



2024 LVMS Sportmod “Budget” Engine Rules
November 2023

Rev Box: (MSD8727CT) Maximum 6000 Rpm (may be adjusted for fairness)
Carburetor: Holley 2 BBL Stock 4412 Only.
Car Weight: Minimum 2450lbs after race
Engine Claim: \$5500.00

Budget Engine Specifications

Block:

Any wet GM stock cast iron steel production block allowed or approved aftermarket below. Up to .60 allowed for cleanup. NO Bowtie blocks allowed. Aftermarket block allowed Part # Dart-SHP-31161111 (\$2000) or CMPEB350-UM 1-PC seal (\$850). No Dart little M, No Motown. No Lightening of blocks. No 4.125 bore or larger. Max bore 4.065. Ford or Chrysler need to be approved prior to the race, must have all stock dimension parts. Oil pan must have 1” inspection hole with wet sump oil system.

Cams:

Only flat tappet hydraulic or solid cam allowed, must have .842 flat tappet solid lifters, max lift .505 measured at valve. Any duration or lobe separation allowed. No rollers. No tool/ billet steel. No hard nitride faced. No quarter-speed.

Lifters:

No Hydraulic, No rollers, No mushroom, No silicone- nitride.

Rocker Arms/ Pushrods:

No shaft rocker arms. Rocker arm studs may be 3/8 or 7/16. Steel pushrods only. Maximum rocker arm ratio 1.52. (Refer to Cylinder Heads)

Pistons:

Stock flat top forged or cast pistons with .927 wrist pins, or approved aftermarket below. Any stock compression height flat top cast or Hypereutectic that uses the stock 5/64-5/64-3/16 ring pack. 2 or 4 VR allowed. Cannot come above deck. 5.7 compression height only. Pistons must have 2 compression rings and 1 oil ring.

No gas porting of pistons allowed. Aftermarket pistons allowed Part # Icon-FHR UEMIC9913 (\$367), Summit Racing SUM-17360FC (\$373), Speed Pro-L2256-F (\$350), DSS E-Series #8700-4030-4040 or 4060 (\$410).



Rods:

Stock production unpolished alloy forged steel 5.7 I Beam rods only. NO 6 inch. NO Lightweight, NO Titanium, NO Aluminum, NO Polished or Billet rods allowed. No Carbon Fiber. No cap screw rods. Connecting rod minimum weight is 550 Grams, which includes rod bolts, nuts, cap screws, and dowels. Aftermarket rods allowed Part # Eagle EAGSIR5700BPLW press or bush OK, (\$269), Scat-SCA-35700 (\$300), Scat-SCA-25700, Speedmaster -SPM274-1126 (\$235). Additional rods allowed are 4340, 4130, or 5140 alloy forged steel or GM 1038 alloy "pink" and GM Powdered Metal connecting rods are allowed.

Crankshaft:

Stock GM 1053 alloy forged steel or cast nodular iron Chevrolet crankshaft, or approved aftermarket below. GM Specs 2.448 mains, 2.1 rod, stock stroke 3.480. Minimum weight 48lbs, NO lightening, NO Counterweights, NO Timing belts. NO camshaft belt drives. No polishing. No Knife edging. After market timing chains or gear drives allowed.

Aftermarket crankshaft allowed Part # Eagle -EAG103503480 (\$255), Eagle EAG103523480 (1 piece seal) (\$255), Scat-SCA9-10442 or SCA9-10526 (1 piece seal) (\$236).

No Carbon Fiber Engine Parts of Any Kind Allowed.

Carburetor Specs:

Holley 2 BBL 4412 Only. Venturi size 1 3/8" maximum throttle bore 11/16". NO polishing. Choke Horn cannot be removed. NO altering venturi area in any way. Stock butterflies ONLY. Idle holes may be drilled out to .125. The throttle shaft must remain stock and not thinned in any way. Mandatory 2 return springs. NO tapered spacer plates. Spacer plates must have one size hole for fuel flow from top to bottom. Up to 1" thick spacer plate is allowed. NO Super Suckers are allowed.

Fuel Pumps:

Mechanical fuel pumps mounted in stock block location only. No belt drive. No electric.

