

2020 OPS STREET STOCK RULES

Notice

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 Up-date, Modify, add, or delete rules at any time in the interest of providing parity for all competitors.

1: COMPETING MODELS AS SELECTED BY OPS

Oxford Street Stock races are open to eligible 1972-2002 models of American made passenger car production cars. No Station wagons, convertibles, or 4wd vehicles.

Leaf Spring 3rd & 4th Generation Camaro, Firebird, Mustang, or Cougar Models permitted.

2: SAFETY

A: Driver's Seat must be designed for auto racing and be made of .125 inch thick aluminum.. Right & Left head supports are highly recommended.

B: 5 Point quick release harness required mounted with a minimum 3/8 inch grade 8 bolts

C: Steering column must have a minimum of 2 U-Joints positioned to not allow steering column to be pushed rearward in a collision.

D: Window Nets are required for left side window and must be in place at all times when car is on the track.

E: Drivers must wear approved Fire suit when on the track. Driving Shoes and fire-resistant gloves are highly recommended.

F: Helmets must be worn any time car is on the track. Helmets must meet or exceed Snell 95 Standard.

G: Cars Must be properly supported by Jack Stands whenever someone is underneath the car.

H: A Fire Extinguisher Must be mounted with a metal bracket within reach of the driver. Gauge must read full on extinguisher.

I: Approved Fuel Cell with all components is Mandatory. Must be in truck area enclosed in a 20 gauge steel canister. Maximum capacity 22 gallons. Fuel cell must be centered to center line of the car. A check valve must be installed on the vent line. Fuel cell must be secured by 2 crossways and 2 lengthways straps to hold cell in position. Cell must be a minimum of 10" off the ground. Fuel Cell must be protect by a bar that extends at least 1 inch below the fuel cell.

J: Fuel Line must be routed outside of driver's compartment

K: All ballast weight must be mounted outside of driver's compartment. All weight must be painted white with car number written on it.

L: A Battery Shut Off Switch must be mounted within reach of driver. Switch must be clearly marked with ON/OFF.

3. CHASIS

A: Frames must remain as manufactured no cutting, widening, shortening, or modifying the circumvent ride height rule minimum.

B: Unibody Cars that have tubing structure integrated within chassis that extends more the 6" forward or backward of the 4 point cage structure will be subject to weight penalties as determined by technical inspector. No excessive tubing will be permitted.

C: All Chassis must maintain stock wheelbase +/- from left to right of the car without structural modifications. All suspension mounting points must be in stock locations.

D: Floor pans & firewall must be in stock location. All holes must be covered. No Aluminum permitted. Stock floor pans must be in place above driveshaft and transmission area.

E: Interior Tin Allowed to back of seat with steel floor pan and steel firewall remaining in stock location completely sealing trunk area from driver compartment.

F: Solid engine and transmission mounts are allowed as long as stock location is maintained along with maintaining a minimum crankshaft height of 15" measured from center of the harmonic balancer to the ground.

G: A four point roll cage made of round steel DOM or seamless 1 3/4 inch by .095 inch wall thickness roll bars are mandatory. The roll cage shall consist of 4 (four) vertical upright bars connected at the top on all sides. A "X" member must support the rear vertical uprights. 4 horizontal bars are required on the left side door area and 3 on the right side. (These are minimum numbers). Top hoop and uprights must closely conform to the roof line and windshield posts, maximum of 1.5 inch space between body and cage components. Offset Cages are not allowed Halo must have a bar running diagonally or perpendicular in center. Cars are permitted to utilize a full cage structure mounted safely to chassis. Cage structure may extend to directly forward of radiator location. Rear cage structure may extend to the farthest rear point of chassis frame structure. All Tubing is permitted to intersected safely to main 4 point cage structure. A bar at dash height across the front uprights is required.

The rear of the roll cage must be mounted a distance to be measured from the center line of rear end housing to the location point of no less than 22".

Roll cage material is subject to sonic testing or inspection hole testing for compliance with the rules. A tester for analysis of roll cage strength may be used repeatedly. Vehicle must have drivers' door plate

minimum of 16 gauge, 3/16" plate maximum metal between door bars and body on driver's side only. 16 gauge metal may be welded in between door bars and door bar connectors on driver's side only.

