled axle tubes are permitted.

CHASSIS SPECIFICATIONS–FRONT END:

1. The front axle must be straight, one piece steel tubing only with no camber adjustments.
2. No split axle or dropped axle permitted.
3. All brackets on the front axle must be bolted or welded (no bird cages or slides).
4. Modified type front spindles only.
5. It is recommended that bearing shafts be made of steel.
6. Chassis may not be offset any more than 4 inches from the center of inside tire width, measured from the inside of the left front tire to the inside of the right front tire at axle height.
7. Front wheels must be fully exposed. No fenders are permitted.

CHASSIS SPECIFICATIONS–WHEELBASE AND TREAD:

1. Wheelbase: Minimum 106 inches, maximum 110 inches. This measurement will be taken from the center of the rear axle to the center of the front axle, for both left and right sides with a maximum tolerance of 1/2 inch.
2. Tread width:



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- a. Front: Maximum 86 inches, minimum 74 inches
- b. Rear: Maximum 86 inches, minimum 80 inches

CHASSIS GROUND CLEARANCE:

1. There must be a minimum of 2 ½ inch ground clearance from the chassis or anything attached to it, including any part of the body.
2. No metal, lexan, or rubber air dams, fins, spoilers or skirts are permitted under the car.
3. No ground effects cars are permitted.

SUSPENSION:

1. No independent suspensions front or rear.
2. No “A” frames or ball joints may be utilized for steering axis (kingpin only).
3. No four wheel steering permitted that is actuated by steering wheel.
4. All suspension systems must be mechanical with no form of hydraulic, air, electrical, radio or computer assistance for adjustments, in or out of cockpit allowed.
5. No form of traction control is permitted, braking system included.

SPRINGS:

1. Any form will be permitted (torsion bars, coil overs, leaf springs, etc.).
2. No carbon fiber or titanium springs are permitted.

SHOCKS:

1. Only one shock per wheel.
2. Shocks may not be driver externally adjustable.
3. External reservoirs are not permitted.
4. Manufacturers must submit shocks for approval two weeks prior to being raced.
5. All shocks used MUST be freely available to all competitors. Failure to easily purchase a type of shock could result in those shocks not being permitted.



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BRAKES:

1. No carbon fiber, carbon, titanium, ceramic or aluminum pads or rotors are permitted.
2. On live rear axles, one inboard and one outboard brake assembly is permitted.
3. Brake tests may be conducted throughout the year.
4. Brake bias may be cockpit adjustable.
5. No manual brake shut offs permitted. Only the right front will be allowed a shut off.

FRONT BUMPER:

1. Must be made from round steel tubing only, with a minimum diameter of 1 ¼ inches by .095 inch wall thickness for main bumper and all bracing.
2. It must consist of two rails, an upper and lower and at least 1 or 2 vertical braces equally spaced. These rails must have four sockets or supports attached to the frame.
3. The four tubes that support the bumper from the four frame sockets must be horizontal. These rails must also be a minimum of 6 inches apart and a maximum of 12 inches measured from top to bottom and maintain that measurement for a minimum width of 24 inches or a maximum width of 30 inches. It must also have an 18 inch center measurement from the ground up to the middle of the bumper.
4. The front bumper may not extend more than 24 inches in front of the front axle center centerline.
5. No V-shaped bumpers, crash areas must be flat and vertical for the full width of the bumper.
6. The bumper must have all rounded ends and no sharp edges.
7. The end bracing tubes of the bumper must be angled in such a way as to prevent the bumper interlocking with another cars bumper.



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REAR BUMPER:

1. The rear bumper must be made of round steel tubing, with a minimum diameter of 1 ½ inch by .095 wall thickness for main bumper and all bracing.
2. It must consist of two rails, an upper and lower, which must have four sockets and horizontal support bars attaching it to the frame. These rails must also be a minimum of 10 inches apart and a maximum of 16 inches measures from top to bottom and maintain that measurement for a minimum width of 64 inches or a maximum width of 86 inches.
3. The rear bumper or any side bars cannot extend past the outside of tire sidewalls on both sides. It also must have an 18 inch center measured from the ground up to the middle of the bumper.
4. The rear bumper may not exceed 52 inches back of the rear axle centerline.
5. No V-shaped bumpers, crash area must be flat and vertical for the full width of the bumper.
6. Bumper must have all rounded ends and no sharp edges.
7. Bumper must be on the car to compete.

