

# Tazewell Speedway 2026 Street Stock Rules

All cars MUST have weight posted at driver's window. Not posting weight could result in DQ.

These rules may be altered or edited as the season progresses to ensure equal competition.

**FRAME:** Rear wheel drive full size cars and trucks. No front wheel drive, 4x4, or all-wheel drive. 108" min wheelbase. Frame must be OEM from front to center of rear axle. From center of rear axle back may be constructed of 2" tubing. Frames may be repaired or clipped with different model factory frames or components, if all other chassis rules are correct. Camaro and other cars not full framed may be connected. X bracing ok. Full roll cage required with a minimum of 1.5" tubing in the main cage. Fuel cell required with quality-built mount. Secure fabricated battery box required. Quality built seat mount and racing seat with 5-point racing belt harness. Full containment seat recommended. Engine must be in stock location and in center of chassis. #1 plug must be in front of or on the centerline of the upper ball joint. No frame modifications except for fuel pump clearance. Weight jack bolts are allowed. Drive shaft loops mandatory on all vehicles.

**FRONT SUSPENSION:** Upper control arms may be made from tubing and may be relocated. Lower control arms must be stamped stock style and factory stock lengths. All steering links, idler, and center link etc. must be stock style or OEM. Tie rods can be tubular with heim ends. Any factory style spindles. No fabricated spindles. Three-piece Speedway style cast spindles permitted. Steel stock style hubs and rotors, stock style steel single piston

calipers, no wide 5 hugs. Must have working brake on all 4 corners. Steering boxes only and quick steering ok. 5" coil springs only and must be in stock location. Weight jack bolts are permitted.

**REAR SUSPENSION:** Stock chassis mounts only, stock rear suspension only. Frame mounts may not be modified or changed. Leaf spring frames may have adjustable mount on rear only. Any leaf spring is allowed. Rear suspension and front suspension must be same brand -make. no mismatch. Any stock style steel rear end is permitted. Floater style rear ends ok. Steel hubs with a

factory style lug pattern only and no wide 5 hubs. No quick- change rear ends. 5-inch coil springs only. Weight jack bolts are permitted. Rear links must mount in stock location and chassis. Upper/Lower Trailing arm must be steel, may be adjustable, must be within a half inch of factory length. Any factory style steel brakes are allowed.

**SHOCKS:** Steel bodied nonadjustable shock are permitted. No adjustable shocks, no reservoir shocks, no Schrader valve shocks, no piercing valve shocks will be allowed. Any valve style shock must not be able to be altered at the track. Shocks may be claimed for \$125.00 . One shock per corner of the vehicle will be permitted. No bump springs or spring rubbers allowed. No bump stops permitted. No bump spring mounted inside the shock body. Shocks must be able to be fully compressed or extended by hand. The track reserves the right to claim shocks for inspection. In this case the driver's money will be held until the shock is determined to be legal. If the shock is illegal, further penalties will be assessed. No helix style spring cups, no pig tail springs, not coil bind springs.

**TIRE/WHEEL:** 8" maximum wheel width and 15" only. Bead lock wheels will be permitted. Wheel spacers up to one inch permitted, but lug studs must show one round of threads. Oversized lug nuts are recommended. No chemical altering of tires. No aluminum wheels. No Late Model Tires

**TRANS:** Manual or automatics are permitted. Any stock clutch and pressure plate. Steel drive shaft must be painted white. Cars must have working reverse and starter. Steel bell housing only, safety rated bell housing recommended. Starter must be in stock location. Bert/Brinn style transmissions permitted. No roller slide/ball spline type transmissions. Slip yoke only.

**BODY:** All bodies must be stock appearing. Vehicle nose must be stock style, rear section must be 14" below deck. All vehicles must have 20 gage steel or 60 thousand alum. Firewall and floor pan. A rear fire wall must be between driver and rear section of car. Firewall may be clearance for headers. Body must be center of the chassis. All glass must be removed. All rear firewall must be in place separating the driver interior from the fuel cell rear suspension area. No fiberglass body panels except for hoods. Interiors may

be enclosed with deck. Truck beds may be covered , rear spoiler may be permitted on truck lid. 8” max, side panel same as late model.

