

2026 Tazewell Speedway Sportsman Division Rules

Body Rule: Same as Lucas Oil Series. Stack panels are allowed on the left rear quarter.

Engine A:

Fastrack and Nesmith specs are legal - EXCEPT CARBURETOR - it must remain stock as it came from GM. Must remain as listed in the GM technical manual p.n. 38958668. Fastrack and Nesmith specs are legal. Rebuilt motors are allowed. Do not have to be sealed.

Weight for Engine A:

- 604-2300 lbs.
- 602-2300 lbs.

Engine B: 362 max CI

Weight for Engine B:

- 2400 lbs.

Block:

- GM Cast Steel Block. No after -market blocks.
- One- or two-piece rear seal, no block lighting, no splayed main caps.
- All Components must remain in stock location.
- No raised or oversized cam journals.
- No oversized lifters. (.842).
- Max bore 4.065.
- Stock stroke 3.480
- Scat or eagle I beam rods allowed. No polishing of rods. Must be SIR I Beam style with press fit pins.
- Crankshaft may be reground max .030 under size.
- Crankshaft may be balanced. No turning of counterweights. Drilling only to rebalance for new rod and piston weight.
- Minimum cc of combustion chamber 58cc.
- Multi-angle valve job allowed on valve seat ring only no cuts above or below the seat ring other than original 30* top cut will cut into chamber. No blending of top cut into chamber.
- Yellow oil pump pressure relief spring allowed. Melling part #55058.
- Champ CP100 oil pan allowed.
- Steel timing cover allowed.

Rods:

- Steel Rods - 5.700 Length only.
- I Beam Style.
- No titanium or aluminum.
- Piston Flat Top 2 or 4 valve pocket style.

Oiling Systems:

- No dry sump
- No vacuum pumps.
- No external pumps.

Crankshaft:

- Steel Stock Stoke (3.480).
- Min. weight 48 lbs with key and front timing gear.
- Stock – OEM Journals main (2.448) and rod journal (2.100)
- Balancing o.k.

Cam- Lifter:

- Hyd Only Max Valve Lift .460” (checked with solid lifter at .00lash).
- 0.842 lifter diameter only.
- No Mushroom lifter.
- No ceramic lifter.
- No roller lifter.
- Cam bearing journals must be OEM (1.868).
- Timing chain only, no gear drive, no belt drive.

Heads:

- Steel only must be GM head.
- No after-market heads allowed.
- Straight plug only.
- Heads must be 23 degrees.
- Angle milling allowed, not to exceed 1 degree.
- All heads must remain as cast.
- Standard style conventional valve seals only.
- Under cut stems allowed – no hollow stem.
- Max valve size 2.02/1.60 minimum valve weight 2.02 109 grams 1.60 94 grams.
- Must remain 11/32 stem diam.

- CC limit on intake runner 175 max.
- 60cc min.
- Limit on combustion chamber.
- No porting, polishing, grinding excessive deburring in any breathing area.
- No shot preening, no media blasting.
- Heads may be deburred on outside areas only.
- Valve spring pockets may be machined.
- Max spring pressure 105 lbs seat.
- Multi-Angle valve job permitted machine cut only.
- Max .900 below seat measurement to start at bottom of second angle or 45 degrees.
- No hand blending allowed.
- All angles must remain concentric with valve guide.
- May be machine for push rod clearance.
- No shaft style rockers, stud style only.
- No raised runners.

Intake Manifold:

- Intake must be cast aluminum.
- Porting or polishing not allowed.
- Two-piece manifolds not allowed.
- Intake manifold must be cast with no spacer plates between the head and the manifold itself. No fabricated intakes.
- One intake gasket only, .120 thick
- If a cylinder head appears to have evidence of grinding, blending, or other forms of port work performed, Tazewell Speedway officials can hold the cylinder head to complete further testing, or call the head illegal based on the discretion of tech officials.

Engine Option C: (Unsealed Rebuilt 604 Crate)

• Weight of Engine C is 2350 lbs.

- All Components must remain stock except what is outlined in these rules.
- Max overbore .030.
- Mahle piston part #s only:
 - 930127800
 - 930127802
 - 930127805

- 930127808
- 930127820
- 930127830

NO modifications to these pistons.