RUB RAILS:

1. All rub rails and bracing must be constructed of 1 ½ inch by .095 inch OD tubing. No ballast added inside.
2. Rub rails must be outside of body panels but may not exceed the outside edges of the tires. The exception is the left rub rail only, which may extend an absolute maximum of 2 inches outside the left rear tire sidewall.
3. Rub rail ends must be rounded with no sharp edges and bent at a gradual 90 degrees and must protrude a minimum of 6 inches back in past the body.
4. Rub rails must be a minimum of 50 inches long, socket to socket.
5. Left side rub rails may be single or double horizontal rail only. Double horizontal rub rails may have no more than one vertical brace between the two horizontal bars, and no more than 7.5 inches of space between the 2 horizontal rails. Right side rub rails must be single horizontal rails only.



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ALL BUMPERS AND RUB RAILS:

1. 5/16 inch attachment bolts with nyloc nuts or New Egypt Speedway approved quick release solid pins are the only permitted fasteners. NO COTTER PINS.
2. All 3 rub rail sockets must be pinned or bolted.
3. Front and rear rub rails must have a 360 degree sleeve, 3/8 inch wide by .095 wall minimum welded to the rub rail tube butted up against the support socket to prevent pins from shearing.

FUEL TANK:

1. Tank must be centered inside of the frame rails and be rectangular or square in shape on all sides.
2. Fuel lines must siphon from top only.
3. No fuel lines bigger than #10 are permitted.
4. No auxiliary tanks are permitted.
5. No fuel filters with more than ½ quart capacity are permitted.
6. Fuel tank vent line must have an inline one-way valve for the prevention of fuel spillage.
7. Only one carburetor fuel log will be permitted and is limited to a maximum outside diameter of 1 inch.
8. No cool cans or fuel cooling devices are permitted.

MUFFLERS AND EXHAUST SYSTEM:

1. Each car must have one unaltered muffler per bank.
2. Mounting position front to back will be optional however the exhaust must exit past the driver.
3. Each muffler must have a tail pipe no less than 10 inches long measured off the back of the muffler and must direct the exhaust to the rear of the car only so as to disturb as little dust as possible.
4. No exhaust pipe may face outside the car.
5. No cross-over pipes is permitted connecting the two banks of cylinders.



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BALLAST WEIGHT:

1. Any ballast weight used must be mounted within the vertical planes formed by the frame rails, must be securely fastened, and must remain stationary while racing.
2. Weight may be added prior to the event or time trial.
3. No weight pack may exceed 75 pounds.
4. All weight packs must have a minimum of two ½ inch securing bolts/studs of grade 5 or higher. These bolts/studs must be securely anchored to the frame by a suitable clamp.
5. No bolts/studs welded to the frame will be permitted.
6. Clamp around weights are permitted.
7. All weights must be painted white and carry the car number in a legible fashion.
8. White duct tape marked with a wide black sharpie is acceptable for a onerace grace period only.
9. No ballast weight may be mounted to roll cage above the rear deck.
10. No ballast weight inside of any axle tubes or weight filled axle tubes are permitted.

WHEELS:

1. Modified and Crate Modified Sportsman aluminum or steel single-piece or multi-piece wheels. No carbon fiber permitted.
2. Rim width restricted to 14 inches maximum. This is measured from inside of left bead to inside of right bead on the wheel. Wheel diameter limited to 15 inches only.
3. Beadlocks are permitted. Any wheel or beadlock that is used must maintain a minimum diameter of 11 inch hole inside headlock and wheel. Beadlocks may be outside only. No wheel covers or hub caps inside of the wheels permitted.
4. Wheel covers: No metal wheel covers held on by dzus buttons or similar type fasteners will be permitted. Only an approved Vahlco lexan dzus button wheel cover part number 515C/B/S-15050 is permitted. Only wheel covers that are



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bolted to the beadlock or are part of the headlock will be permitted. Foam inserts will be permitted. 5. The use of air bleeders are permitted.

