

# 2012 NEW EGYPT SPEEDWAY GENERAL RULES

## **GENERAL RULES: All Divisions**

Changes to General Rules include the following:

Master Battery disconnect switch is mandatory in all divisions. See end of General Rules Section

Helmet Specifications – See Safety Section

**If your question is not in these rules, do not assume it is legal, ask first.**

1. The rules, specifications and procedures set forth herein are designed to provide for the orderly conduct of racing events and 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 not be for sale on speedway grounds, unless track officials specify otherwise.
9. Any new components and/or equipment available in the marketplace but not necessarily covered in this rule book shall be brought to the attention of track officials before they can be used in competition. The car owner and/or driver is subject to one or more penalties at the discretion of track officials for utilizing such components and/or equipment without prior approval.

10. 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.

11. All drivers, car owners and crew members shall release and relinquish to New Egypt Speedway any and all rights to publish, produce, 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 future use thereof shall in no way be construed as a violation of privacy and no compensation therefore shall be due or payable to the drivers and car owners from New Egypt Speedway.

12. 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 owners of the premises on which New Egypt Speedway events are presented, the participants 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 New Egypt Speedway officials and New Egypt Speedway license members, of and from all 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 property while in, about and en route into and out of New Egypt Speedway premises.

### **GENERAL RULES: All Divisions**

1. A driver, 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.

2. Everyone entering the pit area shall purchase and wear a pit pass. Minimum age for general pit entrance is 17 with photo I.D. Sixteen year-olds (16) will be admitted with validating identification, signed parental liability waiver and purchase of a season pit license, stating affiliation with a participating race team.

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 are entitled to and agree to the following insurance benefits:

**Medical—\$100,000 excess coverage**

## **Death and Dismemberment—\$25,000**

## **Disability—\$100 per week for 52 weeks while unable to work**

By signing the release form, you or 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 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.

## **QUALIFYING PROCEDURES: All Divisions**

1. Each car and driver combination shall be registered with the pit steward before entering into competition at each race meet. When registering for each race meet, the driver shall inform the pit steward which class he wishes to compete in. Any driver may compete in more than one division per race meet as long as that driver registers his car and pays the additional entry fee for the second, third, and etc car. In addition, when an outside sanctioned division is featured at the speedway, a driver may race with the outside club as well as his regular class without the additional entry fee. However, no car can compete in more than one division per race meet.

2. A driver may attempt to qualify only once during preliminary heat races or timed dashes in any race meet. 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. Any driver who fails to qualify through his or her heat race and or consolation race may drive another competitors qualified car in the feature event, if the qualified driver chooses to relinquish his or her starting spot in the feature event. Any such agreement is solely between the qualified and non-qualified drivers and or their respective car owners. In the event that the above agreement is made between the qualified and non-qualified drivers and or car owners, the non-qualified driver shall start the qualified car last on the starting grid.

3. All driver changes must be reported to the pit steward. Drivers electing to change cars after qualifying through heats or consi's must start at the rear. (Driver responsibility.) You may switch cars due to mechanical failure and start at the rear of the field.

4. On postponed events or events of more than one day's duration, a qualified driver may drive any car without forfeiting starting position. A qualified car must engage the services of a qualified driver.

5. 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.
6. 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).
7. All drivers must be ready to compete and have their cars in line on the starting grid before each event. Late entrants will start scratch.
8. Once a car is on the track prior to the start of a race, the car shall remain on the track in order to keep its assigned starting spot. 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 spot and must start at the rear of the field.
9. 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, race officials may start his or her car behind all other regular handicapped cars in any event.
10. If a car fails to pass technical inspection following a qualifying event, that 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.

**TIMED DASH QUALIFYING: (Car class of more than 15 less than 24)**

- 1. Drivers will be separated into groups based on ability and timed in groups for a set amount of laps. The fastest drivers in the dashes will advance to the feature event. The remaining drivers will compete, heads-up, in a consolation event.
- 2. The number of drivers advancing into the feature event will be announced prior to the start of the dashes.
- 3. Drivers who qualify in the dashes will be handicapped for the feature event based on money earned the past three (3) weeks.
- 4. Any driver who precipitates a yellow flag during timed dash qualifying will go directly to the pits. If a driver has any completed laps prior to the caution, those laps will be counted. If no laps are completed prior to the caution, that driver will start at the rear of a consolation race.
- 5. Any driver who fails to appear for his/her scheduled timed dash qualifying group (i.e., late, light over the scales, transponder malfunction) will be allowed one (1) lap at the completion of all timed dash sessions. Driver must be staged and ready to time.

## **SPORTSMAN ROOKIE ELIGIBILITY: Must have Minimum 15 Cars**

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 to be announced at start of season.
3. After graduation, driver must display experience in race competition to earn a handicapped starting position in the feature event. It is driver responsibility to inquire about handicapping status prior to the night's events.

