

2026 Tazewell Speedway Classic Car Rules

ALL cars MUST HAVE weight posted at drivers window. Not posting weight could result in DQ*

Car Bodies and Attached Parts:

- Bodies must be made of fiberglass and in the style of 1932, 1934, or the 1940 era cars. Must have solid firewall and floorboard.
- No covering of side or rear windows is allowed. The passenger side window must be cut out to allow driver exit. A roof hatch is allowed.
- No part shall protrude through the hood other than hood retaining hardware.
- No mirrors allowed
- Side nerf bars can be of owners design as long as they protect from tire climbing as much as possible. The front and rear of the nerf bars must be curved in toward body closer than outer edge of tire. No open end bars exposed to other cars are allowed. The nerf bars can come through the body and connect to the roll cage and or the frame. They cannot be built of any stock over 1 3/4"" outside diameter.
- A firewall and floorboard must cover as much of interior area as is reasonably possible. The firewall and floorboard may be constructed of aluminum or metal. Rear window cut out min. (9.5" x 44" Sedan) (7.5" x 47" coupe)
- Bumper Mounts (2 per side)

IF BUMPER COMES OFF DURING COMPETITION, YOU WILL BE BLACK FLAGGED

Chassis and Suspension:

- The frame must be from the 1978-1988 mid size metric GM. 106" wheel base minimum.
- The frame is required to have an x-brace built in to the bottom of it.
- Only steel shocks. \$125 buy rule each
- A fully adjustable dual master cylinder brake pedal and master cylinder assembly is allowed. Any aftermarket steel caliper is allowed.
- Springs, minimum of 5 inches outside of diameter. There is no minimum or maximum length requirement. Front and rear springs must mount in original locations. No coil-over shock and spring combinations allowed. The spring

mounts on the top of the rear end housing can be made or modified so springs set on them properly.

- Weight jack bolts are allowed on all 4 corners as are spring buckets. The side of the frame beside the front springs can be cut out to owners choice.
- Any size diameter front sway bar is allowed from any stock production vehicle. Any mounting and adjustment design can be used. GM, Ford, Chrysler or other allowed. Any rear sway bar allowed.
- Any power steering gear allowed that will bolt on original GM location.
- Any power steering pump and pulley assembly allowed. Any manual steering box allowed. Steering quickener is allowed. No rack and pinion units allowed!
- Tie rods, drag links, idler arm and steering arm must all be OEM parts for this chassis. Steering box and idler arm can be shimmed at the frame mount for best alignment or clearance problems as from wreck damage or front frame rail alignment.
- Aftermarket steel rotors are allowed on front spindles and any size lug studs are allowed. OEM rotors can be reinforced for safety.
- Only metric 1978 to 1988 chassis spindles are allowed. No big metric spindles allowed.
- Both front lower A frames and all 4 rear control arms must be stock and original length. Stock rear uppers may be modified.
- All frame and control arm mount points must be in original location.
- Any upper A- frames can be of owners choice. Any location is allowed for vertical placement of inner mounting point of upper A- frame or center line of A-frame pivot shaft. No minimum clearance from frame to pivot shaft centerline is required. Upper A-frame mount holes can be slotted vertically or horizontally if wanted.
- The front chassis cross member can be trimmed off below drag link assembly for ease of repairs or clearance.

COOLING SYSTEMS:

1. A catch can is required to be connected to all radiators.
- Radiator must mount in front of engine.
- OEM type belt drive water pump.

DRIVE SHAFTS AND UNIVERSAL JOINTS:

- Steel driveshaft only.
- A driveshaft loop is required just rear of the front u- joint.
- The driveshaft must be painted white.