TIRES:

1. Only New Egypt Speedway stamped track tires are permitted.
2. RF: 38/ LF: 33
3. LR: 44 / RR: 48 or 53
4. NO DRAG RUBBER.
5. Minimum right rear tire pressure: 12 PSI
6. Only foam pillow-type mud plugs permitted in right rear.
7. No tire softener or liquids of any kind will be permitted on the inside or outside of tires.
8. Heating of tires by torch, blankets or exhaust system is not permitted.
9. No type of inner liner is permitted.
10. Durometer readings may be taken periodically. No defacing or re-facing of any sidewall lettering on tires is permitted. No covering up of lettering of any kind.

I. MINIMUM WEIGHT:

The minimum weight is 2350 lbs. with the driver at the completion of any qualifying races and the feature event.

II. ENGINE SPECIFICATIONS:

NEW EGYPT SPEEDWAY REQUIRES THE USE OF A SEALED GM 602 CRATE ENGINE IN THE CRATE MODIFIED AND NEWS DIVISIONS. IT IS MANDATORY THAT ALL CRATE ENGINES BE PURCHASED AND SEALED BY NES. ALL ENGINES MUST REMAIN AS DELIVERED BY GENERAL MOTORS INCLUDING HARMONIC BALANCER, DISTRIBUTOR, VALVE COVERS, SPRINGS, ROCKER ARMS, SEALS, ETC. IT IS STRICTLY FORBIDDEN



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TO TAMPER WITH THE FACTORY AND/OR OTHER SEALS IN ORDER TO GAIN ACCESS TO THE INTERNAL WORKINGS OF THE ENGINE. ANYONE CAUGHT TAMPERING WITH THE FACTORY AND/OR OTHER SEALS SHALL IMMEDIATELY HAVE THEIR ENGINE CONFISCATED BY NES, FINED \$500.00, AND HAVE THEIR NES LICENSE SUSPENDED

FOR NOT LESS THAN ONE YEAR, AND BE STRIPPED OF ALL POINTS ACCUMULATED UP UNTIL THE TIME OF THE INFRACTION.

THESE ENGINES ARE CONSIDERED TO BE NON-REBUILDABLE AND NON-REPAIRABLE. IN THE EVENT THAT AN ENGINE SUSTAINS INTERNAL DAMAGE OR WEAR THAT REQUIRES THE REMOVAL OF ONE OR MORE SEALS, THE ENGINE IS THEN SAID TO HAVE SERVED ITS LIFE AND MUST BE DISCARDED AND A NEW ONE OBTAINED.

REBUILT OR REPAIRED ENGINES ARE NOT PERMITTED UNDER ANY CIRCUMSTANCES.

ANY ENGINE THAT HAS ALL OF THE FACTORY SEALS AND A SECOND SET OF SEALS FROM ANY OF THE NEIGHBORING SPEEDWAYS, BRIDGEPORT, BIG DIAMOND, GRANDVIEW, NES, OR ORANGE COUNTY WILL ALL BE CROSS HONORED AT ANY OF THE ABOVE MENTIONED SPEEDWAYS. IF A RACER WISHES TO VISIT NES AND HAS AN ENGINE WITHOUT A SECONDARY SET OF SEALS, HE/SHE WILL BE PERMITTED TO RACE AND WILL BE GIVEN A (1) RACE GRACE PERIOD, PROVIDED THAT ALL OF THE FACTORY SEALS ARE INTACT.

ALL OTHER NES CRATE RULES, CARBURETOR, FUEL, ETC WILL STILL APPLY. AFTER THAT, A LEGALLY NES SEALED ENGINE MUST BE OBTAINED. ANY ENGINE, WHETHER SECONDARY SEALED OR NOT, MAY BE SUBJECT TO FURTHER INSPECTION AT ANY TIME EITHER INITIATED BY NES TECH INSPECTORS OR BY ANOTHER COMPETITOR PROTEST.

THE METHOD FOR FURTHER INSPECTION SHALL BE INPOUNDMENT OF OF THE ENTIRE RACE CAR AT WHICH TIME IT SHALL BE TRANSPORTED UNDER



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THE DIRECTION AND SUPERVISION OF NES TECH OFFICIALS TO AN NES AUTHORIZED CHASSIS DYNO FACILITY FOR DYNO TESTING.

