



**2023 NEW EGYPT SPEEDWAY
NORTHEAST WINGLESS SPRINT CAR RULES
(NEWS)**

UPDATED 1/8/23



2023 NEW EGYPT SPEEDWAY NORTHEAST WINGLESS SPRINT RULES

Per New Jersey State law, It is now absolutely mandatory that all cars racing in the New Egypt Speedway Wingless Sprint division (NEWS) 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.

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.

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.



2023 NEW EGYPT SPEEDWAY NORTHEAST WINGLESS SPRINT RULES

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

If your question is not in these rules, do not assume it is legal. Ask first!
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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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 THE ENTIRE RACE CAR AT WHICH TIME IT SHALL BE TRANSPORTED UNDER



**2023 NEW EGYPT SPEEDWAY NORTHEAST WINGLESS SPRINT RULES
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.**

This class "Northeast Wingless Sprint Cars" is intended to offer an affordable sprint car class utilizing a GM 602 crate motor along with a transmission and starter for convenience. To keep in the spirit of "affordability" we are asking that after your initial car purchase that you do NOT buy any more titanium parts for it that didn't come with the car. We realize it's difficult to buy a good used car that doesn't have titanium parts. At this time this doesn't seem to show any advantage out on the track since there is no wing and a crate motor. If at some time it's noticed that excessive use of titanium parts is believed to be creating an advantage, then changes will be made.

CHASSIS SPECIFICATIONS:

1. Any commercially produced chassis that is used in modern day sprint car racing i.e.- WOO, URC, TSRS, PA 410s, etc. is permitted.
2. Roof wings and/or nose wings are NOT permitted.
3. Halo bars above the drivers head are MANDATORY. All cars will be required to maintain the NJ State required 4 inches of clearance between the top of the seated and strapped driver's helmet and the TOP of the roll cage.
4. SFI certified high density roll bar padding at any point where the seated driver's head is within 2 inches of any roll bar is mandatory.



2023 NEW EGYPT SPEEDWAY NORTHEAST WINGLESS SPRINT RULES

5. Five point racing harness with arm restraints are mandatory. Per NJ State law, all harnesses must be SFI certified and be in service no more than two years from the date of manufacture.
6. Aluminum or carbon fiber racing seat securely bolted to the frame in no less than six locations is mandatory. Full containment seats are MANDATORY.
7. Steering wheel pad and sprint car style knee protection is mandatory.
8. All cars must have a mandatory master battery shut off switch which immediately kills all electrical functions of the race car mounted inside the cockpit, is well marked, and is easily accessible by the driver and any Speedway safety personnel.
9. All cars must have a well marked fuel shut off valve also inside the cockpit and easily accessible by the driver and any Speedway safety personnel.

CHASSIS SPECIFICATIONS:

1. Front suspension shall be conventional straight axle sprint car type with king pins and torsion bars or coil overs.
2. Rear suspension shall be conventional sprint car torsion rear suspension or coil overs.
3. Rear axle must be standard sprint car style rear or small 305 rear. No midget or hybrid style rear ends.
4. Any transmission is allowed, as long as it utilizes an internal clutch, which is operated by the drivers hand or foot and can be put into neutral.
5. All cars must be outfitted with an on board starting system and must be able to be electric started from the driver's seat. Battery must be completely sealed or spill proof gel type.
6. Drive shaft must be encased inside an aluminum or steel tube (torque tube).
7. ABSOLUTELY NO TITANIUM OR CARBON FIBER DRIVE LINE PARTS ARE PERMITTED.
8. Front sway bar is optional



2023 NEW EGYPT SPEEDWAY NORTHEAST WINGLESS SPRINT RULES

BRAKES:

1. All cars must have a good working sprint car style braking system consisting of one rear inboard caliper with four pistons and a steel or aluminum rotor OR two outboard calipers with two pistons and a steel or aluminum rotor only. NO TITANIUM OR CARBON FIBER BRAKE ROTORS ARE PERMITTED.
2. Single front brake is mandatory. Dual front brakes are optional.

