2017 OAS OUTLAW RULE BOOK

NOTICE
NO EQUIPMENT WILL BE CONSIDERED AS HAVING BEEN APPROVED BY REASON OF HAVING PASSED THROUGH INSPECTION UNOBSERVED OR PERMITTED PREVIOUS TO THE 2016 SEASON. THE TECHNICAL DIRECTOR SHALL DETERMINE AS TO WHETHER ANY TYPE OF CONSTRUCTION, DESIGN, OR INTERPRETATION OF ANY RULE SHALL BE ACCEPTED. DISALLOWANCE OF COMPETITION OR WEIGHT ADDITIONS TO NON CONFORMING CONSTRUCTION OR PARTS IS AT THE DISCRETION OF THE TECHNICAL DIRECTOR.
OXFORD PLAINS SPEEDWAY RESERVES THE RIGHT TO UPDATE, MODIFY, ADD, OR DELETE RULES AT ANY TIME IN THE INTEREST OF PROVIDING PARITY FOR ALL COMPETITORS. ADDITIONAL REQUIREMENTS MAY BE MADE VIA OFFICIAL ENTRY REGISTRATION, TECHNICAL BULLETIN, OR MEETING ANNOUNCEMENT, WHICH AUTOMATICALLY AMENDS SPECIFICATIONS HEREIN.

8-1. All cars must be neat appearing. Cars should be painted with contrasting colors and appropriate lettering and numbers.
8-2. Minimum wheel base is 100 inches.
8-3. No leaf spring suspension permitted.
8-4. No turbo or supercharged engines. Engines may be six or eight cylinder.
8-5. Only two wheel drive cars permitted.
8-6. All glass, except the windshield must be removed. Windshield may be of Lexan type material.
8-7. Exhaust must run behind the driver and dump under the car. Minimum 15” long Glass pack design Functional mufflers are REQUIRED. Maximum allowable pipe size is 2 ½ inches in diameter. Stock O.E.M. cast iron exhaust manifold for year, make and model used. No factory headers permitted.
8-8. All doors must be bolted or welded shut. Hood and rear deck lids must use pull pin fasteners.
18-9. Stock front and rear bumpers for year make and model are suggested and must be securely fasten to the vehicle. Any front and rear bumpers other than stock must be constructed of max. .095 tubular steel1 ¾” diameter. Bumpers must have a minimum of two safety chains or straps to prevent bumper from dragging or falling off vehicle if it becomes dis-logged. No trailer hitches.
8-10. Vehicles with factory convertible roofs are not permitted. Sunroof must be removed and replaced with metal. Cars factory equipped with T-top roof design may be used but must be covered neatly and in an approved manner.

8-11. All body panels must be O.E.M. factory and remain stock for make and model year, No cutting of panels except for drivers door for roll bar clearance. Front and rear bumper covers may be replaced with make and model matching after market bumper covers. Mounting and appearance must meet approval.
8-12. All Factory stock interior components that are flammable must be removed to include but not limited to Seats, Carpets, plastic trim panels, wiring, ect.
8-13. Aluminum racing seat mandatory Must be safely mounted in stock location. A support seat brace must be installed at the rear of the seat.

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8-14. Original stock floor boards must remain in place, any holes will be patched with sheet metal. Floor upholstery must be removed.
8-15. Battery may be relocated but must remain under hood and be covered. No cutting or modifications to factory firewall for battery relocation.
8-16. Stock fuel tank may be replaced with a boat or fuel cell and installation must be approved by the Technical Director. Fuel cells must be mounted in center of trunk. Stock fuel tanks located between the rear end and the rear bumper must be replaced with a boat tank or fuel cell.
8-17. Everything about the vehicle must remain stock for year, make, or model, except what is in the rules above. Engine, transmission, and rear ends must remain stock for year, make and model. Cars factory equipped with Over drive type transmissions may replace with any factory production manufacturer matching automatic transmission with factory matching torque converter in working condition. Torque arm rear suspension cars opting for transmission change must utilize factory equivalent forward rubber mount in stock location. Mount mounting bracket may be fabricated but may not be adjustable. After market transmission coolers are permitted.
(a) Full frame cars are allowed to run a locked rear end. All strut cars must run an open rear end. No limited slip or welded rear differentials allowed .Maximum rear end gear ratio is 3:73 with a minimum rear end gear ratio of 3:08.
(b) All springs must be stock for make and model. Springs may be cut to obtain ride height but must maintain same height side to side and same wire size side to side.
(c) Minimum ride height shall be 6" at the frame or lowest point of car with driver in car.
8-18. Tires must be OPS Hoosier 790 competition series tire . DOT type radials with 400 tread wear minimum, up to one tire size difference permitted, same number,15” tires must be 70 series only. 16” tires may be 60 or 65 series. Aftermarket Steel wheels are permitted. White spoke wheels can be used. One inch lug nuts permitted. Offset may not exceed 1/2 inch.(i.e. Seven inch wheel must be 3 1/4 inches maximum offset measured from the front or back). Seven inch maximum wheel width. Goodyear eagle gt2’s are NOT permitted.
8-19. Right front wheel must have no more than a maximum of 1.5 inchs of camber with stock oem adjustments only. Uni-body frame cars must have no more than 1 inch front wheel camber. Left front wheel must have no more than a maximum of .5 inchs (half inch)of camber with stock oem adjustments only. All camber will be checked with driver in the car. No cutting, heating or bending is allowed to gain camber. Strut towers may not be altered but may be reinforced in between strut towers.
8-20. Everything about the vehicle suspension must remain stock for year, make, or model, To include strut type suspension rear end torque arm. Adjustability is not permitted and must retain stock O.E.M. Mounting in stock location. Stock replacement KYB GR-2 Series shocks may be used. The GR-2 series is being replaced by the Excel-G.
8-21. Stock dash frame must remain in place, but can be covered with sheet metal. Steering wheel center must be padded. Quick release steering wheel permitted with use of O.E.M. steering column. Roll bars within the reach of the driver must be padded. O.E.M. steering column may be replaced with steel steering shaft replacement yet MUST retain a collapsible sector for safety.