THE CAR OWNER AND/OR DRIVER WILL BE PERMITTED TO ATTEND THE DYNO TEST. THE FEE FOR PROTEST AND/OR IMPOUNDMENT SHALL BE \$1,000.00 ANYONE WHO REFUSES DYNO TESTING, SHALL BE DEEMED ILLEGAL WILL RECEIVE NO MONEY, AND HAVE HIS/HER NES LICENSE REVOKED, FINED NOT LESS THAN \$1,000.00 AND STRIPPED OF ALL POINTS ACCUMULATED UP TO THAT POINT.

III. CARBURETOR:

- A. One 4-barrel carburetor only. Holley 650, 650 HP, 750, 750 HP. All carburetors MUST pass New Egypt Speedway tech gauges to be legal. If you are unsure of the legality of your carburetor, contact New Egypt Speedway tech officials for inspection.
- B. The carburetor must remain stock in all aspects.
- C. Booster height must remain stock (no cutting or polishing).
- D. No visible modifications without disassembly.
- E. Go/no-go gauge measurements valid on hot or cold carburetor.
- F. Carburetor maximum height to be 7 inches measured from the top of the carburetor bowl using a straight edge from the bowl to the No. 3 or No. 4 runner of the intake manifold.
- G. Carburetor modifications permitted are listed below. Any other modification not mentioned is not legal.
- H. Holes drilled in the throttle plates for proper idling.
- I. Drilling, tapping, and plugging of unused vacuum ports.
- J. Welding of throttle shaft to linkage arm.
- K. Drilling of idle or high speed air correction jets.
- L. Milling of center carburetor body metering block surface a maximum of .015 inch on each side.
- M. Removal of choke plate and shaft.



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- N. The jets may be changed as needed.
- O. Billet metering blocks and baseplates are permitted. Main bodies and fuel bowels must remain cast. All carburetors must pass gauges to be legal.

IV. IGNITION:

- A. Stock OEM (Original Equipment Manufactured) distributors only are permitted. Vacuum advance can be removed. Rev box must be under hood. Black wire grounded to motor only.
- B. Coils must be stock appearing. All wiring to rev box must be covered up. No trigger ignition. Rev box display must face upward and be in plain view.
- C. On H.E.I. ignition systems, the coils must remain in the distributor.
- D. When hood is removed, rev box must be in clear view. No cover over motor.
- E. Only an unaltered New Egypt Speedway MSD/DIRT rev limiter part number 8727CT set at 6200 maximum RPM is permitted.
- F. Only one MSD/DIRT rev limiter per car installed under the hood, out of reach of the seated driver is permitted. Violators will lose their New Egypt Speedway license for one year.
- G. OEM firing order must be retained. Chevy 18436572
- H. The use of aftermarket heavy duty replacement coil and control module both mounted in stock location are permitted.

V. LUBRICATION SYSTEM:

- A. No dry sump system is permitted.
- B. The oil must be in a steel pan only.
- C. No external oil pumps or Accu-sumps are permitted.
- D. No form of engine evacuation system by internal or external driver pumps or by connection between exhaust system and valve covers, intake manifold, or oil pan is permitted.



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- E. Oil coolers will be permitted providing they are mounted under the hood or the left side wing only. If under the wing a shield or scoop must be made for driver protection.

VI. WATER PUMPS:

- A. The water pump must be cast iron or aluminum only.
- B. No electric cooling fans or pumps are permitted.

VII. FUEL:

No cool cans or fuel cooling devices are permitted.

Fuel pumps must remain in and be driven as stock OEM equipment.

New Egypt Speedway sells VP Racing fuel only. It is MANDATORY that all fuel be purchased at NES and it is forbidden to bring any fuel from an outside source onto speedway property. Fuel receipts will be verified. There is only one (1) fuel available for use in the crate modified division.

100 octane crate fuel only

Fuels will be subject to three (3) tests.

- (1) Visual inspection
- (2) Odor test
- (3) Digitron electronic analysis.

In the event that any fuel fails any of the above mentioned tests, the fuel is deemed illegal and the car and driver will be disqualified from that race event. Fuel may be sent to an outside, independent laboratory for further analysis if deemed necessary by NES tech officials

It is forbidden to mix any fuels together and the use of top lube or any additives of any type is prohibited.

If a racer competes at a neighboring facility, it is entirely his or her responsibility to make sure that his or her fuel system is cleaned of any residual fuel. The standard that will be used for fuel analysis will be the fuel that is taken from NES bulk tanks on that particular race day and NES will not be held responsible for a "dirty" fuel test.