## **HANDICAPPING PROCEDURES: All Divisions**

1. Unless otherwise specified, a driver's starting position shall be determined by the amount of purse money won over the past three (3) race meets. The driver with the least amount of money won shall start on the pole; the driver with the second lowest total of money won shall start outside pole; etc. Special bonus prize money is not included in the handicapping system. In the event that a driver is disqualified for a rules violation, the purse money he/she would have earned if not disqualified will be added to his/her handicapping total. In the event that a driver is suspended from competition, any fines levied will also be added to his/her handicapping total.
2. If a driver is not in attendance for a race meet, he or she shall be credited with feature win money for handicapping purposes if that driver competes at another race track. If the driver is absent and does not compete at another speedway, he or she will be credited with fifth place money in the handicapping system for the missed event. In addition, driver's car must be deemed race-ready in order to maintain handicapping status at any race event. Once a driver has participated in five (5) consecutive race meets, he or she will be credited with one "bye" pass, which can be used to freeze that driver's 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.
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/timed dash 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 the 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/timed dash 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 and so forth. 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 money-won handicapping system for drivers who qualified in the preliminary heats/timed dashes. Consi qualifiers shall start behind those cars in the order they finished in the consolation race(s).

### **FLAG RULES: All Divisions**

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 lap prior to the start and restarts of all races, and one 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 race track 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 race track for consultation.

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

### **RACING & SCORING PROCEDURES: All Divisions**

1. Control tower has complete charge of track during racing events. No protests allowed on control tower's decision.

2. Any driver causing excessive delays in a race may be disqualified at the control tower's discretion.

3. Pole car will start the race after passing designated markings 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 until the halfway mark, and single file from that point on. Officials reserve the right to institute single file restarts prior to halfway if there are an excessive amount 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.
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 accident scene or any other location) that car will go to the rear of the field.
12. All divisions will line up single file under yellow to allow officials to position cars in their correct spots. 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 on the race track and away from the accident scene, leaving the very inside lane open for emergency vehicles. 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. All races shall be run until the leader of the race receives the checkered flag. In the event of a yellow flag after the checkered flag, the cars that did not complete the race under the checkered flag shall be scored in the order in which they finished the last completed lap. Cars which caused the yellow 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.

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

**Heats—10 minutes**

**Modified Feature—30 laps or checkered at curfew.**

**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 shall be black flagged to the pits and may not be allowed to return, at the discretion of race officials.

21. Any driver who races through the infield will be subject to disqualification.

22. If a driver involved in a yellow flag situation gets out of his or her car on the race track without authorization from track officials, that car shall be removed to the pits.

23. If the same car causes two (2) caution periods during an event, that car shall be subject to disqualification and removal from the racing surface, at the discretion of race officials.

24. On restarts, lapped cars will maintain track position. On restarts that occur in the last five (5) laps of the feature race, lapped cars will fall in behind all cars currently running on the lead lap.

25. Cars five (5) or more laps down will not be permitted to re-enter the event in progress.

26. No car will be permitted to re-enter the track from the pit area under green flag conditions.

27. Cars that are slow, erratic or unable to maintain a consistent groove shall be black flagged off the race track and may not be allowed to return, at the discretion of race officials.

28. Any driver deemed to be rough riding; 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 track officials.

29. 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 more racing events that night.

30. If a driver fails to appear in Victory Lane to accept a sponsorship presentation, he or she is subject to one or more penalties, at the discretion of track officials.

31. 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 the videotape if it is deemed to be inconclusive.

32. 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 and at least one feature have not been started, rain checks shall be honored for 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 and at least one feature has been started, 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 start at the rear of the field. Rain tickets shall be redeemable for up to three (3) 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 scanner is not functioning properly during an event you must exit 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.**

6. During DIRT Series events, the use of scanners will not be permitted (Modified). Use of a raceceiver radio is mandatory.

### **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 purchase at the pit office. Each competitor must have a transponder.

3. **Mounting Locations**—On **Modified, Sportsman, and Crate Sportsman** cars, transponders must be mounted above the frame rail, exactly 24 inches behind the center of rear axle. On **Late Model and Outlaw Stocks** transponders must be mounted inside the frame rail, at least 12" behind the rear axle. Sprint mounting location is on the front side of the motor plate. In all 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.

### **PROTESTS & PENALTIES: All Divisions**

1. 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 shall be made verbally to the pit steward within ten (10) minutes of the official announcement of finishing order. 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.

2. Points are official when posted on the official track website or in the track program. If there is an error or discrepancy, car owner or driver must submit a protest within five (5) days of posting.

3. Any driver or owner may, as a matter of right, protest any car for a perceived violation of the rules for the feature event only. Visible protests must be made twenty (20) minutes before the start of feature events. If a tool or mechanical device is needed by an official to determine a car's rule compliance, it is not a visible protest situation.

4. 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, and any protest requiring engine teardown shall be \$1,000.

