

2012 NES MODIFIED RULES

Changes to this class include:

Engine Rules

Weights... See Engine Section for your Engine choice.

NES reserves the right to adjust these weights, if and as needed.

Fuel... See Engine Section for your Engine choice.

Master Battery Disconnect Switch... See Section Safety/Battery.

Panhard Adjuster... See Suspension Section.

Tires... See Tire Section.

Helmet Spec... See Driver's Safety Section.

ONE RACE Grace Period... See beginning of Engine Section.

If your question is not in the rules, don't assume it is legal, ask first.

CAR SPECIFICATIONS—MODIFIEDS

GENERAL SAFETY:

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

MANDATORY SAFETY RULES:

THESE RULES ARE MANDATORY AND WILL BE STRICTLY ENFORCED:

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 management discretion and based on severity of offense.

NES official's decision regarding any safety infractions will be final.

All drivers must wear approved helmet, approved racing suit and shoes, approved fire retardant underwear to include socks and approved neck restraint, anytime while on race track.

SAFETY – FRAME

Per New Jersey State Law all cars will be required to maintain a minimum of 3 inches head clearance above the seated drivers helmet.

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" 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" diameter by .095" wall thickness. A minimum of one diagonal bar across the top of the roll cage is mandatory.

The rear main roll bar hoop must be a minimum of 26" 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 2 x 4 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.

Only two roll bar diameters will be permitted. Roll bars of 1 3/4" diameter will require a minimum of .095" wall thickness. Roll bars of 1-1/2" diameter will require .120" wall thickness.

Shock resistant roll bar padding must fully cover all bars that that may come in contact with the driver's head while strapped in the seat. On center type steering, 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 recommended that this padding is flame retardant.

All cars must have a functional padded headrest, which must be in line with center of driver's head, if not built into the seat.

Adequate window openings on both sides of the car must be maintained for emergency exit of the driver. The minimum opening size is that which will allow a rectangular box with dimensions of 15" high by 15" wide to be passed through the inside of the car from one window through to the other side. Any obstacles other than the driver's headrest, which prohibit the passage of the inspection box through the cockpit, must be removed.

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" thick steel which extends from 2" under front edge of 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 floorboards. It must be held in place with a minimum of four 3/8" diameter bolts at bottom connected to a substantial cross-member. This drive shaft cover must be a solid unit with no cut-aways for lightening purposes.

Two steel safety rings diameter to suite x 1/4" wall thickness x 2" wide, each fastened by two 3/8" grade 5 bolts to the torque arm side plates or the frame must be installed around each universal joint.

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” 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.

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 minimum thickness of .050” 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.

Belly pans are mandatory and must extend from 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 front of edge of the seat.

SAFETY - SEAT AND SEAT BELTS

All cars must be equipped with 5 point seat belts to SFI 16.1 specifications. All belts must be securely fastened to the frame or cage. Bolts may not be inserted through webbing for mounting.

Seat belt webbing that comes into contact with any sharp or un-radiused metal edge must be protected from that edge by means of push on grip vinyl trim. The areas of concern are the webbing slots in the metal racing seats. All the seat manufacturers either roll the edge or supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions. Webbing entry slots into the seat with an existing metal roll of 1/8 inch smooth radius will not require vinyl trim.

The areas where the webbing slot has been enlarged by filing or cutting are of particular concern. In most instances the edges have been left sharp, increasing the incidence of belt failure. As racing seat belts are subjected to severe conditions, it is required that worn/frayed belts are replaced immediately, and that undamaged belts must be replaced every 24 months. The date sewn into the webbing should be used as a guide. Damaged belts will not be permitted.

The driver’s seat must be securely fastened to frame or cage in six spots, with a minimum of six 3/8” grade 8 bolts, four on bottom and two on the seat back. All seats must have a minimum 1/8” steel plate under and up the back 4” and be as wide as seat. The seat must be a one piece high back type only. The seat must be made of aluminum only (no fiberglass).

SAFETY – DRIVER’S EQUIPMENT

Per New Jersey State Law all drivers are required to wear a full-face helmet meeting Snell specification SA2005 or newer.

All drivers must wear a clean one piece SFI driver’s suit, fire retardant underwear, head sock, gloves, foot socks and shoes to SFI specification 3.2a and 3.3.

Arm restraints and a neck brace are mandatory.

SAFETY - FUEL

All crews must carry an operable fire extinguisher of 20 pound marked with the car number in 2 inch numbers/letters in the rear of their transporter, capable of extinguishing gas and oil fires!

On board "flame-out" systems installed in the race car are recommended.

A fuel cell with a maximum capacity of 24.5 U.S. gallons is mandatory. No pressure tanks are permitted on fuel systems.

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". The cell must be fully foamed with just a minimal cut-out for filler. Cut-out may be no larger than 6" wide by 10" long by 7" 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 driver. Fuel tank must be secured by at 3 steel/aluminum straps (each strap must be a minimum of 1" wide X 1/4" thick) and bolted to the frame with at least 5/16" diameter grade five (3 line) bolts.

Fuel cells should be to SFI 28.1/.2 or FT3. No fuel cell bladders may be older than 5 yrs from date of manufacture.

A horizontal bar with minimum dimensions of 1" by .095" wall thickness must be mounted behind the fuel cell for rear impact protection.

No racing fuel in drums may be brought on to track premises.

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. See drawing in rear of book.

A minimum of two throttle return springs and a steel toe loop on gas pedal are required.

SAFETY - ANCILLARIES

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.

Fuel lines, power steering lines, and fittings running through the driver's compartment must be of 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.

All cars must at all times have four wheel hydraulic brakes in good working order. Brake tests may be held throughout the year.

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.

Exhaust headers must be safe for the driver and exit past the driver's seat.

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.

SAFETY - BODY

No mirrors or reflecting devices permitted.

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.

No oil cooler may be mounted external to the bodywork. All oil cooler piping shall be routed under the bodywork, as safely away from driver as practical.

Oil A) coolers may be no further forward than the centerline of the rear axle. The cooler must be horizontal and flush with the cut out in the deck.

Oil B) coolers with a duct covering them on both sides and the rear may be mounted further forward than the centerline of the rear axle.

Oil C) coolers may be mounted under the hood ahead of the motor.

Max rear spoiler height, regardless of ride height, not to exceed 50". 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 pass tech at low ride heights. The following race car driver must be able to see through for clear view of track ahead.

All cars must have a full steel windscreen (rock guard) of substantial material with a maximum individual hole opening of 2" by 1" by 1/16" (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

The battery must be properly secured and must have top and terminals completely covered by rubber. 16 Volt For Big Block Modifieds. No step up transformer or any other devise to increase voltage allowed!