Cylinder Heads:

Stock OEM GM cast iron heads ONLY. GM Bowtie #034 ONLY. (55cc minimum for any head, stock or aftermarket. NO Porting, polishing, or matching of heads allowed. NO angle cutting. Stock valve jobs ONLY. Max valve spring diameter 1.260 single spring with damper. NO double-triple springs. Plaining allowed to reface surface. NO Vortec Bowtie. Maximum intake valve 2.02, maximum exhaust valve 1.60. Maximum stem 11/32". NO Pro flow or narrowed valve stems. ONLY Stock OEM stem sizes. NO neckdown valves. Max compression ratio 10.5/1. Maximum valve lift .505. Angle plug heads allowed. Screw in studs allowed 3/8" or 7/16" in size. Use of guide plates allowed. Stock OEM ratio roller rockers are allowed, must be independent stud mount.

(continued)

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NO blending in ports or bowl allowed. NO titanium valve or valve train parts allowed. Stud girdles allowed. Aftermarket approved heads Part # Dart Iron Eagle straight or angle plug, 180-200 runner. NO 215 or 230's, 60cc minimum chamber. Factory head 64-65 cc for rebuild or cleanup allowed. (\$950 pair). EQ-IMCA sport mod head, ENQCH350i (\$750 pair). Any World Product Sportsman II 200 cc Max, straight or angle plug head, 60cc minimum (\$950 pair). Any World Products S/R head. (\$800 pair).

Intake Manifolds:

Stock cast iron factory GM or aluminum intake. GM Marine iron Bowtie OK (\$250). NO Airgap Intakes. Any non-airgap dual plane allowed. NO alterations of any kind must remain factory stock. NO Hi Rise Intakes. Single plane intakes allowed listed below. No Victor, NO Weiand Team G or high rise single plane or Chinese equivalent. NO Porting. No Polishing. No other modifications allowed.
Milling Rules: You can mill intake port faces and china wall surfaces and elongate bolt holes. (Elongating allowed is to compensate for milling of cylinder heads)
Aftermarket approved intakes limited to Edelbrock Performer (\$200) or Performer RPM Series.
Aftermarket approved intakes Part # Weiand X-celerator PN -WEI547-1, (\$236) Edelbrock Torker -1 or -2. (\$268), Weiand #7546 (\$135).

Headers/Exhaust:

1 5/8" maximum diameter headers ONLY, from head flange to collector. NO Tri-Y headers or step headers. NO coated or stainless-steel headers. A maximum of 3" exhaust pipes are allowed throughout the exhaust system. NO stainless allowed anywhere in the exhaust system.

Cooling System/ Water Pumps:

The cooling fan must be mounted in OEM stock location on the front of the water pump. Electric cooling fans or pumps will not be permitted. Aluminum or cast-iron water pumps allowed mounted in stock location. Serpentine or V- Groove belt drives allowed.

Harmonic Balancer:

Rubber Elastomer or Fluid Damper types allowed. Must be SFI approved.

Fuel:

Race gas or commercially available pump gas may be used. VP98 Octane or less, NO oxygenated or treated fuels allowed. NO additives. NO E85 or methanol.



Ignition:

- (1) 12-volt battery.
- (2) Stock type only, stock type distributor only. No billet, no circuit board. No high performance or high-performance parts. No altering fire order. No boxes.

Mandatory MSD 8727CT Rev Limiting box, MAXIMUM 6000 RPM, with adjustment if necessary. The box and chip must remain operable and in working condition, prior to, during, and after all racing events. The box and coil must be mounted under the hood and on a panel behind the air filter, out of the driver's reach, and shielded from heat for ease of inspection. Rev box must not be covered and be clearly visible when hood is removed. Power must be supplied from a 2-terminal single pole switch, that has NO other items attached to it. The wire harness must be 100% as sent from the factory, with NO splices. Ground wire must be connected directly to the back of the intake manifold.

Claim and Protest Rules: Engine will be claimed as a long block from oil pan to intake. Does not include distributor, water pump, harmonic balancer, or any other bolt on parts. Refer to Lake View Motor Speedway 2024 Track Rules at www.lakeviewmotorspeedway.com for any additional claim or protest rules.

NOTE: These rules are released on 12-12-2023 for the purpose of an economical engine option for the 2024 Open Wheel Modified class (also known as sportmod) at Lake View Motor Speedway. These engines are legal in the Northeast Sportsman Modified style cars and the current IMCA style Mid East cars racing at Lake View Motor Speedway in 2024.

Disclaimer: These engine rules may be adjusted or tweaked during the 2024 season by track officials for the purpose of fairness of competition.



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Lake View Motor Speedway, LLC
523 Race Track Road
Nichols, South Carolina 29581