4. SUSPENSION

A: Full Frame and Johnson Metric chasis 3rd and 4th Gen Cars must weigh a minimum of 2,900lbs with driver with a maximum left side weight of 55%. All Leaf Spring cars must weigh a minimum of 2,950 with a maximum left side weight of 55%.

A Maximum Tread Width rule of 65.5 inches is in effect for all cars.

B: Aftermarket 15" steel wheels 8 (eight) inches maximum required and a minimum of 19 lbs. Minimum off set measured from backside wheel bead to back of the wheel center will be 1" inches.

Spacers up to 1 inch may be used but must be one piece constructed of steel or aluminum. When using a wheel spacer the hub must have 5/8" studs with 1 inch lug nuts and at least 1 full thread outside of nut for safety.

C: Brakes- Four wheel brakes in proper working order are mandatory and brake rotors must be OEM and same dimension side-to-side. Aftermarket brake pedals may be used.

D: All springs must be stock type springs. Front springs must retain spring outside diameter matching chassis used. Rear coil springs must have same outside

diameter. Rear leaf springs must have same leaf thickness, length and number of leafs from side to side. Adjustable Spring Pocket may be us in the front. Holes may be cut in frame to allow access to adjustable spring pockets. Spring rubbers are allowed. Jacking bolts are permitted on coil spring chassis in the rear but must be utilized in a manner that the spring remains in stock location. Leaf spring design cars are permitted solid steel shackles in stock location utilizing stock rubberized or neoprene mounting bushings no sliding mounts allowed. Spring rubber may not exceed 360 degrees. No progressive or digressive springs allowed. Leaf spring cars are not allowed adjustable lowering blocks.

E: Sway bars must be stock Type and mounted in stock location. Sway bar may not exceed 1 3/8" diameter.

F: Original equipment gas shocks or replacement KYB, GR-2 Ecel G, Pro, and Afco. Shocks must be in original position. No adjustable shocks permitted. No painting or removing numbers from the shocks. Tags or markings must be maintained or the shock or strut will not be allowed. No Bilstien, QA1 or any other racing or performance shocks allowed. No Koni or special performance Struts or Shocks allowed. Shocks are not to exceed an MSRP of \$110. Big Spring car will be allowed to use Front Jacking Bolts. Shocks must be same compression, Rebound Pro WB Series Steel Body Shock. Metric cars relocating Shock must locate shock parallel to the spring. Shocks mount between spring and ball joints.

G: Front Suspension Components

All front suspension components must be stock for make and model used with no alterations except as allowed below. Upper A Frame Mounts may be relocated and original mount may be replaced with a flat plate aftermarket one. Upper A Frames may be replaced with stock type aftermarket ones with same length as OEM +/- .5" for make and model from left to right side. Note: Ball joints must remain O.E.M. factory replacement only, but are not restricted to year, make and model matching. Ball joints must be stock type and in stock location with NO modifications to control arms for installation permitted. Stock replacement ball joints only. No screw in ball joints or mono ball joints allowed. Outer Tie Rod ends may be replaced with heim joints with the use of steel sleeves. Inner Tie rods must remain stock. Gen 4 Cars may run an aftermarket wheel bearing assembly on right front only.

H: Rear Suspension Components

All rear suspension components must be stock for make and model used if not previously detailed. All rear suspension point locations must be in stock as produced location utilizing stock mounts. Neoprene trailing arm bushings that are stock exact replacement fit are permitted. 2 steel jacking bolt assembly's are permitted in rear suspension mounted to stock spring pocket. Spring buckets are NOT permitted. Metric and full frame chassis with 4 point rear suspension may install a solid 3rd link to replace upper arms. Lower arms and mounts must stay in stock location on 3rd and 4th Gen cars. Stock Torque arm end mount may be replaced but mounted solid & non adjustable. The torque arm front may not be any lower than a line projected under left and right frame rail and no more than 1 inch above stock location.

I: Minimum ground clearance measured from the lowest part of the frame, race ready, shall be 6 (six) inches. Any vehicle with sub frames, measurement will be made from lowest point of the sub-frame, and will be 6 (six) inches. A 5 inch Ride Height will be allowed with 100lbs added to total weight of car.

