According to one aspect of the invention, there is provided a catch fence for halting the overrun of a car leaving a racetrack, comprising:

(a) at least two poles spaced apart from one another;

(b) each of the at least two poles comprising a vertical cable extending between an upper and a lower portion of each pole;

(c) a plurality of cables extending between the at least two poles, each of the plurality of cables having one end suspended from the vertical cable of one of the at least two poles and another end suspended from the vertical cable of the other of the at least two poles; ~~and~~

(d) a pivoting pulley system associated with at least one of the at least two poles; and

~~(d)~~(e) at least one portion of net or fencing installed between the poles, characterized in that (ef) the at least two poles extend above a Steel and Foam Energy Reduction (SAFER) barrier; (fg) the at least one portion of net or fencing is supported by the at least one of the plurality of cables.

According to another aspect of the invention, there is provided a catch fence for halting the overrun of a car leaving a racetrack, comprising:

(a) at least two angled poles; and

(b) a plurality of horizontal cables extending between the at least two angled poles, characterized in that the horizontal cables are supported via a series of curved cable spacers secured together and (c) extending from an upper pole portion to a ground anchor, such that the horizontal cables are strung between the a series of curved cable spacers .

According to yet another aspect of the invention, there is provided a catch fence for halting the overrun of a car leaving a racetrack, comprising:

(a) at least two curved poles; and

(b) at least one portion of a net or fencing extending from a top portion of each pole characterized in that the bottom portion of the net or fencing is secured to an inside top edge of a Steel and Foam Energy Reduction (SAFER) barrier.

According to a further aspect of the invention, there is provided a catch fence for halting the overrun of a car leaving a racetrack, comprising:

(a) curved or straight main support poles;

(b) main horizontal cables terminated together or connected to energy absorbers at their ends; and

(c) vertical support cables at each pole secured to a wall or secured to a Steel and Foam Energy Reduction (SAFER) barrier at their bottom, routed through one or more pulleys at the top of each pole, down to an energy absorber at the base of each pole; and

What is claimed is:

1. A catch fence for halting the overrun of a car leaving a racetrack, comprising:

(a) at least two poles spaced apart from one another;

(b) each of the at least two poles comprising a vertical cable extending between an upper and a lower portion of each pole;

(c) a plurality of cables extending between the at least two poles, each of the plurality of cables having one end suspended from the vertical cable of one of the at least two poles and another end suspended from the vertical cable of the other of the at least two poles;

~~(c)~~(d) a pivoting pulley system associated with at least one of the at least two poles; and

~~(d)~~(e) at least one portion of net or fencing installed between the poles,

characterized in that

~~(e)~~(f) the at least two poles extend above a Steel and Foam Energy Reduction (SAFER) barrier;

~~(f)~~(g) the at least one portion of net or fencing is supported by the at least one of the plurality of cables.

2. The catch fence of claim 1, wherein the at least two poles are C-shaped.

3. The catch fence of claim 1 or 2, wherein the plurality of cables are mounted to the vertical cables via a leaf spring.

~~4. The catch fence of any of the preceding claims, further comprising a pivoting pulley system associated with at least one of the at least two poles.~~

~~5.~~4. The catch fence of any of the preceding claims, further comprising one or more break away clips that allow the at least one portion of the net or fencing to detach from its neighbor section.

~~6.~~5. The catch fence of any of the preceding claims, wherein the at least one portion of the net comprises nylon netting with nylon straps.

~~7.~~6. The catch fence of any of the preceding claims, further comprising a secondary safety steel mesh catch fence mounted behind the at least one portion of net or fencing.

~~8.~~7. A catch fence for halting the overrun of a car leaving a racetrack, comprising:

(a) at least two angled poles; and

(b) a plurality of horizontal cables extending between the at least two angled poles, characterized in that the horizontal cables are supported via a series of curved cable spacers secured together and

(c) extending from an upper pole portion to a ground anchor, such that the horizontal cables are strung between the series of curved cable spacers.

~~9.~~8. The catch fence of claim ~~7~~8, wherein the series of curved cable spacers support the horizontal cables at a distance from one another.

~~10.~~9. The catch fence of claim 7~~8~~ or 8~~9~~, wherein the at least one of the cable spacers comprises a sandwich groove to accept and secure a horizontal cable.

~~11.~~10. A catch fence for halting the overrun of a car leaving a racetrack, comprising:

(a) at least two curved poles; and

(b) at least one portion of a net or fencing extending from a top portion of each pole characterized in that the bottom portion of the net or fencing is secured to an inside top edge of a Steel and Foam Energy Reduction (SAFER) barrier.

~~12.~~11. The catch fence of claim 10~~11~~, wherein the net or fencing comprises a textile brake.

~~13.~~12. The catch fence of claim 10~~11~~ or 11~~12~~, further comprising collapsible air bags positioned above the SAFER barrier.

~~14.~~13. A catch fence for halting the overrun of a car leaving a racetrack, comprising:

(a) curved or straight main support poles;

(b) main horizontal cables terminated together or connected to energy absorbers at their ends; and

(c) vertical support cables at each pole secured to a wall or secured to a Steel and Foam Energy Reduction (SAFER) barrier at their bottom, routed through one or more pulleys at the top of each pole, down to an energy absorber at the base of each pole; and

(d) horizontal and vertical cables fastened together where they intersect; and

(e) an integral mesh debris fence fastened to the horizontal and vertical cables.