



## **2023 DRIVER DEVELOPMENT SPORTSMAN RULES**

Note all Drivers must be approved by NGS Speedway's staff to Compete in this class Starting 2023 season if any 1 driver wins 3 races in the Driver Development Class at NGS Speedway. The driver will have to move up in class for the next event. THE TRACK HAS THE RIGHT TO MAKE ANYONE MOVE UP A DIVISION AS NEEDED TO KEEP THE CLASS INTEGRITY FARE. THESE DRIVERS WILL HAVE A (4) SPIN MAX RULE BEFORE BEING ASKED TO PARK THEIR CARS FOR THE NIGHT.

### **ENGINE**

- A. Steel blocks only, may be bored to .60 max
- B. Flat top pistons only. (Pistons cannot rise above deck)
- C. Crank and Rods must be stock or stock replacement (stock stroke Scat/Eagle parts legal)
- D. Balancing permitted but no lightning or knife-edging allowed
- E. Polishing rods permitted
- F. Any stock length steel rods
- G. STOCK ROD LENGTHS FOR MAKE OF ENGINE
- H. Press or floating pins permitted
- I. Wet sump oil system only
- J. No splayed main caps
- K. 602 Crate Motors are allowed (MUST meet GM Specs)

## **ENGINE SET BACK**

- A. A maximum of 6" from center of top ball joint to the most forward spark plug hole HEADS A. Any STEEL OEM 23-degree head allowed (GM Bow-tie Steelhead legal)
- B. No porting or polishing allowed
- C. Combustion chamber to be no less than 60cc limit D. No machine cuts or grinding in combustion chamber ports
- E. NO SHAFT MOUNTED ROCKER ARMS
- F. Intake runner GM 195cc/Ford & Mopar 205cc max
- G. No Aluminum Heads

## **CAM**

- A. Any hydraulic or flat tappet cam and lifters allowed
- B. Lifter diameter must be OEM for make
- C. Roller rockers allowed
- D. Any valve spring permitted
- E. No roller cams

## **VALVES**

- A. Intake 2.02 max.
- B. Exhaust 1.600 max.

## **INTAKE MANIFOLD**

- A. Aluminum or cast iron only
- B. No plastic or carbon fiber intakes
- C. No porting/polishing or grinding anywhere permitted

## **WATERPUMP**

- A. Cast or aluminum permitted.
- B. No electric pumps

## **FUEL PUMP**

- A. Mechanical pump only
- B. B. No Electric pumps

## **CARBURETOR**

- A. One four-barrel carburetor only
- B. No dominators or predator or "Super Bowl " Type carburetors allowed
- C. Engine must be naturally aspirated
- D. Carburetors must have floats and needle seats in them.
- E. May use carburetor spacer 1" on 602 2" STEEL MOTOR/STEELHEADS AND UP

## **HEADERS**

- A. No ZOOMIE HEADER'S

## **IGNITION**

- A. Any electronic or points ignition

## **SUSPENSION / SHOCKS / SPRINGS**

1. STANDARD LATE MODEL SUSPENSIONS ONLY. NO SPRING LOADED OR SHOCK TYPE 4 BAR RODS. ONLY STANDARD SOLID BAR 4 BAR RODS. NO TORSION BAR FRONT OR REAR SUSPENSION. SWAY BAR OK.
2. STANDARD ONE PIECE BIRD CAGES; NO SPLIT BIRD CAGES.
- 3- 1 MECHANICAL TRACTION DEVICE ALLOWED. EITHER 5TH COIL OR TORQUE LINK, NOT BOTH. ONE (1) 90/10 ALLOWED WITH TORQUE LINK, MOUNTED CENTER TOP OF REAREND TO FRAME.
4. ONE (1) COIL SPRING PER WHEEL. NO STACK SPRINGS ON ANY CORNER INCLUDING 5TH COIL. NO PROGRESSIVE SPRINGS. ONE (1) SHOCK AND ONE (1) SPRING PER CORNER OF CAR. ONE BUMPSTOP ON RIGHT FRONT ONLY, MUST BE "CHRISTMAS TREE STYLE" NO ROLLER SKATE, MAGNETS, PUCKS OR ANY OTHER STYLE BUMP STOPS ALLOWED. NGS SPEEDWAY OFFICIALS RESERVE THE RIGHT TO ALLOW/NOT ALLOW ANY BUMPSTOPS IN QUESTION AT ANYTIME. BUMPS CAN NOT BE STACKED. PACKER SHIMS OK. SPRING RUBBERS OK. TAKE UP SPRING ALLOWED (MUST BE ABLE TO SMASH WITH HANDS)