ELECTRICAL SYSTEMS:

- o All cars are required to have a master shutoff switch mounted in clear view and reach of the drivers window for easy emergency crew access.
- o OEM type distributor is required
- o No traction control
- o No radios are allowed
- o OEM type distributor is required. Any HEI Large cap Distributor

ENGINE SPECIFICATIONS:

- No 265, 283, 302, 327, 350 or 400 engines allowed.
- Only 305 cubic Chevrolet engines allowed. They must be original 1 or 2 piece rear main seal design. Cast iron blocks only. No 4-bolt main blocks allowed. A maximum of 0.060 overbore plus tolerance equaling 3.806" allowed or 316 cubic inches. No additional tolerance allowed.
- Legal heads consist of the cast iron emissions GM factory head. Replace it with this: Any 305 head with 184 max valve 53cc up to 1996 model. No Vortex heads. They must be totally of the same design as original on the early 305 engines such as valve angles, valve cover mounting and total bolt pattern for head bolts and intake bolts. Any head that shows definite performance gains will be omitted from competition. No vortec head or intake combination allowed.
- No porting or polishing allowed. Valve face and seat angle combinations are to owner's option. Valve guides and seat replacement is ok but do nothing to improve placement or locating angles. Heads are meant to only have a good basic head job done and nothing to build significant horsepower gains in flow or other characteristics. Resurfacing is allowed. The boss shoulder where the short head bolts go through cannot be shorter than 7/8" or 0.875". Head gaskets must be no less than 0.038" minimum thickness after compressed.
- Balancing of all rotating parts allowed. No excessive metal removal. Must be a GM stamped crankshaft or any cast crank that is equivalent. It can have your

normal engine rebuilding work, but no major weight saving or knife edging of throws allowed. Journal radius work is ok. The stock 3.48" stroke must be maintained. A 2.065" rod journal allowed. The oil flow holes may be chamfered.

- Minimum crank weight of 50 pounds.
- Any of the 5.7" length normal production line stock GM rods for small blocks allowed or any steel rod that weighs the same or more than the GM Factory 5.7 length rod. Only 2.100" rod bearing size rods can be used. Any rod bolts allowed. The beams cannot be polished.
- Valves must be of original 1.50" and 1.84" diameters or smaller. Aftermarket stainless steel valves or such equivalent are allowed. Brush or swirl finish valves are allowed but no mirror finish valves. OEM stem size is required no undercut valve stem. Valve springs cannot be more than 1.275" diameter. Springs can only be of original style consisting of 1 outer spring and 1 inner flat style damper spring. Springs must have no more than 120 pounds closed seat pressure.
- Any type of steel spring retainer and keeper assembly allowed. Any screw- in or press-in rocker studs allowed. These include 3/8" or 7/16" rocker studs. Guide plates are allowed, as are hardened push rods of any length. Stud girdles are optional. Stamped steel long-slot rocker arms, roller tip rockers, or roller rockers are allowed. Rocker ratio is optional.
- The cam must be a flat tappet hydraulic design with original size diameter lifters. No mushroom or roller lifters allowed. Hydraulic lifter only. The cam lift cannot exceed .420" at the valve. This is checked with a solid lifter in place of the hydraulic lifter. A 0.005 tolerance will be allowed or maximum due to production tolerances allowed by cam manufacturers. Nothing more than that will pass as legal. This is the maximum lift allowed regardless of ratio rocker you have chosen to use. No lifter valley pan or heat shield.
- Pistons can be cast or forged. They must have 4 eyebrow marks defined in the piston dome flat top design. Defined dish pistons allowed with only 2 eyebrows but no solid dome pistons allowed. Wrist pins can be floating or pressed, and bushings allowed. No gas porting of pistons from the top allowed.
- Block decking is allowed. This is checked with a straight edge held in line with wrist pin and engine cranked over with starter. Piston must not hit straight edge above block while cranking. All normal engine rebuilding machine work allowed on block. Oil drain holes can be screened. Oil paths can be polished to assist in

return flow. Do not get exotic with your work as you could push over the limit. Minor work is allowed.