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.

BODY STYLE AND DIMENSIONS

ALL MEASUREMENTS MAY BE TAKEN WITH OR WITHOUT DRIVER AND OR WITH OR WITHOUT FUEL.

TOLERANCE PERMITTED ON ALL BODY DIMENSIONS IS MAXIMUM 1/2 INCH. THIS IS A TOLERANCE, NOT A DIMENSION TO BE ADDED TO THE BODY DIMENSIONS!

BODY MATERIAL

Only aluminum or steel will be permitted for all inner and outer body panels.

A maximum of 4" vertical plastic material extending below the metal body panel is permitted. The plastic thickness shall be between .090" and .125" and an overlap of 2" to secure to the doors/door extensions will be permitted.

The overall dimensions of the doors and door extensions must meet the specifications.

The roof must be fiberglass only.

Hood, hood scoop, windshield cowl, right rear inside tire clearance cover and front spoiler may be constructed of either fiberglass or aluminum.

Only CLEAR lexan will be permitted for the rear spoiler and the rear wing windows.

4.2 ROOF

The roof must be centered from side to side on roll cage and also be centered on frame (no offset bodies). Leading edge of roof must be fastened in a stationary position a minimum of 33" and a maximum of 48" in front of rear axle centerline. The roof must be securely fastened at the back and on both ends.

Length of the roof: maximum 60", minimum 48". Width of roof: maximum 52", minimum 48". It must display a turtleback style and shape with at least 3/4" belly front to rear and 3/4" side to side. The roof contour must fit DIRT's roof template patterns left to right and front to back (NO FLAT ROOFS). Front lip may not be more than 1/2". Side edges may be no longer than 1 1/8" break. See drawing in back of book!

The roof cannot change shape or location while racing.

Overall height (top of highest point): minimum 52", maximum 61", measured from the ground. Maximum roof angle is 5 degrees on the roof gauge.

SEE DRAWING IN BACK OF BOOK!

The roof must be one piece fiberglass only and be a 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 weigh a minimum of ten pounds.

Any proposed new roof design must be approved in writing by NES.

FRONT DOOR POSTS

Door posts 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" dimension. They must be no wider than 2". They may be bead rolled or have a lip for re-enforcement, but can't exceed a 3/8" maximum thickness at that area. The material thickness used may be a minimum of .050" to a maximum of .090" inches. Only a one-piece construction will be accepted! There will be no tolerance on these measurements. Door posts must attach securely to the metal roof support and doors! They may be bolted with a min. of (2) 3/16" bolts to the door bracket for the ease of fabrication!

No lexan vent windows or excessive sheet metal will be permitted in the vent corner where the post meets the door panel.

SAIL PANELS ARE OPTIONAL

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 driver's view. No tolerance on measurements.

REAR WING WINDOWS

All rear wing panels and windows must resemble a current OEM body style.

Their upper profile may not protrude above a straight line drawn from the rear of the roof to a point 3" higher than the rear deck. There must be at least a 2" indent in the profile, so as not to make this panel a fastback. (see drawing)

The maximum base length must not exceed 61". Left and right must be of the same style and dimension! See drawing in back of book.

All window styles must be nominally 160 square inches (suggested 10" tall X 16" long), clear, smooth lexan with no bends or breaks.

No writing or decals permitted on the wing windows.

Rear view of the wing window must go in a straight line from top of quarter panel or body line to the roof with a maximum gradual bow of 2" in the center of wing window.

See drawings in rear of book:

REAR WING WINDOW / SIDE VIEW / REAR VIEW

BODY WIDTH AND GROUND CLEARANCE

Body width (measured anywhere along the body line, front or back): 70" maximum, 64" minimum.

Minimum body and chassis ground clearance 2 1/2".

No fan or ground-effects cars are permitted.

No rubber skirts, fins, or spoilers of any description are permitted under the car.

A 2" max air deflector is permitted in front of radiator to facilitate cooling.

DOOR PANELS

Side door panel: Minimum 60", maximum 70" 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 max. of a 1" long lip at a 45 deg. outward angle 1/2" away from the sheet metal for the purpose of reinforcement. This will be allowed at the top and bottom of the panels.

Bead rolls around the outside perimeter of these panels and the wing windows will be allowed. Bead roll edges must face towards center of chassis.

Front door extensions will be permitted up to 20" behind the front axle centerline.

Ground clearance on the bottom of the doors must be a minimum of 6" and a maximum of 12" from the ground. Right side may be higher for roll clearance.

All doors and rear quarter panels may have a maximum lip of 1 1/2" rounded at 90 degrees and facing inward only, on the top and the bottom.

At the top of the doors and rear quarter panels, a lip angled out at a maximum of 45 deg., protruding away from the door no more than 1/2" and no more than 1" in length before it bends inward for strength will be permitted.

Minimum window opening 15 inches by 15 inches on both sides of the car.

REAR QUARTER PANELS

Rear quarter panels must match each other.

They must be a maximum of 47" and a minimum of 40" from the ground at the rear and continue in a straight line with top of door. See body drawing in back of book.

A fender flare, up to a maximum of 2" from the body may be used, but the overall body width must still be maintained at a 70" maximum.

Rear quarter panels can extend back to 48" maximum at top and may incline down to 44" maximum at bottom measured from center of rear axle to rear of car.

Ground clearance on rear quarter panels must be a minimum of 8" and a maximum of 16".

REAR SPOILER

The rear spoiler must be clear one piece lexan with a maximum height of 5" from the rear deck and must not have any writing or stickers on it.

The rear spoiler must be non-adjustable (no hinges or slides).

No metal Gurney tabs permitted. Lexan may have brake (top only) for rigidity.

Spoiler maximum height from ground is not to exceed 50".

A maximum of four vertical supports may be used to fasten the spoiler to the rear deck. These supports may not exceed 2" in vertical height and 10" in length.

REAR DECK

Must be a maximum height of 47" and minimum of 40" from the ground.

Rear deck lid (i.e. trunk lid) must be fully enclosed from quarter panel to quarter panel and have a minimum height of 9" and a maximum of 14" in vertical coverage behind the fuel tank.

Left and right rear trunk lids must be symmetrical in size and shape and show no specific bulge or extension to cover fuel filler hose or apparatus within the 9" to 14" of vertical coverage. This panel must completely cover the fuel cell, filler hoses, and vent lines.

The fuel tank must be completely enclosed from the bottom of this panel to the bottom of the fuel cell.

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.

No openings from top of fuel cell to bottom of trunk lid are permitted.

