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## 2012 SPORTSMAN RULES

PLEASE READ THROUGH CAREFULLY. THANK YOU.

Anytime after the start of a racing season, modified, and 358 modified drivers cannot compete in this division. Sportsman cars, between May 1 and Labor Day, cannot race with Modifieds and 358 Modifieds unless they are specifically invited to do so by the track handicapper or promoter. Street stock and other hobby class drivers who move into the Sportsman class during the season cannot move back down to any lower class during the same season.

**All general DIRT rules apply. The following being exceptions or explanations thereof:**

**ENGINE** – General Motors, Chrysler and Ford V-8 engines with cast iron blocks and cylinder heads.

- ENGINE BLOCK** – Stock OEM and performance blocks such as Chrysler, Chevy Bow-Tie and Ford-SVO are permitted. DART Blocks are acceptable. All engines must maintain stock bore and stroke combinations.

ENGINE	MAXIMUM C.I.
Chevy 350	C.I. 362.20
Chrysler 360	C.I. 361.70
Chrysler 340	C.I. 349.60
Ford 351	C.I. 362.50
- CRANKSHAFT** – Any steel or cast iron allowed providing it maintains stock stroke. Crankshaft must weigh a minimum of 48 lbs., with gear. Track scale weight final, no 2%. Car owner or driver only may protest crankshaft weight in writing to pit steward no later than ten (10) minutes following the completion of the feature event. A revised protest procedure will be forthcoming prior to the 2012 season.
- RODS** – OEM stock production or aftermarket solid steel are allowed. No titanium, aluminum or billet. Maximum rod length for Chevy will be 5.7". Engines with longer than 6" rods must meet stock OEM specs. No polished rods are allowed.
- OILING SYSTEM** – Wet sump only. Oil and oil pump must be located in steel oil pan. System must be driven as stock OEM system. No accu-sumps allowed. Oil pan should have 1" inspection hole; pan will be removed upon request of officials.
- PISTONS** – Flat top with 3 rings in stock location only. No coatings.
- FUEL PUMP** – Mechanical, must remain in and be driven as stock OEM equipment.
- WATER PUMP** – Steel or aluminum only in stock location. No electric fans.
- HARMONIC BALANCER** – Stock OEM steel only.

9. **HEADS** – Only cast iron OEM stock production heads allowed. Chevy bow-tie or DART Iron Eagle 180 or 200, Chrysler W-2 or P5007708AB, and Ford performance heads are permitted. Chevy Vortec and Ford GT 40 heads are not allowed. Stock valve guide diameter must be maintained. Valve stem maximum and minimum diameter, plus .005" must be as follows: Chevy 11/32", Chrysler 11/32", Ford 11/32". Valve guide location and angles may not be altered. Valves must be solid steel only, but valve head sizes are optional. Valve guide liners are permitted. Any amount of valve seat inserts is permitted. Milling or angle milling of the cylinder head to any amount is permitted. Titanium valve spring retainers are permitted. No titanium valves are allowed. No carbon fiber engine parts allowed. No modifications are allowed in the combustion chamber. Any angle valve job is allowed and bowl work is permitted provided it is concentric to the valve guide center. No welding or epoxy allowed. No porting, no polishing, no grinding, no matching. Spark plugs and valves in stock location only. Valve size 2.05 intake, 1.6 exhaust maximum.

10. **HEAD INSPECTION** –

- A. A go/no go gauge will be used to determine the height and width of the intake port. Gauges are available for Ford, Chevy and Chrysler.
- B. A go/no go gauge will be used to determine the height and width of the exhaust port. Gauges are available for Ford, Chevy and Chrysler.
- C. A go/no go intake runner ball will be used to determine the dimension of the intake runner. Gauges are available for Ford, Chevy and Chrysler.
- D. An exhaust valve seat ball consisting of a .531" diameter ball bearing welded to a ¼" flexible shaft will be used. With the valve fully opened, the ball will be placed against the valve stem and moved in a full circle (360) degrees around the valve stem. If the ball drops down through the valve seat in any position around the full circle of valve stem, it will be deemed illegal.
- E. An intake valve seat ball using the same procedure as described for the exhaust side will also be used, except the ball size will be .787".