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8-22. Window nets are mandatory. 5 Point racing type seat belts with shoulder harnesses are required. All seat belts must be bolted (NOT spot-welded) to the roll cage. It is recommended that no belts be more than three years old. Seat belts must be quick-release type and capable of withstanding a minimum of a 3,000 lb. body block test. Stock passenger seat belts & shoulder harnesses are NOT ALLOWED. Seat belts must be attached at two separate points of the roll cage, equal distances from the center of the seat back and no less than 12 inches apart. An anti-submarine belt is required and must be securely attached to the cage piping under the seat. Belts must be attached with bolts a minimum diameter of 3/8". Bolts must be aligned so that the direction of stress will be in a direct line with the pull of the seat belt. If belts are secured to a steel plate attached to the cage, the plate must be a minimum of 1/4" thick. Shoulder straps should be installed so that the direction of pull will be at a 90 degree angle to the back of the seat.
8-23. All cars must have fire extinguisher within the reach of the driver & Mounted to right of driver.
8-24. No tubing may be added forward of the radiator support.
8-25 Mandatory driver safety equipment required is as follows. Full Fire suit to include two piece or one piece design. Snell 95 minimum racing helmet. Driver safety gloves. Highly recommended safety equipment includes racing shoes as well as driver head/neck safety device.
8-26. Stock or aftermarket rear view mirrors are permitted.
8-27. Listed below are the limited parts within construction where aftermarket performance parts are permitted unless otherwise listed.
(a.) O.E.M. Radiator may be replaced with racing aftermarket design that fits without modifications.
(b.) Engine pulleys as well as power steering pump assy. may be substituted with aftermarket design.
(c.) Air cleaner assy. May be aftermarket design. No plastic or air flow improving type design permitted.
8-28. Engine specifications detailed:
Maximum allowable engine cubic inch is 350 C.I.D. GM – 351 C.I.D Ford – 360 C.I.D. Chrysler
Maximum allowable engine static compression is 9.5 to 1.Engine Block: Stock O.E.M. for engine used. Maximum over bore permitted is .030.
Standard Block surfacing is permitted but limited to .010. No other modifications from manufacture permitted.
Crankshaft: Crankshaft must be O.E.M. steel or cast. No lightening or knife edging permitted. No Balancing permitted.
Piston/Connecting Rod: Any stock flat top or dished with four valve relief cast piston. No aftermarket performance pistons permitted. No performance parts permitted. Stock rods only.
Oil Pan: Stock O.E.M. production or after market replacement equivalent Only. No modifications permitted. No non factory available equivalent internal baffling or windage tray type modifications permitted.
Oil Pump: Stock O.E.M or stock replacement only.