Any vent line nozzle used for catch can purposes must be mounted on the left side quarter panel only.

No crew member will be permitted behind the car during pit stop refueling.

HOOD, NOSE, AND FRONT SPOILER

The hood, nose, and front spoiler can be no wider than 36" and no narrower than 24".

The nose piece must end at the front of the shock towers. The spoiler must be separate!

Shock covers or deflectors may not be part of or riveted to the nose or spoiler exceeding the 36" width maximum.

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.

The front spoiler must not extend any more than 20" in front of the front axle centerline.

The front spoiler must be non-adjustable (no hinges or sliders).

The hood shall be considered from the front roll cage to on top and even with the front of the radiator.

The nose piece shall start where hood ends and end at the shock towers!

Both hood and nose may have 2" maximum lips up or down on both sides following the contour of the body. Both lips must be symmetrical!

The hood, nose, and spoiler may not overlap each other's location on the frame.

Any part of hood may not exceed 10 degrees nor can sheet metal have an opening or extrusion between the hood and nose.

The hood must extend over the radiator and have complete sides.

HOOD SCOOP

The hood must be fully enclosed.

Two options of hood scoops mounted on top of the hood for the purpose of enclosing the carburetor, or ram air will be permitted providing they meet the following specifications.

Both style scoops may be made of fiberglass.

Ram air type scoop: Maximum length, 30" measured from rear motor plate to front of hood scoop. Maximum width 18". The front vertical opening of the scoop can be a maximum of 6" at the beginning of the scoop only. The overall height of this scoop must maintain a minimum of 8" 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. Hood scoop must be fastened to the hood and completely enclose the carburetor and air filter.

The conventional no ram air scoop: a maximum of 25" is permitted from center of the carburetor forward to end of scoop! The width permitted is a maximum of 22". The height must maintain a minimum of 8" of vertical vision from the top of the scoop to the lowest point under roof or roll cage.

INTERIOR SHEET METAL

Any horizontal body support, other than the inner pods, whether in front or rear must be a maximum of 1" deep by 1" thick tubing or flat stock only.

No inside or outside wings, spoilers, air foils or wind deflectors are permitted.

No double panels that create a wing effect will be permitted.

A 1" maximum reinforced lip will be permitted on all lexan, but all specified measurements must still be maintained.

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.

No vertical fins, air dams, or fairings permitted on the sides or behind the roll cage.

Sheet metal must be a flat single plane across the inside of the car.

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.

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.

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

The track or series handicapper reserves the right to issue or change a car's number to prevent duplication and maintain proper records.

Team cars must be clearly distinguishable from one another and use a different number or letter.

All numbers and letters will be limited to three digits. If three digits are used, two shall be primary numbers. Numbers are required on roof, nose, rear deck and both doors.

All numbers and letters must be a minimum of 18" high on the roof and doors, and 8" 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 number.

CHASSIS SPECIFICATIONS

FRAME

Only 2 x 4 box frames are permitted between axle centers, front and rear. The 4" side must be vertical. Frame rails must be steel only. All 2 x 4 rails must be .120" wall thickness only. At the

discretion of the officials, it may be necessary to drill a 3/16" hole in frame rail for inspection of thickness. No other holes will be permitted. All tubing permitted for the frame rails must be either 1 1/2" dia. x .095" wall or 1 3/4" x .095" wall.

Frame width shall be as follows: Front (at shock towers): 24" minimum, 35" maximum. Rear: 26" minimum, 35" maximum. The minimum frame width at the rear roll bar must be 26". All measurements are to be taken from the outside of the frame rails. These measurements shall be taken at both top and bottom of frame at its longest length. Clips, sub-frames, etc. are considered part of the frame.

Minimum length of the 2 x 4 frame rails must start at 14" in front of rear axle centerline and extend to the front of the radiator. All kick up material must be 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 plane along the total length of frame. The only exceptions will be the lower left rear frame rail, which will be permitted at 4" maximum indent for suspension clearance, and the two upper frame rails in the engine compartment to allow for the clearance of large cylinder heads.

Titanium or carbon fiber materials are not permitted on the chassis.

ROLL CAGE

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 1/2" in height. See drawing in back of book.

All cars for 2006 and beyond will be required to have a serial number.

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" 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" diameter by .095" wall thickness. A minimum of one diagonal bar across the top of the roll cage is mandatory.

The rear main roll bar hoop must be a minimum of 26" 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 welded to the 2 x 4 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.

Only two roll bar diameters will be permitted. Roll bars of 1 3/4" diameter will require a minimum of .095" wall thickness. Roll bars of 1 1/2" diameter will require .120" wall thickness.

See chassis drawing in back of book.

SEAT

Seat and steering wheel must be centered in the frame.

The seat must be a maximum of 16" from the center of the rear end to back of seat bottom. See drawing in back of book.

A high back seat made completely from aluminum is mandatory. No fiberglass or carbon fiber materials are permitted. 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 be 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. All seats must have a minimum 1/8" steel plate, as wide as the seat, under and up the back 4"

RADIATOR

Only one (1) radiator permitted and it must be centered squarely, not angled, in front of motor in a vertical position.

No plastic or carbon fiber permitted.

No auxiliary cooling tanks or catch cans are permitted in driver's compartment.

ENGINE

The engine must be centered in the front of the chassis and placed in an upright position.

Engine set back: minimum 56", maximum 66" with 1/2" absolute maximum tolerance. Set back will be measured from the center of the front axle to the rear machined bell housing surface of the engine.

TRANSMISSION

Approved North American or Canadian manufactured manual shift transmission only, no automatics are permitted.

No overdrive or underdrive transmissions are permitted.

No running through reduction gears, transmission must be direct drive to rear end at racing speed.

Transmission must have 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.

Transmission must bolt to the bellhousing.

DRIVELINE

No chassis, driveline or suspension components made of carbon fiber are permitted.

Only two universal joints per driveline.

A drive line shield and 2 steel safety rings are mandatory (see safety rules for detailed requirements).

REAR END

Competition rears only.

No hypoid type rears are permitted.

No limited slip type rear ends or hubs are permitted.

No lockers or two speed rears are permitted.

Rear end must have solid aluminum or steel spool only.

Rear spindles may be steel or aluminum only. If aluminum it must be a one-piece tube and spindle with a minimum outside diameter of 2 7/8" and maximum inside diameter of 2 1/2".

Live rear ends with aluminum or steel axles are permitted.

The rear end or chassis must not be offset any more than (Minimum) 4" (Maximum) 8" from 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. See chassis drawing in back of book for front and rear end offset details.

