

Tazewell Speedway 2026 Street Stock Rules

All cars MUST have a weight posted at the 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 that are not full-frame may be connected. X bracing ok. Full roll cage required with a minimum of 1.5" tubing in the main cage. A fuel cell is required with a quality-built mount. Secure fabricated battery box required. Quality-built seat mount and racing seat with a 5-point racing belt harness. Full containment seat recommended. The engine must be in the stock location and in the center of the 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 hiem 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 a 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. Leaf spring frames may have an adjustable mount on the rear only. Any left spring is allowed. The rear and front suspensions must be the same brand and model. no mismatch. Any stock-style steel rear end is permitted. Floater-style rear ends of. 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 be mounted in the 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, and no piercing-valve shocks will be allowed. Any valve-style shock must not 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 is mounted inside the shock body.

-Shocks must be fully compressible or extendable 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 pigtail springs, no 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 automatic transmission is permitted. Any stock clutch and pressure plate. The steel drive shaft must be painted white. Cars must have a working reverse and starter. Steel bell housing only; safety-rated bell housing is recommended. The starter must be in the stock location. Bert/Brinn style transmissions permitted. No roller slide/ball spline type transmissions. Slip yoke only.

BODY: All bodies must appear stock. Vehicle nose must be stock style. **The rear tail section must be covered with metal 14" in height, below the deck. The width should cover the entire rear of the car (from the rear quarter panel to the other rear quarter panel, with no holes or openings). Factory-style rear bumper covers are allowed.** All vehicles must have 20-gauge steel or 60 thousand aluminum. Firewall and floor pan. A rear firewall must be between the driver and the rear section of the car. Firewall may be cleared for headers. The body must be the center of the chassis. All glass must be removed. All rear firewall must be in place, separating the driver's interior from the fuel cell rear suspension area. No fiberglass body panels except for hoods. Interiors may be enclosed with a 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. The three-angle valve job is permitted. Steel valves, retainers, and keepers only. Roller rockers allowed. Cast-iron intakes will be permitted with no modification, no aftermarket intake, no Bowtie or SVO intakes. Stock type hydraulic cam and lifters. No mushroom lifters and no altering the 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. The engine may have a maximum overbore of 0.60, no polishing

or coating inside the block, and no cutting/machining outside of the block. No dry sump. The engine may be balanced. Cranks 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: the piston cannot extend above the block. Factory production heads must only be stocked for the engine to be raced. All heads must be within 1 degree of the 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 cams and lifters, no mushroom lifters or altering lifter bore. Roller rockers are 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 by a crate 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 the street stock ignition rule listed below.

Ignition: Any standard distributor-type electronic ignition is allowed. MSD 6 box only permitted. No programmable 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 aluminum cast 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 a needle, seat, and accelerator-pump style.

FUEL: A mechanical styler fuel pump is permitted. The pump must be in the stock location. No electric or belt-driven pumps. Gasoline, racing gas, and 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.