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Timing Chain: Stock O.E.M for engine used. Roller chains as well as adjustable sprockets are NOT permitted.
Camshaft: Hydraulic only. Maximum gross valve lift of .460, measured at the valve.
Camshaft Lifter/Push Rod: O.E.M. stock lifters and push rods only.
Lifter valley windage trays are Not permitted.
Minimum allowable cylinder head Combustion chamber cc is 62cc.
All cylinder heads must be untouched. No porting or polishing permitted. Maximum of .010 surfacing to square a head may be permitted. All cylinder heads must be cast iron, original equipment manufacturer production. Angle surfacing is not permitted.
General Motors maximum intake diameter 1.94", maximum exhaust diameter 1.50".
Chrysler 340 ci motors maximum intake diameter 2.02", maximum exhaust diameter 1.60".
Chrysler 360 ci motors maximum intake diameter 1.88", maximum exhaust diameter 1.60".
Ford Cleveland motors maximum intake diameter 2.19", maximum exhaust diameter 1.71"
Ford Windsor motors maximum intake diameter 1.84", maximum exhaust 1.54"
All engines must use stock production valves, valve springs, retainers, locks and rockers for cylinder head used Pinned or screw in rocker studs are permitted but must retain stock O.E.M. stud thread size for rocker installation. After market valve covers are permitted. Poly lock Rocker nuts are permitted.
Intake / Carburetion: Stock O.E.M. cast iron intake for make model and year car used only. Engines utilizing later design cylinder heads may use any non aftermarket cast iron direct mounting 2 barrel intake or alter mounting holes on intake or cylinder heads to accommodate usage of earlier O.E.M factory production 2 barrel cast iron intake. Factory O.E.M. carburetor for engine used. "High rise" Factory cast iron intakes are NOT permitted. A 2101 or 2116 (GM), 2181 or 2665 or 2750 (Ford), or 2176 (Dodge) Edelbrock intake manifold as cast (no machining, acid dipping, or blending) may be used. NO GASKET MATCHING ALLOWED!
8-28.1 GM "602" crate engine option
Use of the GM "602" Crate engine (part # 8895-8602) is permitted. Engine is permitted in fully as produced specifications as shipped from manufacturer. NO rebuild tolerances are permitted (I.E. if its worn out….Replace it!) A maximum ¾" carb spacer is permitted for usage with Rochester 2 barrel carburetor as mandated. 2 carburetor gaskets (one top and one bottom) are permitted. The only allowable flywheel replacement for this motor is GM part # 14088646. The timing chain set may be replaced with a double-roller set. A 6" oil pan is allowed.

18-30 ROLL CAGES:
a) A roll cage is MANDATORY, and must consist of four uprights joined together at the top, plus an "X" between the rear of the back uprights. Rear support bars are required, running diagonally from each rear upright bar of the cage and may extend to the rear of the frame horns, and may be reinforced between the frame horns. The two front bars must go from the front cage upright bars to the frame at the rear of the front cross member. Four horizontal bars between the upright bracing on the driver's side are required, and those 4 bars must be bowed outward. There must also be a minimum of 3 horizontal bars - or an "X" -between the upright bracing on the passenger side. A horizontal bar between the two front uprights at

dashboard level is required. The inner door panels may be removed to allow for the outward curving of the horizontal door bars if necessary. A front bracing hoop may extend from the front upright bars, through the firewall horizontally above the front clip, and connect to a bar protecting the radiator. The radiator protecting bar may be a maximum of 2" O.D.
b) Pipe size used for roll cage must be a minimum of 1-3/4 inches O.D., and a minimum of . 095 wall thickness. All pipes in the driver's area must be well padded. The roll cage may not reinforce the body or frame or alter the geometry of the race car -- its sole purpose is to hold the car off the driver in the event that it is overturned.
c) All pipes must be welded ALL the way around at EVERY joint.
d) Unibody Cars may use the "Sandwich" method shown in this book when securing the cage inside the car; or vehicles may attach the roll cage uprights to a section of max. 2 ½" x 2 ½" or 2"x3" .120 steel tubing. The tubing must be visible inside the cockpit and may not extend more than 2" beyond any upright.
e) CARS MUST BE STRICTLY STOCK ASIDE FROM WHAT THESE RULES REQUIRE: No cutting, chopping, channeling, shortening, etc. No holes in the hood. Hood must be kept in place at all times. Body sheet metal must be kept in place at all times. Stock rocker panel must remain in place..

IT IS THE RESPONSIBILITY OF THE COMPETITOR TO OBTAIN AND BECOME FAMILIAR WITH THE CURRENT RULES PERTAINING TO THE DIVISION IN WHICH HE/SHE CHOOSES TO PARTICIPATE. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing to establish minimum acceptable requirements for such events. These rules shall govern the conditions for all events, and by participating in these events all participants are deemed to have obtained and read, and understood a copy of the current rules, and complied with these rules.
Note: Be sure if printing rules to print on white paper so as there is no confusion. These rules are depicted in black with this note and the original notice paragraph in red, if in fact you sense any coloration of gray your best suggestion would be to get a new print cartridge!
NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE GUIDELINES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.