FRONT END

The front axle must be straight, one piece steel tubing only with no camber adjustments.

No split axle or dropped axle permitted.

All brackets on the front axle must be bolted or welded (no bird cages or slides).

Modified type front spindles only.

It is recommended that bearing shafts be made of steel.

Chassis may not be offset any more than 4" from 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. See chassis drawing in back of book for front end offset details.

Front wheels must be fully exposed. No fenders are permitted.

WHEELBASE AND TREAD

Wheelbase: Minimum 106", maximum 110". 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".

Tread width: Front - maximum 86", minimum 74". Rear- maximum 86", minimum 80".

CHASSIS GROUND CLEARANCE

There must be a minimum of 2 1/2" ground clearance from the chassis or anything attached to it, including any part of the body.

No metal, lexan, or rubber air dams, fins, spoilers or skirts are permitted under the car.

No ground effects cars are permitted.

SUSPENSION

No independent suspensions front or rear.

No "A" frames or ball joints may be utilized for steering axis (kingpin only).

No four wheel steering permitted that is actuated by steering wheel.

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!

Electric/Hydraulic panhard adjuster is NOT permitted!

No form of traction control is permitted, braking system included!

SPRINGS

Any form will be permitted (torsion bars, coil overs, leaf springs, etc.).

No carbon fiber or titanium springs are permitted.

SHOCKS

Only one shock per wheel.

Shocks may not be driver externally adjustable.

External reservoirs are not permitted.

Manufacturers must submit shocks for approval 2 weeks prior to being raced.

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.

BRAKES

All cars must have four wheel hydraulic brakes in good working condition.

No carbon fiber, carbon, titanium, ceramic or aluminum pads or rotors are permitted.

On live rear axles, one inboard and one outboard brake assembly is permitted.

Brake tests may be conducted throughout the year.

Brake bias may be cockpit adjustable.

No manual brake shut offs permitted. Only the right front will be allowed a shut off!

FRONT BUMPER

Must be made from round steel tubing only, with a minimum diameter of 1 1/4" by .095 wall thickness for main bumper and all bracing.

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.

The four tubes that support the bumper from the four frame sockets must be horizontal. These rails must also be a minimum of 6" apart and a maximum of 12" measured from top to bottom and maintain that measurement for a minimum width of 24" or a maximum width of 30". It must also have an 18" center measured from the ground up to the middle of the bumper.

The front bumper may not extend more than 24" in front of front axle center centerline.

No V-shaped bumpers, crash area must be flat and vertical for the full width of bumper.

The bumper must have all rounded ends and no sharp edges.

The end bracing tubes of the bumper must be angled in such a way as to prevent the bumper interlocking with another cars bumper. See drawing in back of book.

REAR BUMPER

The rear bumper must be made of round steel tubing, with a minimum diameter of 1 1/2" by .095" wall thickness for main bumper and all bracing.

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" apart and a maximum of 16" measured from top to bottom and maintain that measurement for a minimum width of 64" or a maximum width of 86".

The rear bumper or any side bars cannot extend past the outside of tire sidewalls on both sides. It also must have an 18" center measured from the ground up to middle of bumper.

The rear bumper may not exceed 52" back of the rear axle centerline.

No V-shaped bumpers, crash area must be flat and vertical for the full width of bumper.

Bumper must have all rounded ends and no sharp edges.

Bumper must be on car to compete

RUB RAILS

The rub rails must be made of round steel tubing, with a minimum diameter of 1 1/2" by .095" wall thickness.

All bracing must also be a minimum of 1 1/2" outside diameter by .095" wall thickness.

Maximum wall thickness must be .095" with no solid bars or ballast added inside.

Rub rails must be outside of body panels but may not exceed the outside edge of the tires. The exception is the left rub rail only, which may extend an absolute maximum of 2" outside the left rear tire sidewall.

Rub rail ends must be rounded with no sharp edges and bent at a gradual 90 degrees and must protrude a minimum of 6" back in past the body.

Rub rails must be a minimum of 50" long, socket to socket.

ALL BUMPERS AND RUB RAILS

5/16" attachment bolts with nyloc nuts or NES approved quick release solid pins are the only permitted fasteners. NO COTTER PINS!

All 3 rub rail sockets must be pinned or bolted.

Front and rear rub rails must have a 360 deg. sleeve 3/8" wide x .095" wall min. welded to the rub rail tube butted up against the support socket to prevent pins from shearing. (see drawing in back of book)

FUEL TANK

One SFI 28.1/2 or FT3 fuel cell with a maximum of 24.5 US. gallons is mandatory.

Fuel tank height: 12" minimum from the ground to the bottom of the tank.

Tank must be centered inside of the frame rails and be rectangular or square in shape on all sides for measuring capacity. The capacity will be measured as a maximum of 5660 cubic inches using the formula with all sizes of the metal container measured externally in inches: Length minus 1/2" x width minus 1/2" x depth minus 1/2" = no greater than 5660CI.

Tank panels may not be bowed out or bellied to increase capacity. No tolerance.

Tanks may not be altered in any way to increase capacity. No large or long fuel lines, oversize filter housings or fuel coolers or other to increase fuel capacity.

Cars inspected before the event will have the opportunity to correct any fuel capacity infraction, time permitting. Cars found with illegal fuel capacity after an event will be disqualified and placed last in that event. All legal cars will move up in position for any applicable points and prize money.

Fuel tank 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”.

Fuel tank must be fully foamed with just a minimal cut-out for filler. Cut- out may be no more than 6” wide x 10” long x 7” deep.

Fuel lines must siphon from top only.

No fuel lines bigger than #10 are permitted.

No auxiliary tanks are permitted.

No fuel filters with more than 1/2 quart capacity are permitted.

Fuel tank vent line must have an inline one-way valve for the prevention of fuel spillage.

Only one carburetor fuel log will be permitted and is limited to a maximum outside diameter of 1”.

MUFFLERS AND EXHAUST SYSTEM

Each car must have one unaltered muffler per bank.

Mounting position front to back will be optional however the exhaust must exit past the driver.

Each muffler must have a tail pipe no less than 10” 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.

No exhaust pipe may face outside the car.

No cross over pipes is permitted connecting the two banks of cylinders.

BALLAST WEIGHT

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.

Weight may be added prior to the event or time trial.

No weight pack may exceed 75 pounds.

All weight packs must have a minimum of two 1/2" securing bolts/studs of grade 5 or higher. These bolts/studs must be securely anchored to the frame by a suitable clamp.

No bolts / studs welded to the frame will be permitted.

Clamp around weights are permitted.