- Piston to deck minimum .018
- Scat or eagle I beam rods allowed. No polishing of rods. Must be SIR I-Beam style with press-fit pins.
- Crankshaft may be reground max.030 Under size.
- Crankshaft may be balanced. No turning of counterweights. Drilling only to rebalance for the new rod and piston weight.
- Minimum cc of combustion chamber 58cc.
- Multi-angle valve job allowed on valve seat ring only, no cuts above or below the seat ring, other than the original 30 ° top cut, which will cut into the chamber. No blending of the top cut into the chamber.
- Yellow oil pump pressure relief spring allowed. Melling part #55058.
- Champ CP100 oil pan allowed.
- Steel timing cover allowed.

Carburetor: ENGINE A, B or C

- One 4-barrel 4150 style, gas or E-85.

Distributor:

- Any ignition
- No magnetos
- No traction control
- No crank triggers
- Electronic boxes buy rule \$300

Headers:

- No “Tri-y” style allowed. All headers must be in the standard 4-to-1 style.
- No stainless headers.
- Headers buy rule \$300

General:

- All pumps and pulleys must be mounted in the standard location on the engine.
- No bell housing-mounted pulleys.

- No electric fans.
- No adjustable suspension devices mounted in the driver's compartment.
- Brake adjusters are permitted.

Shocks:

- Oil or Gas must be non-adjustable, no external reservoirs permitted, shocks may be steel or aluminum. Any shock may be claimed for a \$175 coil-over kit, not included.
- Shock and spring must be mounted as one unit in a traditional coil-over form; they cannot be separated. No sliders or coil-over eliminators.
- One spring, one shock per corner.
- Drive shaft must be painted white, steel, carbon fiber, or an aluminum drive shaft permitted.
- Standard steel axles only, no titanium axles.
- Axles may be solid, orgun-drilled.
- Hubs must be standard style aluminum or steel.
- No lightweight hubs.
- No magnesium or liquid-filled hubs permitted.
- Brake rotors must be steel. Brake rotors can be solid or drilled.
- All suspension components must be made of steel or aluminum, no titanium parts.
- Standard slip yoke transmission only. No ball-spline transmissions. Transmissions must be aluminum or steel, no magnesium transmissions. Reverse starter mount bell housings permitted, steel or aluminum only.
- Cars finishing within the top 5 may claim a "shock trade" for \$75. The shocks must be from that night's feature race and be from the same corner of the car. For example, left front for left front and \$75 for the swap.
- Any shock on the car must be able to be fully compressed or extended by hand when the spring is removed. No bump springs of any type. Any shock claimed or "traded" will include the bump stop if it is present on the shock shaft.
- No "spring rods" or any other type of suspension component that can change lengths while racing, other than the 5 legal shocks and springs.
- No shocks described as "inerters".
- The track reserves the right to claim shocks at any time. In this case the driver's money will be held until the shock can be further inspected. If the shock is found to be illegal, severe penalties will be imposed at the track's discretion.

- No spring sliders or coil over eliminators permitted. Tire rules may be modified by officials in the spirit of competition, due to supply chain issues, or in response to manufacturer changes.
- REAR TIRES: Both sides must punch 53 before qualifying and the feature race. No tolerance.
- If you punch less than 53 before qualifying, you will only have 1 lap to qualify.
- If a tire does not punch 53 before the feature, you will go to the rear after the tire change.
- Front Tires Open
- Grooving/sipping allowed
- Tire may be checked for chemical soaking. The protest fee is \$150.
- Random samples may be taken and sent to a lab for testing. If samples are collected, winnings will be held until test results come back from lab.
- If lab results prove tires to be illegal, you will be disqualified. There will be a \$300 fine before you race again at Tazewell Speedway.

FUEL BURN OFF - 1 lb. per lap with 10 lb. total tolerance allowed.

General Rules:

1. Tires must have all numbers and names on the tires. No grinding or numbers or names. Anytime this is altered, it will be ILLEGAL.
2. Engine set back will be 6 inches from the center of the top ball joint to the most forward spark plug.
3. Track reserves the right to delete, change or amend rules in the interest of competition.
4. Any gasoline will be allowed. No alcohol. E-85 gasoline will be allowed. The specific gravity may not exceed .750. The protest fee will be \$50
5. Weight must be posted on the right-side of a pillar
 - a. If the weight is not posted, you will only have 1 qualifying lap.
 - b. Failure to post the correct weight will result in disqualification. ON REGULAR POINTS NIGHTS; NO driver will be eligible to compete in the sportsman class if they have won a limited, crate late model, or super late model event in the past two years. The driver is allowed to race more than 1 class on the same night with different cars, but you must purchase an armband for each class.

The teardown time limit must be met. The track official will monitor this. If the official declares that this has not been done, the track official reserves the right to declare disqualification.

The track reserves the right to amend, delete, or change rules in the interest of competition.