No Bump Stops, Spring Binding, or Mechanical Tie Downs allowed.

5. ENGINES

A: Only a stock engine that was available as a regular dealer option for year and model of car used shall be permitted. Like engines of different year may be used if ALL measurements are alike and all bolt-on equipment fits that engine. No aluminum blocks permitted.

B: Crankshaft

Crankshaft must be O.E.M. steel or cast. No lightening or knife edging permitted. No Balancing permitted.

C: Engine Block

Stock for make and model year. No machine work permitted. .060 overbore permitted.

D: Piston / Rods

Any stock flat top with four valve relief piston. No aftermarket performance pistons permitted. No aftermarket alloy rods permitted. No special performance parts permitted. Stock rods only.

E: Oil Pan

No external oil coolers permitted. Aftermarket baffled pan allowed.

F: Cylinder Heads

All cylinder heads must be untouched. No porting or polishing permitted. Minimal surfacing to square a head may be permitted. All cylinder heads must be cast iron, original equipment manufacture production. The only exceptions to this are noted below with a (++) symbol. Specifications as follows:

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 General Motors heads must use 1.250" diameter valve springs.

Valves

Stock valve dimensions and springs for casting used. No machine work permitted.

G: Camshaft, Valve Lifters, & Rocker Arms

Stock For Engine used with maximum gross valve lift of .450 measured at the valve.

Valve Lifters

Stock for engine used. Hydraulic lifters only. No roller lifters permitted.

Rocker Arms

Stock ratio only. No roller rockers permitted.

J: Intake Manifold

Stock 2 barrel intake manifold for engine used. No aluminum intake manifolds permitted except as allowed below. GM intake manifold #14057059 and #14057060 are not permitted. No Brezezinski intake manifolds 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! "High rise" Factory cast iron or aluminum intakes are NOT permitted.

K: Carburetor

Stock 2 barrel or un-altered 500 CFM Holly carburetor allowed. Choke Horn must remain in place and stock bleeds must remain in place and can not be altered. NO 4 Barrel or 600 CFM + carburetors permitted. No K+N air filters. No spacers permitted. Maximum 1 gasket permitted. Carberator Spacer 1 inch Spacer permitted must be canton 85050 or 85060 with max of two .070 inch gaskets.

L: Engine Displacement

Maximum Engine displacement (C.I.D) by manufacturer before permitted over bore.

GM: 350 / Ford: 351 / Chrysler 360

M: Engine Compression

Maximum permitted compression on all engines will be 10.99 to 1 absolute.

N: 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!) 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. "High rise" Factory cast iron or aluminum intakes are NOT permitted.

O: Ignition System

Stock ignition system must be used. To include coil assembly. High voltage and non-exact replacement coils are not permitted

P: Starter

Starter must be in proper working order. Starter must be mounted in factory production location for engine used. After market gear reduction starter permitted.

Q: Battery

Must be securely mounted in a box and coved to prevent battery caps from coming off and spilling fluid. Batteries not allowed in trunk area.

R: Alternator / Generator

Use of alternator or generator is optional.

S: ENGINE COOLING SYSTEM

After market racing Aluminum radiator permitted. Must be in stock location and inside body work. No anti-freeze permitted. Water only. Cooling additive may be added. A 1 (one) quart overflow tank

located in the engine compartment is required.

T: Fuel only Sunoco Standard or Pump Gas Permitted. Fuel Pump stock fuel pump only No Electric, adjustable, or rebuildable pumps permitted.

U: Exhaust Manifold

Must use stock cast iron exhaust manifold or under chassis 1 5/8" steel tuber headers.

V: Exhaust Outlet

Maximum allowable pipe size is 2 ½ inches in diameter. Exhaust pipes must go beyond the driver and dump under car.

X: Mufflers

Minimum 15" long Glass pack design Functional mufflers are REQUIRED. Tail pipes must dump toward the ground under the car or in the rear bumper area.

6. DRIVETRAIN

A: Flywheel

Stock steel flywheel required. No alterations permitted.