All weights must be painted white and carry the car number in a legible fashion.

White duct tape marked with a wide black sharpie is acceptable for a one race grace period only.

No ballast weight may be mounted to roll cage above rear deck.

BATTERY

Big Block Modified: One American passenger car sized battery up to 16 volts is permitted.

The battery voltage must not measure more than 16.8 volts.

Battery must be mounted inside the frame rails.

NO step up transformer or any other device that increases the voltage is allowed.

358-Modified: One American passenger car sized battery up to 12 volts is permitted. The battery voltage must not measure more than 14 volts.

Battery must be mounted inside the frame rails.

NO step up transformer or any other device that increases the voltage is allowed.

WHEELS

Big Block Modified and 358-Modified:

Only aluminum wheels are permitted. No magnesium, steel, or carbon fiber is permitted. Bleed-off valves are permitted.

Rim width restricted to 14" maximum. This is measured from inside of left bead to inside of right bead on the wheel. Wheel diameter limited to 15" only.

Beadlocks are permitted. Any wheel or beadlock that is used must maintain a minimum diameter of 11" hole inside beadlock and wheel. Beadlocks may be outside only. No wheel covers or hub caps on the inside of the wheels are permitted.

WHEEL COVERS- No wheel covers held on by dzus buttons or similar type fasteners will be permitted. Only wheel covers that are bolted to the beadlock or are part of the beadlock will be permitted. Foam inserts will be permitted.

TIRES

<u>Tire size</u>	<u>Compound</u>	<u>2208 Racer Price</u>
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Only NES stamped track tires are permitted.

RF/LF: 33, 38, 44 or 48 compound only.

LR/RR: 44 or 48 compound only.

Maximum size 92" - NO DRAG RUBBER.

Minimum right rear tire pressure 12 PSI.

Only foam pillow-type mud plugs permitted in right rear.

No tire softener or liquids of any kind will be permitted on the inside or outside of tires.

Heating of tires by torch, blankets, or exhaust system is not permitted.

No type of inner liner is permitted.

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!

MODIFIED ENGINE RULES

In classes where engines are required to be sealed (i.e., PA 358's), in the event of a rain out or cancellation at a neighboring track, any outside competitor who wishes to visit NES may do so and will be given a ONE RACE grace period. After that it is mandatory that their engine must be sealed.

ENGINE OPTION #1 OPEN BIG BLOCK

THIS CAR WILL WEIGH A MINIMUM OF 2550LBS WITH THE DRIVER AT THE COMPLETION OF ALL QUALIFYING RACES AND THE FEATURE EVENT

BLOCKS: Any cast iron OEM or aftermarket V-8 block is permitted. No aluminum or titanium blocks. Only normally aspirated engines are permitted. Maximum displacement of 467 cubic inches, minimum displacement of 396 cubic inches. No reverse rotation engines.

CYLINDER HEADS: Optional as to design or manufacturer, but must be made of cast iron or cast aluminum only. Any form of porting is permitted. Valve sizes are optional. Titanium valves and retainers are permitted. No hollow stem or liquid cooled valves are permitted. Only two (2) valves per cylinder are permitted. Only one spark plug per cylinder.

CONNECTING RODS: Any design, length, or make of steel rods only are permitted. No aluminum or titanium rods.

CRANKSHAFT: Any steel or cast iron crankshaft is permitted. No titanium crankshafts.

PISTONS: Any aluminum piston is permitted.

CAMSHAFT: Any steel or cast iron hydraulic, flat tappet, or roller camshaft is permitted. Chain or belt drives are permitted. No overhead cams

INTAKE MANIFOLD: Optional as to design or manufacturer, but the manifold must allow for the mounting of only one (1) four (4) barrel carburetor. Must be cast iron or cast aluminum only. Porting is permitted

CARBURETOR: Engine is limited to one (1) North American manufactured four (4) barrel carburetor only not to exceed four (4) venturies. No fuel injection, nitrous oxide, turbo chargers or superchargers are permitted. No air or fuel may enter the engine by any means other than the stock operation of the carburetor. No in-line venturi carburetors.

FUEL: Although not mandatory, it is highly recommended that the fuel be purchased from New Egypt Speedway. The baseline fuel used for our testing will be the fuel that is sold at the track on that particular day. When track fuel is not used by a competitor, the track is not responsible for a disqualification for a "dirty" fuel test. Racing gasoline only with no additives. No E85 or other exotic fuels are permitted. No oxygenated fuels, top lubes, performance enhancement additives or any other kind of additives are permitted.

IGNITION: Any kind of ignition is permitted, as long as it is mechanically driven in the stock position. No crank trigger ignition systems are permitted. Only one (1) ignition coil and one (1) ignition box (amplifier) are permitted on the car. Only one spark plug per cylinder is permitted. Ignition boxes must remain as manufactured with no internal or external alterations. Ignition boxes may be swapped or confiscated by NES tech officials at any time. Violators will lose their NES license for one (1) year. Wiring must remain as designed by box manufacturer.

LUBRICATION SYSTEM: Conventional or dry sump may be used. An internal or external oil pump is permitted. Oil coolers are optional. Only one (1) oil tank and one (1) oil cooler is permitted. Oil pan must be made from steel or aluminum only. Air pumps and/or vacuum pumps that suck air from the oil pan are not permitted. Oil pan must have a one (1) inch inspection plug on the left side. Oil tank maximum capacity not to exceed twelve (12) U.S. quarts.

ENGINE OPTION #2 OPEN SMALL BLOCK

THIS CAR WILL WEIGH A MINIMUM OF 2450 LBS WITH THE DRIVER AT THE COMPLETION OF ALL QUALIFYING RACES AND THE FEATURE EVENT

BLOCKS: Any cast iron OEM or aftermarket V-8 block permitted. No titanium or aluminum blocks permitted. Any bore and stroke combination, Maximum cubic inches not to exceed 362. Only normally aspirated engines permitted. No reverse rotation engines permitted.

CYLINDER HEADS: Any cast iron or aluminum cylinder head permitted. Any form of porting is permitted. Valve sizes are optional. Titanium valves and retainers are permitted. No hollow stem valves or liquid cooled valves are permitted. Only two (2) valves per cylinder are permitted. Only one (1) spark plug per cylinder.

CONNECTING RODS: Any design, length, or make of steel connecting rod is permitted. No aluminum or titanium connecting rods.

CRANKSHAFT: Any steel or cast iron crankshaft is permitted. No titanium crankshafts.

PISTONS: Any aluminum piston is allowed.

CAMSHAFT: Any cast iron or steel, hydraulic, flat tappet or roller camshaft is permitted. Chain or belt drives are permitted. No overhead cams are permitted.