Note: This method of checking the head will hold true with a hot or cold engine. No extra time will be given for the engine to cool off.

11. **CAMSHAFT** – Flat tappet only. No mushroom lifters. No overhead cams. No gear or belt driven cams.

**Engines must maintain their own stock diameter lifter bore size.**

12. **ROCKERS** – Shaft rockers allowed in Chrysler only. Stud girdles are optional on all motors with a price cap of \$200.

13. **INTAKE MANIFOLD** – Any – no matching, no grinding – this means as cast by manufacturer. NO more than 1" spacer adapter plate allowed.

14. **CARBURETOR** – Open Carburetor. One four (4) barrel production carburetor. Stock configuration. No dominators.

15. **IGNITION** – Must be in stock location. No capacitor discharge systems. Stock appearing.

16. **STARTER** – One operable starter in stock OEM location, or optional inboard starter system allowed.

17. **HEADERS** – 1 7/8" maximum tube diameter. No 180-degree headers. No balance tubes.

18. **MUFFLERS** – DIRT sportsman BORLA XR-1 Turbo. Part # 40871 or any DIRT legal muffler allowed.

19. **FAN** – No electric fans. Fan must mount on water pump.

20. **CLUTCH** – No dog or dog type. Car must stop, move forward, and move backward with motor running.

21. **TRANSMISSION** – Approved North American manufactured transmission only (no automatics). Manual shift only. No overdrive or under drive transmissions allowed. No running through reduction gears, trans 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 motor running – car must be able to go forward and backward in smooth manner. Transmission must bolt to bellhousing.
22. **DRIVELINE** – No chassis drive line, or suspension components made of Titanium or Carbon Fiber allowed. Only two (2) universal joints per drive line. MANDATORY driveline shield.
23. **REAR END** – Conventional quick change only. No limited slip – No lockers – No two (2) speeds.
  - A. Steel or Aluminum spools only.
  - B. No cambered spindles.
  - C. Steel axles only.
  - D. Steel jackshaft only.
  - E. **Any 10" ratio ring and pinion.** The final drive must be 5.23 or less.
  - F. Bert aluminum mono-tubes are allowed.
24. **WHEELS** – Aluminum or steel wheel one-piece only maximum wheel width 14". Bead locks of steel or aluminum construction only may be used. No bleeders.
25. **BRAKES** – ANY four (4)-wheel mandatory. Steel rotors only.
26. **TIRE RULE** – Front tires any size. Left rear McCreary/American Race Tires 27.5"x11"x15" D1B. Right rear McCreary/American Race Tires 29"x11"x15" D3B. Tire pressure 7lbs., left rear 10lbs., right rear minimum. NO MIXING OF BRANDS ON REAR. No softeners.
27. **BODIES** – Any style DIRT legal.
28. **CHASSIS** – DIRT modified rules apply. No aluminum front axles. No weight jackers. No trackers. No driver adjustable pan hard bar systems. No disconnect on anti-roll bar systems.
29. **SHOCKS** – No external canister shocks.
30. **FUEL** – Gas only. No additives allowed.
31. **WEIGHT** – Minimum weight will be 2450 with driver anytime The minimum weight for Chrysler and Fords will be 2450 with the driver anytime. NO 2%. Track scales are official.
  - Any driver who wins three (3) features in a season will then start no further ahead than twelfth (12).
  - Any driver who wins four (4) or more features in a season will then start no further ahead than the last qualified handicapped position.
  - Any one found in violation of any of the above rules will not be allowed to compete until an inspection by the head tech inspector is found to be satisfactory.
  - **LEBANON VALLEY SPEEDWAY MANAGEMENT WILL NOT ACCEPT A VISUAL PROTEST AFTER THE START OF THE MAIN EVENT. ALL VISUAL PROTESTS MUST BE MADE PRIOR TO THE MAIN EVENT.**
  - **ALL ILLEGAL PARTS WILL BE CONFISCATED AND THEREFORE THE PROPERTY OF LVAR**