5. CHASSIS BRACKETS MUST BE FIXED. NO MOVEMENT
6. CHAIN LIMITERS ARE ALLOWED WITH BUMPSTOPS OR SPRINGS

### **SHOCK RULE:**

1. SHOCKS, AT ANY POSITION ON THE RACE CAR, INCLUDING LIFT BAR OR TORQUE ARM SHOCKS, MUST BE CONSTRUCTED OF MAGNETIC STEEL OR ALUMINUM. SHOCKS OF THE "THRU ROD" STYLE ARE NOT PERMITTED. SHOCKS MUST HAVE SYMMETRIC, ONE PIECE BODY. NO REMOVABLE GAS HEADS. NO ADJUSTABLE SHOCKS. NO REMOTE RESERVOIR OR CANNISTER SHOCKS. NO PIERCING VALVES. NO REMOTE ADJUSTMENT OF SHOCKS IS PERMITTED, INCLUDING ELECTRONIC ADJUSTMENT WHETHER HARDWIRED OR WIRELESS. SHOCK/DAMPER DEVICES THAT ARE, OR THAT CAN BE REFERRED TO OR DEFINED AS AN "INERTER" OR REFERRED TO OR DEFINED AS A "J-DAMPER" ARE NOT PERMITTED ANYWHERE ON THE CAR. SCHRADER VALVE SHOCKS LEGAL
2. ONE (1) SHOCK PER WHEEL ONLY. THIS INCLUDES LEFT REAR

### **STEERING**

- A. Any / all racing style racks permitted (Appleton, Sweet, Etc.)

### **REAR END / REAR AXLE**

- A. Any type of rear end/ differential permitted
- B. Aluminum tubes OK
- C. Wide 5 hubs allowed
- D. No independent rear end suspension permitted

### **TRANSMISSION**

- A. Any transmission allowed
- B. All transmissions must be fully functional with both forward and reverse.

## **DRIVE SHAFTS**

- A. All drive shafts must be a minimum of two inches (2") in diameter
- B. All drive shafts must be painted white
- C. Only one drive shaft is permitted
- D. All drive shafts must be protected with a secure drive shaft hoop or sling

## **CHASSIS / FRAMES**

· Both Rectangle and Square Tubed Frames are legal Square Tube Frames

- A. The frame of all cars must be constructed of two-inch (2") by two inch (2") minimum rectangular or square tubing with a minimum of eight inch (8") circumference and a minimum of eighty-three thousand-inch (.083") wall thickness.

### **Round Tube Frames**

- A. The frame of all cars must be constructed of a minimum of one-and three-quarter inch (1¾") round tubing and must have a wall thickness of eighty-three thousand-inch (.083") wall thickness minimum.
- B. No aluminum or titanium frames permitted in construction of car
- C. If rear bumper is stubbed, it may only extend a maximum of eight inches (8") beyond frame. Any stubbed rear bumpers that extend eight inches (8") or more beyond frame must be rounded and directed towards the front of the car.
- D. It is recommended that all cars be equipped with a tow hook or strap.
- E. All battery supports must be braced in two axis-two horizontal and one vertical.
- F. Minimum wheelbase span of 103" inch BODIES A. Same as Limited Late Model and Crate Late Model (see drawing diagrams for specific details)

## **SPOILER**

- A. Rear spoiler must be manufactured of material of adequate strength such as Sheet metal, Lexan, or Aluminum
- B. Maximum seventy-two-inch (72") width.
- C. Rear spoiler is not permitted to be suspended above the deck to create a "wing effect."
- D. Rear spoiler must begin where quarter panels end. No extended decks permitted.
- E. Maximum of three (3) rear spoiler supports. Option of two (2) additional one-inch (1") aluminum braces.
- F. Spoiler supports cannot be mounted wider than the top of the quarter panel.
- G. Rear spoiler material must not exceed the maximum of eight inches (8") in height (measured from deck to tip of material)
- H. Clip car only (10" spoiler)
- I. All items will be checked by track official.