INTAKE MANIFOLD: Optional as to design or manufacturer, but the manifold must allow for the mounting of only one (1) four (4) barrel carburetor. Must be cast iron or cast aluminum only. Porting is permitted.

CARBURETOR: Engine limited to one (1) North American manufactured four (4) barrel carburetor only, not to exceed four (4) venturies. No fuel injection, nitrous oxide, turbochargers or superchargers are permitted. No fuel or air may enter the engine by any means other than the stock operation of the carburetor. No in-line venturi carburetors.

FUEL: Although not mandatory, it is highly recommended that the fuel be purchased from New Egypt Speedway. The baseline fuel used for our testing will be the fuel that is sold at the track on that particular day. When track fuel is not used by a competitor, the track is not responsible for any disqualification for a "dirty" fuel test. Racing gasoline or methanol (alcohol) only. No oxygenated fuels, top lubes, performance enhancement additives, or any other kind of additives are permitted.

IGNITION: Any kind of ignition is permitted, as long as it is mechanically driven in the stock position. No crank trigger ignition systems are permitted. Only one (1) ignition coil and one (1) ignition box (amplifier) are permitted on the car. Only one (1) spark plug per cylinder is permitted. Ignition boxes must remain as manufactured with no internal or external alterations. Ignition boxes may be swapped or confiscated by NES tech officials at any time. Violators will lose their NES license for one (1) year. Wiring must remain as designed by box manufacturer.

LUBRICATION SYSTEM: Conventional or dry sump may be used. An internal or external oil pump is permitted. Oil coolers are optional. Only one (1) oil tank and one (1) oil cooler is permitted. Oil pan must be made from steel or aluminum only. Air pumps and/or vacuum pumps that suck air from the oil pan are not permitted. Oil pan must have a one (1) inch inspection plug on the left side. Oil tank maximum capacity not to exceed twelve (12) US quarts.

ENGINE OPTION #3 500 CUBIC INCH DIRT SPEC BIG BLOCK

THIS CAR WILL WEIGH A MINIMUM OF 2450 LBS WITH THE DRIVER AT THE COMPLETION OF ALL QUALIFYING RACES AND THE FEATURE EVENT

See 2012 DIRT CAR rule book for specifications on this engine. Inspection of these engines will be conducted using the same methods and technical checking tools as the DIRT CAR tech inspectors.

Although not mandatory, it is highly recommended that the fuel for this engine be purchased from New Egypt Speedway. The baseline fuel used for our testing will be the fuel that is sold at the track on that particular day. When track fuel is not used by a competitor, the track is not responsible for any disqualification for a "dirty" fuel test. Racing gasoline only with no additives. No E85 or other exotic fuels are permitted. No oxygenated fuels, top lubes, performance enhancement additives or any other kind of additives are permitted.

ENGINE OPTION #4 PA IRON HEAD 9 TO 1 COMPRESSION

THIS CAR WILL WEIGH A MINIMUM OF 2350 LBS WITH THE DRIVER AT THE COMPLETION OF ALL QUALIFYING RACES AND THE FEATURE EVENT

IT IS MANDATORY THAT THIS ENGINE BE INSPECTED AND SEALED AT THE TIME OF ASSEMBLY. CONTACT NES TECH OFFICIALS FOR SEALING INFORMATION

BLOCK: OEM production cast iron engine block under 352 cubic inches but no less than 340 cubic inch displacement. Bowtie, SVO, Mopar DC. Aftermarket OEM copies are permitted. OEM deck height and cam location are required on all blocks. Maximum displacement 358 cubic inches. Cast iron blocks only, no aluminum or titanium are permitted.

CYLINDER HEADS: Any OEM stock production cast iron cylinder head, Chevy Bowtie, Ford SVO, Mopar DC W2 are allowed. Any raised runner, Boss Ford, Chrysler Hemi, or aftermarket heads are not allowed. Ports may be matched to the intake manifold but must not exceed ½ inch depth. Sandblasting, bead blasting, porting, polishing, and welding are prohibited. Valve stem size and valve guide location must remain stock. Valve seat area may be opened or machined but not to exceed one (1) inch in depth from the bottom of the valve seat. One (1) inch in depth in the valve seat area does not allow you to machine over the hump into intake ramp. Machining should not be visible looking into the intake or exhaust ports perpendicular to the port face. Combustion chamber modification accepted. Heads may be machined for large pushrods. 3/8 thick exhaust port plate is allowed. Valves must remain in stock location. No acid dipping or porting is permitted.

CONNECTING RODS: Any brand of steel or cast iron connecting rod is permitted. The only lengths to be used are Chevrolet 5.7 inches, Ford 6 inches, and Mopar 6.125 inches.

CRANKSHAFT: OEM stock production cast iron or forged steel crankshaft only. No aftermarket crankshafts permitted. Stock stroke only. No interchanging of crankshafts, you must use Chevy stock stroke in Chevy block, Ford in Ford and Mopar in Mopar. No offset grinding of journals, stock stroke only. No polishing, grinding, or knife edging of crankshaft or counterweights. Deburring sharp edges and pattern marks on crankshaft is permitted. Crankshaft must fit OEM templates. Drilling permitted for balancing purposes only. Original factory casting number must remain on the crankshaft. Balancing the crankshaft will be achieved by drilling the front and rear counterweights only. All holes must be complete holes and changing the original shape of the counterweight will not be permitted. No metal removed from throw side of the crankshaft. Original templates will be used to tech the engines.

PISTONS: Any flat top or dished aluminum piston is permitted. No domed pistons. No offset pins. Piston must have three ring grooves. The top of the piston may be cut for proper compression ratio but must remain flat or dished. The maximum compression ratio is nine (9) to one (1).

CAMSHAFT: Any brand of cast iron or steel, hydraulic, flat tappet, or roller cam is permitted. No overhead camshafts.

INTAKE MANIFOLD: Any cast iron or aluminum intake manifold is permitted. Manifold can be ported or port matched. Manifold must allow for the mounting of only one (1) four (4) barrel carburetor only.

CARBURETOR: Engine is limited to one (1) North American manufactured four (4) barrel carburetor only not to exceed four (4) venturies. No fuel injection, nitrous oxide, turbo chargers, or superchargers are permitted. No air or fuel may enter the engine by any means other than the stock operation of the carburetor. No in-line venturi carburetors.