- Any standard production stamped GM small block Chevy intake for trucks and cars allowed. Commonly used casting numbers are 14057055, 14014432 and 10185063. They can be of 2 or 4 barrel design and cast iron or aluminum. They must be of the late model emissions type with EGR valve mount on the intake. It must be plugged off and not functional. No vortec, off- road or marine intakes allowed. No porting or polishing allowed. A carburetor spacer or adapter with a 1.5" maximum thickness allowed.
- Any timing gear and chain allowed. No gear drives allowed. A cam walk button and cam thrust bearing allowed.
- Any harmonic balancer may be used. There is a One Hundred Dollar and no cents (\$100) buy rule for balancer.
- No engine buy rule or engine swap rule at Tazewell Speedway.

ENGINE LOCATION:

- Engine location is to be setting as close as possible to the center of the race car chassis between the front frame rails.
- Setback -Second plug back to be no further back than center of upper ball joint. 1inch tolerance.

EXHAUST SYSTEM:

- Any header may be used. There will be a \$300 buy rule for headers.

FUEL SYSTEM:

- Gas Only, NO E85
- Box stock Holley 2 barrel 4412 only. No other 2 barrel or 4 barrel carburetor allowed.
Choke may be removed but choke horn must remain. \$550 buy rule on carburetor.
- No Holley XP or aluminum carburetor of any type.
- Any fuel pump allowed that mounts on original engine fuel pump location. No belt drive or electric fuel pumps allowed.

- Any air cleaner is allowed as long as it does not force outside air into the air cleaner as in a ram air effect. Any flow directional device used inside the air cleaner is permitted.
- A fuel cell is required of no more than 8 gallon capacity. It must be mounted above and between the rear springs. Rear side of fuel cell cannot be further than 3inch rear of rear most point of rear end assembly cover. A maximum of 2270 cubic inch outside displacement allowed.

OILING SYSTEM:

- Engine must retain a wet sump system. Flow routing can be of owners choice. Remote oil tanks are not allowed.
- No dry sump allowed.

REAR AXLE ASSEMBLY:

1. The rear axle assembly for 78 thru 88 midsize GM metric cars such as Monte Carlo, Cutlass, Regal, or Grand Prix. Either 7.5" or 7.625".
2. No 9 inch Ford or quick change rear ends.

- Gear ratio -Any
- The carrier for the ring gear can be of owners choice and either steel. It can be a spool, locker positrack, and spider eliminator or welded spiders.
- Standard drum brake set-up or standard OEM disc brakes on rear axle assembly with steel caliper such as Camaro or Firebird. NO AFTER MARKET ALLOWED.

TRANSMISSION:

1. Only the GM TURBO 350 automatic transmission is allowed. No turbo 400, Power Glide, or MANUAL transmissions allowed. All length 350 turbo transmissions allowed. Cases with Chevy and B. O. P. bolt patterns allowed. Transmission buy rule \$750 with convertor.
2. A stock torque converter is required. A 12 inch outside diameter is required.

- No valve pedals.

TREAD WIDTH:

1. Maximum tread width on front and rear is 76 inches.
 - Width is determined at the axle of the spindle centerline and at the widest point on the tire sidewall.

WEIGHT REQUIREMENTS AFTER RACE

- Minimum car weight is 2400 pounds with driver after race.

WHEELS AND TIRES:

1. Only 8 inch wide and 15 inch diameter steel wheels allowed.
2. Only 2 inch, 3 inch, and 4 inch offset wheels are allowed on either side
3. Only 8 inch wide by 15 inch tires
4. 26.5 or 27.5 American Racer Medium or Hard Compound or Hoosier Medium or Hard Compound Tire (M30s ok). Grooving and siping okay.

PROTEST:

See Tazewell Protest rules

SAFETY:

See Tazewell Safety Rules

FUEL BURN OFF

1lb per lap with 10lb total tolerance allowed.

Track reserves the right to delete, change or amend rules in the interest of competition