## **SEATS**

- A. RACING SET RECOMMENDED is a seat SFI CERTIFIED
- B. Must be mounted with grade 5 or better hardware 4 BOLTS  
MINIMUM
- C. Must have 5-point safety belts NO MORE THAN 2 YEARS OLD
- D. If you don't have a certified full containment seat you must run a full window net.

## **FIREWALL**

- A. A full metal fire wall must encompass the front, rear, sides, and floor of the driver

## **FUEL / FUEL CELL**

- A. Fuel cell w/steel can and 2" steel straps mounted in rear of car only
- B. RACING or E85 only! No alcohol, nitrous oxide, nitro methane, or any other nitrate additives
- C. All cars must have fully charged fire extinguisher mounted within reach of DRIVER
- D. All cars must have a Fuel Cell Tip Valves installed in case of roll over.

## **BRAKES**

- A. Must be equipped with sufficient four (4) wheel braking system.
- B. On track three-wheel braking is allowed
- C. Any type steel brakes allowed
- D. No titanium or carbon fiber brake rotors are permitted

## **WHEELS / TIRES**

- A. LR, RF, LR TIRES – Hoosier 1350/1600 or AR48/56
- B. RR TIRE MANDATORY – Hoosier 1600 or AR56
- C. ALL TIRES ARE SUBJECT TO TRACK DUROMETER TESTING
- D. Wheels may be steel, or aluminum 14 max. wide D. Bead locks permitted
- E. No chemical treating allowed

## **ENGINE PROTEST:**

1. THE PROTEST FEE FOR A COMPLETE TEAR DOWN OF A SEALED 602 ENGINE THAT FINISHES THE AMAIN IS \$1300. THE FEE MUST BE PAID TO THE RACE DIRECTOR OR TECHNICAL DIRECTOR, IN CASH, WITHIN 10 MINUTES AFTER THE CHECKERED FLAG HAS FALLEN ON THE A-MAIN. MUST FINISH IN THE TOP 5 TO BE ELIGIBLE TO PROTEST. \$1000 WILL GO TO WINNER OF PROTEST AND \$300 TO THE ENGINE BUILDER THAT DISASSEMBLES THE ENGINE (ENGINE TECH TO BE DONE BY RACETEC). A. \$500 TOP END ENGINE TECH (VALVE SPRINGS, P&G, CAM TECH) \$250 GOES TO TRACK TECH REMAINDER TO WINNER OF PROTEST B. \$200 TO P&G ANY ENGINE C. \$500 TOP END / CUBIC INCH TECH FOR SPORTSMAN BUILT ENGINE \$250 GOES TO THE TRACK THE REMAINDER GOES TO THE WINNER OF THE PROTEST. D. \$750 FOR COMPLETE SPORTSMAN BUILT ENGINE TEAR DOWN. \$300 GOES TO THE TRACK AND THE REMAINDER GOES TO THE WINNER OF THE PROTEST.

ALL PROTEST MONEY IS NON-REFUNDABLE TIRE PROTEST: TIRE PROTEST IS A \$200 NON-REFUNDABLE FEE. IF THE TIRE IS FOUND TO BE ILLEGAL THE DRIVER MUST PAY A \$500 FINE TO THE TRACK BEFORE BEING ALLOWED TO RACE AGAIN. (PRIZE MONEY WILL BE HELD DURING ALL PROTEST) CORRECT WEIGHT must be posted on / above the driver's side A Pillar Claiming the incorrect weight / motor combination will result in IMMEDIATE DISQUALIFICATION!! All posted weights MUST be correct for the engine you have in your car! NO EXCEPTION ANYONE FOUND ILLEGAL WILL BE DISQUALIFIED FROM THE EVENT AND RECEIVE NO PRIZE MONEY OR POINTS FOR ANY PROTEST THE CAR BEING PROTESTED AND DRIVER PROTESTING MUST FINISH IN THE TOP 5 AND CAN ONLY PROTEST THE CAR DIRECTLY IN FRONT OF THEIR PLACEMENT WITHIN 10 MIN AFTER THE CHECKERED FLAG

ALL PROTEST MONEY FOR TIRES OR ENGINES PROTEST IS NON-REFUNDABLE