FUEL: Although not mandatory, it is highly recommended that the fuel be purchased from New Egypt Speedway. The baseline fuel used for our testing will be the fuel that is sold at the track on that particular day. When track fuel is not used by a competitor, the track is not responsible for any disqualification for a "dirty" fuel test. Racing gasoline or methanol (alcohol) only. No oxygenated fuels top lubes, performance enhancement additives or any other kind of additives are permitted.

IGNITION: Any kind of ignition is permitted, as long as it is mechanically driven in the stock position. No crank trigger ignition systems are permitted. Only one (1) ignition coil and one (1) ignition box (amplifier) are permitted on the car. Only one spark plug per cylinder is permitted. Ignition boxes must remain as manufactured with no internal or external alterations. Ignition boxes may be swapped or confiscated by NES tech officials at any time. Violators will lose their NES license for one (1) year. Wiring must remain as designed by the box manufacturer.

LUBRICATION SYSTEM: Wet sump oil system with internal oil pump only is required. No dry sump systems or external oil pumps are permitted. No air or vacuum pump of any type is permitted. Engine must have a steel or aluminum oil pan only. Oil pan must have a one (1) inch inspection plug on the left side.

ENGINE OPTION #5 PA BRODIX ALUMINUM SPEC HEAD 10.5 TO 1 COMPRESSION

THIS CAR WILL WEIGH A MINIMUM OF 2350 LBS WITH THE DRIVER AT THE COMPLETION OF ALL QUALIFYING RACES AND THE FEATURE EVENT

IT IS MANDATORY THAT THIS ENGINE BE INSPECTED AND SEALED AT THE TIME OF ASSEMBLY. CONTACT NES TECH OFFICIALS FOR SEALING INFORMATION

BLOCK: OEM cast iron production engine block under 352 cubic inches but no less than 340 cubic inch displacement. Bowtie SVO Mopar DC. Aftermarket OEM copies are permitted. OEM deck height and cam location are required on all blocks. Maximum displacement 358 cubic inches. Cast iron blocks only, no aluminum or titanium are permitted.

CYLINDER HEADS: Chevrolet #SP CH, Ford #SP FO, and Mopar #SP MO only ! Spec heads will be supplied with CNC bowl blend and intake port match. No grinding or blending of CNC machine work. No grinding, polishing, or undercover porting anywhere on the casting. No welding or epoxy permitted. No titanium valves. Titanium valve spring retainers are permitted. Maximum valve sizes 2.080" intake and 1.600" exhaust, stem diameter 11/32". Valve angle, position, seats, and guides to remain as cast. No altering valve guide lengths. Angle milling maximum 1.0 degree. Serial numbers will remain untouched. Brodix is the authorized repair facility. Notification, authorization and documentation must be supplied to New Egypt Speedway for all repairs.

CONNECTING RODS: Any brand, size, or length of solid steel or cast iron connecting rod is allowed. No titanium or aluminum connecting rods are permitted

CRANKSHAFT: Any forged steel or cast iron OEM stroke crankshaft is allowed. OEM stroke for engine being used is mandatory. No titanium crankshafts are permitted.

PISTONS: Any flat top or dished piston is allowed. Piston must be aluminum only and have three (3) rings. Maximum compression ratio is 10.5 to 1.

CAMSHAFT: Any cast iron or forged steel hydraulic, flat tappet, or roller camshaft is allowed.

INTAKE MANIFOLD: Any cast iron or aluminum manifold is allowed. Manifold can be ported or port matched. Manifold must allow for the mounting of only one (1) four (4) barrel carburetor only.

CARBURETOR: Engine is limited to one (1) North American manufactured four (4) barrel carburetor only not to exceed four (4) venturies. No fuel injection, nitrous oxide, turbo chargers, or superchargers are permitted. No air or fuel may enter the engine by any means other than the stock operation of the carburetor. No in-line venture carburetors.

FUEL: Although not mandatory, it is highly recommended that the fuel be purchased from New Egypt Speedway. The baseline fuel used for our testing will be the fuel that is sold at the track on that particular day. When track fuel is not used by a competitor, the track is not responsible for any disqualification for a "dirty" fuel test. Racing gasoline or methanol (alcohol) only. No oxygenated fuels, top lubes, performance enhancement additives or any other kind of additives are permitted.

IGNITION: Any kind of ignition is permitted, as long as it is mechanically driven in the stock position. No crank trigger ignition systems are permitted. Only one (1) ignition coil and one (1) ignition box (amplifier) are permitted on the car. Only one (1) spark plug per cylinder is permitted. Ignition boxes must remain a manufactured with no internal or external alterations. Ignition boxes may be swapped or confiscated by NES tech officials at any time. Violators will lose their NES license for one (1) year. Wiring must remain as designed by the box manufacturer.

LUBRICATION SYSTEM: Wet sump oil system with internal oil pump only is required. No dry sump systems or external oil pumps are permitted. No air or vacuum pump of any type is permitted. Engine must have a steel or aluminum oil pan only. Oil pan must have a one (1) inch inspection plug on the left side.

GENERAL:

RADIOS AND TIMING

SCANNER OR RACECEIVER MUST BE FULLY FUNCTIONAL ANYTIME CAR AND DRIVER ARE ON THE TRACK

No two-way radios are permitted.

AMB-TRANS-X-260 TRANSPONDER MUST BE FULLY FUNCTIONAL ANYTIME CAR AND DRIVER ARE ON THE TRACK

All cars must provide for the attachment of AMB TRANS X 260 transponders.

Transponder must be mounted 24" behind the rear axle on right side

TRACTION CONTROL

All traction control devices utilizing wheel sensors, automated brake controls or any means of measuring ground speed to control wheel spin is prohibited.

Adjustable ping control devices, dial chip controls, timing controls, or automated throttle controls are NOT permitted in the cockpit or any other position accessible to the driver.

Any remote controlled components inside or outside the cockpit of any competitors race car are NOT permitted

No data acquisition systems are permitted

Any competitor found with any of the above will be fined, will be disqualified and will be suspended for up to one (1) year.

FINES AND DISCIPLINE:

Should a competitor be in breach of the rules after the event, where this breach would improve his performance or chance of winning, that competitor will be subject to disqualification. Where the breach of the rules, does not improve his performance or chance of winning, then he shall be subject to the point loss and fine as laid out in the 2010 rules.