SHOCKS:

1. Any steel or aluminum threaded body or steel body shock absorber WITHOUT Schrader Valves are permitted. Shocks can NOT have any adjustments which are accessible by the driver while sitting in the driver's seat.

WHEELS/TIRES:

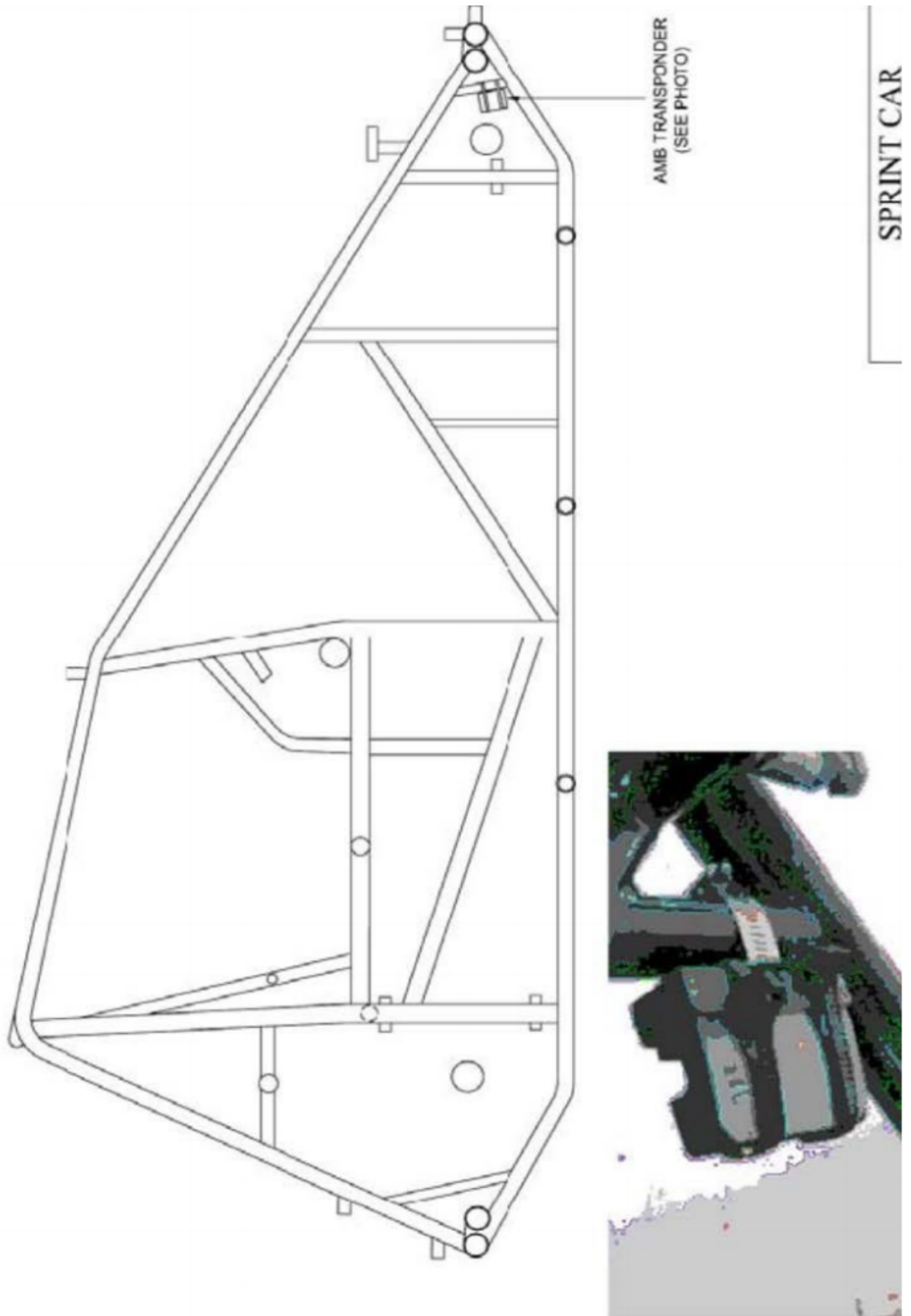
1. Any brand of aluminum sprint car wheels only.
2. Any used sprint car tires are permitted. Any new tires purchased must be American Racer. The left rear may be any tire of the racer's choice.