**ENGINE: Option 1**, weighing 2,800 pounds. Standard production engines, Chevy 350, Ford 351, and Chrysler 360. No Bowtie heads/blocks, No SVO heads/blocks, No Chrysler W blocks. No high-performance factory components. Engines can have a max of .060. over bore. No polishing or coatings on the inside of the block. Engine may be balanced. No External machining on the block. Flat Top pistons only, must have 4 eyebrows same size. Cranks must be stock, with stock stroke, and a minimum of 50 pounds.

Rods must be cast or forged steel, I-beam only and stock factory length. Piston must not extend above block. 4 bolt blocks permitted with factory stock caps only. Heads must be stock for the engine being raced. Production heads only. Heads must be within 1 degree of factory valve angle. No angle cut heads. GM Vortec heads are allowed. Max intake valve 1.94 and max exhaust 1.50. 60 cc minimum chamber on heads. No porting, grinding, or polishing. Three angle valve job permitted. Steel valves, retainers, and keepersonly. Rollerrockersallowed. Cast iron intakes will be permitted with no modification, no aftermarket intake, no Bowtie or SVO intakes. Stocks type hydraulic cam and lifters. No mushroom lifters and no altering lifter bore.

**ENGINE : OPTION 2:** Weight 3000 lb. Standard production engine Chevy 350, Ford 351, Chrysler 360. No Bow-tie heads or blocks, No angle plug heads, no SVO heads /blocks , no Chrysler W heads/ blocks . Engine may have max over bore of 0.60, no polishing or coating inside block no cutting/machining outside of the block. No dry sump. Engine may be balanced. Crank must be stock stroke and a minimum of 48 lb. Rods must be cast or forged steel. I-beam only, and stock length. Flat top pistons, piston cannot extend above the block. Factory production heads only, must be stock for the engine being raced. All heads must be within 1 degree of factory valve angle. No porting, grinding, or polishing of heads. 60 cc minimum chamber 3 angle valve jobs permitted. Max intake valve 2.02, Max exhaust 1.6. All valves, retainers and keepers must be steel. Flat tapped Hydraulic cam only and lifters, no mushroom lifters or altering lifter bore. Roller rockers allowed. GM cast iron dual plane bow-tie intakes allowed. GM 602 and Edel Brock performer RPM intakes allowed. No air **gap**.

**ENGINE: OPTION 3,** GM 602 crate engine weighing 3,000 pounds. This engine must be sealed from GM or certified engine builder with Crate USA, UCRA, or Fastrack. All components in the engine must remain as delivered from GM. No vacuum pumps. All serial numbers, seals, or other

identifications must not be altered. The engine must maintain all stock dimensions and original equipment components, such as valve size, lifters, crank, rods, pistons, rockers, intake, and block. Engine option 3 can use street stock ignition rule listed below.

**Ignition:** Any standard distributor types of electronic ignition allowed. MSD 6 box only permitted. No programable timing curve. Must remain stock firing order. No magnetos. One 12-volt battery only. HEI distributor permitted. No dual point distributors or crank triggers, no traction control. Alternators will be permitted. Aftermarket distributors permitted. \$300 Claim on any external ignition box.

**WATER PUMP:** Stock style cast aluminum or steel water pumps permitted. No electric water pumps or electric fans permitted.

**EXHAUST:** Headers or stock style manifolds are permitted. Headers must be 4 tubes going into 1 collector. No tri-Y headers no merge headers.

**CARBURETOR:** All engine options, Holley 4412 500 2-barrel, choke may be removed. Choke horn must remain. (Carb checked with go-no-go gauges). 1" Carb spacer permitted, cannot extend into intake, 2 standard gaskets only. 4-Barrel allowed on 602 sealed engines in engine option 3. Any four-barrel carb must be needle, seat and accelerator pump style.

**FUEL:** A mechanical styler fuel pump is permitted. Pump must be in the stock location. No electric or belt driven pumps. Gasoline, racing gas, E85 will be permitted. No Alcohol, Nitrous, Propylene, Methanol or other exotic fuels.

**GENERAL:** All cars will receive a 1 pound per lap burn off with a 10- pound variance after the feature only.