Should a competitor flagrantly build a car or component on a car with the sole intention of circumventing these rules to his advantage, that competitor will be subject to:

Disqualification

Loss of New Egypt License for up to a year

Loss of all points

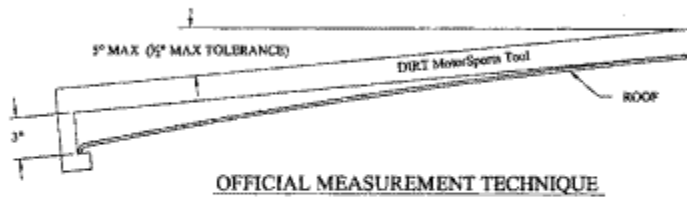
Loss of prize monies

Illegal part(s) being confiscated

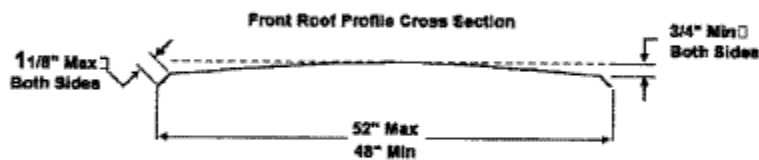
All of the above.

The Senior New Egypt official at the event will have the power to impose a fine or total of fines not to exceed \$500 per competitor, per event.

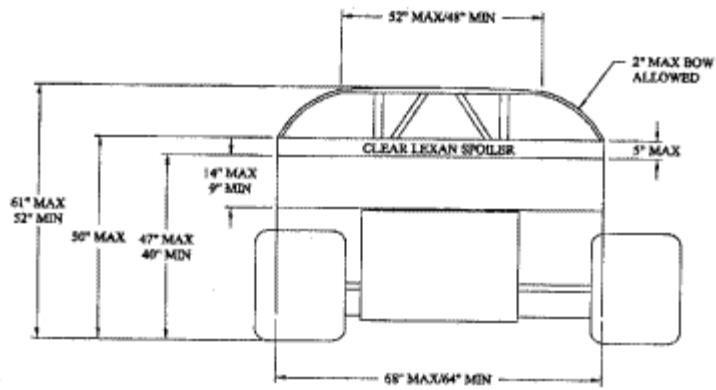
Any infraction of these rules requiring a fine in excess of \$500 will be dealt with after the event by New Egypt's Chief of Technical Operations and Management.



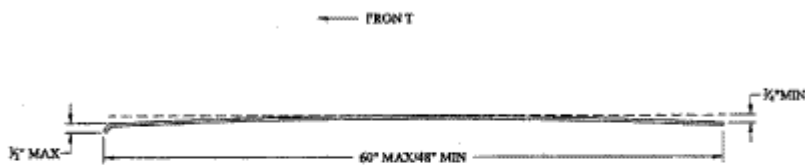
ROOF ANGLE



ROOF PROFILE

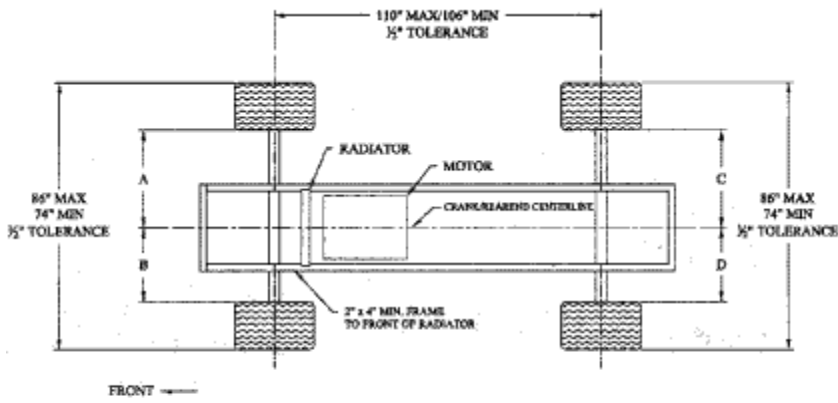


BODY REAR VIEW



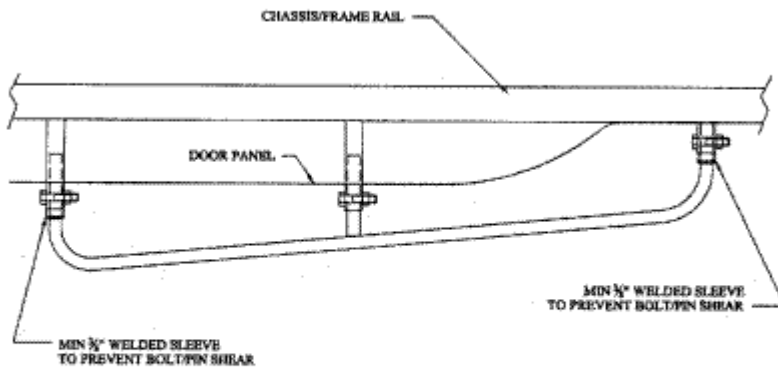
SIDE ROOF PROFILE CROSS-SECTION

ROOF PROFILE



DRELL $\frac{3}{16}$ " HOLE IN OUTER
RIGHT SIDE OF 2" x 4"
FOR INSPECTION OF
.120" WALL THICKNESS

MODIFIED CHASSIS

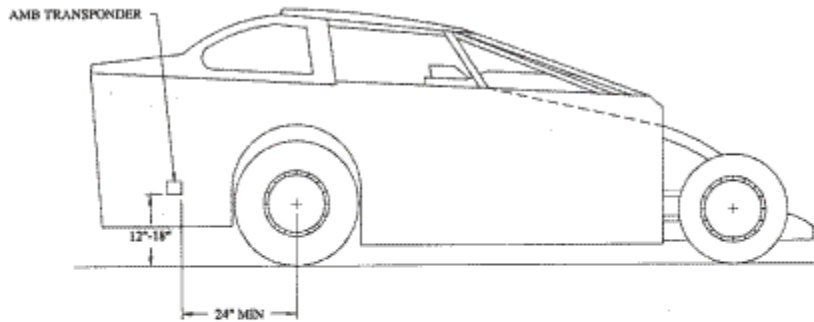


*NOTE: NO SLEEVE IS REQUIRED ON
MIDDLE RUB RAIL SUPPORT, BUT ALL
SUPPORTS MUST BE BOLTED/PINNED

RUB RAIL MOUNTING



BATTERY SHUT OFF



Transponders must be mounted on the lower right side when installing the fuel cell no less than 24" behind the rear axle centerline at a height of 12" to 18" from the ground. For optimum function, the transponder should be mounted as close to the ground as possible. Transponder must be mounted vertically with no obstructions between the transponder and the ground. It is recommended that a shield be installed in front of the transponder for protection from clay and debris. The shield can not be made of metal or carbon fiber. If using a rechargeable transponder with a mounting bracket, it is recommended that additional support like a tie wrap or similar be used. Do not rely solely on the center pin.

TRANSPONDER LOCATION