5. Any car found illegal under protest and/or pre- or post-race inspection shall receive a fine and/or loss of championship points, and/or loss of finishing position for that event, and/or outright disqualification from that event, and/or definite or indefinite suspension from the track.

Penalties will be meted out at the discretion of tech officials. Illegal components found in post-race technical inspection will be confiscated by the speedway.

6. Track reserves the right to refuse any protest if the protest is deemed unnecessary and/or initiated for harassment purposes.

7. During the race meet, including the protest periods, any driver, owner or crewman under the influence of intoxicating beverages or drugs of any kind shall be removed from the speedway grounds and shall be subject to one or more penalties at the discretion of track officials. In addition, their protest shall be immediately rejected.

8. 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 an altercation occurs between a competitor (owner, driver or crew member) and a track official or between competitors on the speedway grounds, and that incident results in a physical assault, the competitor(s) directly involved shall be subject to arrest. In addition, **the offending individual(s) will receive a \$500 fine and a minimum two (2) event suspension from competition at New Egypt Speedway.** Any and all fines levied must be paid before a race team can resume competition at the speedway.

9. For any offense, one or more of the following penalties could be invoked at the discretion of track officials

(a) monetary fine; (b) race disqualification; (c) lap penalty; (d) finishing position penalty; (e) handicapping penalty; (f) probationary status; (g) suspension from competition for a definite or indefinite time; (h) loss of championship points.

10. Any driver who is speeding through the pits will be subject to disqualification from the night's events and a \$100 fine with additional suspension based on the severity of infraction.

11. Any competitor who enters the control tower while racing events are underway will be subject to a fine and/or suspension from competition for two (2) weeks.

12. Any race team that leaves tires or trash in the pit area will be subject to a \$100 fine or suspension from racing activities.

**13. Anyone disqualified for a rules infraction will be handicapped the following week as if the race was won.**

### **COCKPIT, DRIVER & PIT SAFETY: All Divisions**

**Per NJ State Law ALL cars will be required to maintain a minimum of 3 inches head clearance above the seated drivers helmet.**

Failure from a Driver, Crew, or Car to follow any safety rules or NJ Laws will automatically be disqualified from the event Fined \$500.00 and suspended for a period of time not to exceed one (1) year. Suspension will be at Track Discretion and based on severity of offense.

1. **Driver Seat**—Shall be metal only; one piece and high-back style, and provide support of both left and right sides from shoulders to the legs. No fiberglass or plastic seats. Seat shall be securely fastened to frame in six (6) places, using a minimum of six (6) 3/8" bolts, four on bottom and two on seat back. All bolts securing seat to frame must be connected together by a minimum 18" thick steel bracket or 3/16" thick aluminum bracket. Brackets must between the bolt head and seat 1 bracket is required connecting the 2 bolts on the seat back and 2 plates are required connecting the 4 bolts on the seat bottom. **Alternate seat mounting method... In place of the 1 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" steel plate, as wide as the seat, under and up the back 4". In Modified and Sportsman cars, seat and steering must be centered in frame.

2. **Driver Belts**—Three-inch driver 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. Use the following illustration for installing belts.

3. **Lap Belt**—Is 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° 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 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.

4. **Shoulder Harness**—Is 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 shoulder and traverse at a 90° 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.

5. All cars must have a functional padded head rest in line with the driver's head, if not built into the seat.

6. Fuel 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 shall be clearly marked "off" and "on" and easily accessible by the safety crew.

7. All protrusions, brackets and bracing in the cockpit area (including roll cage) shall have smooth or rounded edges.
8. Shock resistant roll bar padding must fully cover all bars that the driver's 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.
9. The quick release part of the removable steering wheel must be made of metal only.
10. 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.
11. Per New Jersey State Law all drivers are required to wear a full-face helmet meeting Snell specification SA2005 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.
12. An approved head and neck restraint is Mandatory.
13. Each race team shall be equipped with a 10 lb. 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.
14. No fuel drums allowed on track premises.
15. There shall be no gas stoves, barbecue grills or any other cooking units in the pit area.
16. Only the authorized track welder is permitted to weld in the pit area. All other welding is prohibited.
17. **HEAD RESTRAINTS: THE APPROVED RESTRAINTS ACCORDING TO NJ LAW ARE NECK COLLAR, HANS DEVICE OR HUTCHENS DEVICE.**
18. **ARM RESTRAINTS: REQUIRED FOR MODIFIEDS, SPORTSMAN, CRATE-1 SPORTSMAN AND SPRINTS. LATE MODELS WILL HAVE WINDOW NETTING ACCORDING TO RULES.**
19. No rear view mirrors or rear view reflecting devices of any kind are permitted on any car while in competition at New Egypt Speedway.
20. All cars in competition at New Egypt Speedway must have a minimum of two carburetor throttle linkage return springs.
21. 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.