GENERAL RULES:

1. Sprint car tail tank with bladder inside and approved vented filler cap is mandatory. Fuel tank must be protected from rear impact by a welded bumper assembly securely attached to the frame in at least four places.
2. Front single rail bumper is required.
3. Dual, nerf bars or "battle bars" are MANDATORY.
4. All cars must have an AMB TransX 260 transponder on the right side behind the front torsion bar tubes on the vertical bracket. The fitted transponder box shall be mounted as close as possible to the ground, but not protrude below the frame rail. It is the responsibility of the competitor to ensure that the transponder is in quality working condition, fully charged and is securely mounted and is in a suitable position with brackets as outlined below.
5. **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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ENGINE:

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2023 NEW EGYPT SPEEDWAY NORTHEAST WINGLESS SPRINT RULES

ALL OTHER NES CRATE RULES, CARBURETOR, FUEL, ETC WILL STILL APPLY.

AFTER THAT, A LEGALLY NES SEALED ENGINE MUST BE OBTAINED. ANY ENGINE, WEATHER 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 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.

IGNITION:

1. No ignition amplifier boxes of any kind are permitted. MSD heavy-duty distributor cap, rotor, module, and coil mounted in stock location are permitted.
2. All cars are required to use an unaltered MSD/DIRT rev limiter box part #8727CT set at 6400 RPM's. Box must be mounted on engine side of firewall. These will be checked periodically at random by tech.
3. **NO FORM OF ELECTRONIC OR MECHANICAL TRACTION CONTROL IS PERMITTED. ANYONE CAUGHT USING TRACTION CONTROL WILL BE STRIPPED OF ALL POINTS, FINED NO LESS THAN \$500, AND HAVE HIS/HER NEW EGYPT SPEEDWAY LICENSE SUSPENDED FOR NOT LESS THAN ONE YEAR.**



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FUEL/FUEL SYSTEM:

1. ANY fuel system located in the front of the engine or Driver's compartment is allowed.
2. Any Holley 650, 650HP, 650 Ultra HP, 750, 750HP, or 750 Ultra HP or a reasonable aftermarket copy there of is permitted. All carburetors must be of the traditional double- pumper design with mechanically operated secondaries. No vacuum secondaries are permitted. No external modifications are allowed, including modifications visible looking into the venturies and the throttle bores. Carburetors must maintain stock venturie throttle bore, and booster dimensions. Conventional Holley fuel feed locations only. No cutting and or polishing, and must remain stock appearing in all respects. Choke horn may be removed. These are the only carburetors permitted. Carburetors will be checked both visually and by the use of go-no-go gauges to check for illegal modifications. Any carburetor may as a courtesy be checked for legality by NES tech officials at any time. Contact tech officials for information. Billet metering blocks and baseplates are permitted. Main bodies and fuel bowels must remain cast. All carburetors must pass gauges to be legal.
3. Maximum one inch spacer plate is permitted. Additional 1/4" plate for throttle linkage okay.
4. Conventional style round air cleaner only.
5. 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 NEWS division.
Alcohol (methanol)
Fuels will be subject to three (3) tests.
 - (1) Visual inspection
 - (2) Odor test
 - (3) a water test and specific gravity test.



2023 NEW EGYPT SPEEDWAY NORTHEAST WINGLESS SPRINT RULES

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.

Top lube will be permitted and will be sold by NES only and is to be used at the rate specified by NES tech officials.

Any other fuel additives of any type will be strictly 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.

COOLING SYSTEM:

1. Any conventional belt driven aluminum or cast-iron water pump is permitted.
2. **NO** crank driven direct front drive water pumps.

EXHAUST SYSTEM:

1. **Schoenfeld headers part #1052LV are the only permitted headers. Headers must remain as produced by the manufacturer with no modifications or alterations, Restrictors are not permitted.**

WEIGHT:

1. This car must weigh a minimum of 1575 lbs. with the driver at the completion of all qualifying races and the feature event.