B: Transmission

Must be stock Automatic transmission or cast iron manual 3 speed transmission. All gears must be in proper working order. All internal parts are to be O.E.M. factory stock components with no modifications. Stock O.E.M. converter/clutch required. Minimum 10.4 inch O.E.M clutch assembly only. External transmission coolers permitted, but must remain in the engine compartment. Three speed transmissions only. No 2 speed power glide transmissions permitted. Cars utilizing manual transmissions are required to use either an O.E.M. factory bell housing or steel scatter shield. A minimum 2 inch inspection hole must be cut in bottom of shield. After market clutch pedal assembly is permitted. Note: Short pre 1970 GM cast iron 3 speed is NOT permitted.

C: Drive Shaft

Only steel drive shafts permitted. It is mandatory that 2 (two) 360 degree brackets, no less than 2 (two) inches wide by 1/8 inch thick, be placed around the drive shaft and fastened to the floor or cross member to keep the drive shaft from becoming dislodged and dropping out. All drive shafts must be painted white.

D: Rear Ends

Only stock rear ends for year and model car used permitted or Ford 9 inch in stock location using stock brackets. Rear ends may be open, welded or run a spool. No limited slip or other type carrier permitted.

Maximum final drive gear is 5.75. No cambered tubes allowed, no aluminum components. Solid Steel axels on no light weight or gun drilled axels.

7: CAR BODIES

A: Cars should be neat appearing. Panels must remain as manufactured and must match stock frame for body used unless otherwise described below.

B: Haltin Sreet Stock/ Charger Fiberglass body approved. Five Star Street Stock Monte Carlo/Camaro Steel aftermarket replacement panels are permitted with use of factory matching roof on all GM full frame cars. Five Star aftermarket fiberglass roof and/or hood are allowed. AR Camaro body allowed mounted with the asphalt street stock/Sportsman dimension sheet. Camaro Bodies will be allowed on 108" Wheelbase cars with filler behind front tires. Aftermarket bodies must be mounted to manufactures dimensions provided with body. After market bodies must be used in full not mismatching of body panels.

No part of the body may be lower then 4 inches.

Original dimensions of all bodies must be retained as manufactured. No shelving with bodies allowed. Body width maximum at front wheel wells on Homemade Steel Bodies will be 76".

C: Full Lexan windshield must be used. Lexan type rear window may be used. No tinted windows permitted. Quarter panel windows of clear lexan construction are permitted. No windows or boxing of door opening window area is permitted.

D: All GM cars may use either a stock OEM type header for make and model or an early 80's type Monte Carlo nose section. Ford cars may use either a stock OEM type header or an early 80's type Thunderbird nose. Aftermarket nose and tail sections must be approved by tech director. Rear tail area of car must be enclosed. No additions are permitted when utilizing after market bumper covers.

E: Rear trunk lid spoilers are allowed (5" x 60" Maximum) Top 4 inches must be constructed of clear lexan material and be free of any visible obstruction. Maximum distance from ground surface to highest point of top edge of spoiler shall be no more than 43 inches.

F: Full Hood and Trunk Lids required no holes or scoops allowed. Must use hood pin fasteners.

G: Rub Rails are not allowed

Any issues with mounting bodies must be approved by OPS Tech Inspector

8 Tires

OPS Street Stock Competitors must run the 15" Hoosier 790 tire must be purchased at Oxford Plains Speedway.

Part Identification Numbers

Any parts that have any identification numbers and those numbers are removed or altered will be declared non-conforming.

B: Non-Conforming Parts Penalty

Any parts that are found to not conform with the rules contained herein will become the property of Oxford Plains Speedway and must be surrendered immediately upon demand. Parts will be held by Oxford Plains Speedway and will be disposed of at the desire of Oxford Plains Speedway. If any team refuses to turn over any requested part or parts then that team will be denied access to Oxford Plains Speedway until such parts have been surrendered to the satisfaction of Oxford Plains Speedway management. An additional fine may be imposed as part of the penalty.

C: Declaration of Intent

Anything not specifically covered in this rule book must be approved for competition by the Technical Director.

D: Eligibility

A competitor who competes in 5 (five) or less features in a given division in a given year will be eligible for future rookie status.

E: Radios

Street Stocks may use two-way radios. All frequencies must be registered with the Technical Director.

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.

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.