



## **2025 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 production cars. 3rd & 4th Generation Camaro, Firebird, Mustang, Cougar, GM Metric, permitted. No leaf spring, station wagon, or convertibles allowed.

### **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. The 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 always in place when car is on the track.
- e. Drivers must wear an approved Fire suit when on the track. Driving Shoes and fire-resistant gloves are highly recommended.
- f. Helmets must be worn any time a car is on the track. Helmets must meet or exceed the Snell 95 Standard.
- g. Cars Must be properly supported by Jack Stands whenever someone is underneath the car. A fire extinguisher must be mounted with a metal bracket within reach of the driver. The Gauge must-read full-on extinguisher.
- h. 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 cells must be centered to the center line of the car. A check valve must be installed on the vent line. Fuel cells must be secured by 2 crossways and 2 lengthways straps to hold the cell in position. Cell must be a minimum of 11" off the ground. Fuel Cell must be protected by a bar that extends at least 1 inch below the fuel cell. Fuel Line must be routed outside of driver's compartment.
- i. A Battery Shut Off Switch must be mounted within reach of the driver. The switch must be clearly marked with ON/OFF.

### 3. CHASSIS

- a. Frames must remain manufactured without cutting, widening, shortening, or modifying the circumvent ride height rule minimum. Must have STOCK front clip for Chassis used.
- 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. Rear Clip may use 2x3 square tubing from centerline of rearend back. Panhard bar must remain stock on gen 3 and 4 Camaros.
- c. All Chassis must maintain stock wheelbase +/- 1 inch 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 the driveshaft and transmission area. 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.
- e. Solid engine and transmission mounts are allowed as long as stock location is maintained along with maintaining a minimum crankshaft height of 14" measured from center of the harmonic balancer to the ground.
- f. A four-point roll cage made of round steel DOM or seamless 1 ¼ 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). The 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 directly forward of radiator location. The rear cage structure may extend to the farthest rear point of chassis frame structure. All Tubing is permitted to intersect safely to main 4-point cage structure. A bar at dash height across the front uprights is required.
- g. 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".
- h. 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.

### 4. SUSPENSION

- a. ALL Cars will weigh 2,900lbs with driver with a maximum left side weight of 53% for Unibody Cars and **55%** Full Frame Cars.
- b. All ballast weights must be mounted outside of the driver's compartment. All weights must be painted white with the car number written on them. **All weight must be located**

**between the front cross member and no more than 11 inches behind center line of rear end.**

- c. Maximum Tread Width of 65.5 inches for all cars. **Metric cars 64.5 inches at 2800 or 64 inches at 2750.**
- d. 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.
- e. 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.
- f. All springs must be stock type springs. Front springs must retain spring outside diameter matching chassis used. Rear coil springs must have the same outside diameter. No more than a 200lb rear spring split is allowed.
- g. Adjustable Spring Pockets are allowed.
- h. Only 1 spring rubber is permitted per spring. 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. Spring rubber may not exceed 360 degrees. No progressive or digressive springs allowed.
- i. Sway bars must be stock type and mounted in stock location. Sway bar may not exceed 1 3/8" diameter.
- j. Original equipment gas shocks or replacement KYB and GR-2 Ecel G . Shocks must be in their 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 Bilstein, 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 \$75. Strut Cars must Utilize OEM Struts.

## 5. Front Suspension Components

- a. All front suspension components must be stock for make and model used with no alterations except as allowed below.
- b. Upper A Frame Mounts may be relocated, and original mount may be replaced with a flat plate aftermarket one.
- c. 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.
- d. 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.
- e. Outer Tie Rod ends may be replaced with heim joints with the use of steel sleeves. Inner Tie rods must remain stock.
- f. Gen 4 Cars may run an aftermarket wheel bearing assembly.
- g. Spindles must be stock and match model metric cars may run Gen 2 Camaro Spindles.
- h. **Metric cars: may run front jacking bolts and external mounted Afco 14 series or pro wb series shocks**

## 6. Rear Suspension Components

- a. 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 assemblies are permitted in rear suspension mounted to stock spring pocket. Spring buckets are NOT permitted.
- b. A 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.  
**Panhard bar can be adjustable but no quick adjusters.**
- c. 3rd and 4th Gen cars stock torque arm end mount may be replaced but mounted **solid & nonadjustable**. The torque arm front may not be any lower than frame rail.
- d. The minimum ground clearance measured from the lowest part of the frame, race ready, shall be 6 inches. Any vehicle with sub frames, measurement will be made from lowest point of the sub-frame and will be 6 inches.
- e. No Bump Stops, Spring Binding, or Mechanical Tie Downs allowed. **(Nothing to Limit or Bind Suspension)**

## 7. GM "602" crate engine option

- Use of the GM "602" Crate engine (part # 8895-8602) is permitted with a stock Holley 4412 500cfm Carburetor. Engine is permitted in fully as produced specifications as shipped from manufacturer. NO rebuild tolerances are permitted (I.E. if it's 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.
- 602 must be completely unaltered 602 with no rebuild tolerance. A Track Claim rule for a stock 602 is \$6,800.

## 8. 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 lightning 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 pistons. 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 manufacturer 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"
- g. Valves: All General Motors heads must use 1.250" diameter valve springs. Stock valve dimensions and springs for casting used. No machine work permitted.
  - h. Camshaft: Stock For Engine used with maximum gross valve lift of .450 measured at the valve.
  - i. Valve Lifters: Stock for engine used. Hydraulic lifters only. No roller lifters permitted.
  - j. Rocker Arms: Stock ratio only. No roller rockers permitted.
  - k. Intake Manifold: Stock 2-barrel intake manifold for engine used. No aluminum intake manifolds permitted except as allowed below. GM intake manifolds #14057059 and #14057060 are not permitted. No Brzezinski 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.
  - l. Carburetor: Stock 2 barrel or un-altered 4412 500 CFM Holly carburetor allowed. The body, base plate, metering block, and bowl must be a standard Holley 4412 part, HP parts are not permitted. Carburetors and/or carburetor components machined from billet materials are not permitted. Choke Horn must remain in place and stock bleeds must remain in place and cannot be altered. NO 4 Barrel or 600 CFM + carburetors permitted. No K+N air filters. No spacers permitted. Maximum 1 gasket permitted. Carburetor Spacer 1 inch Spacer permitted must be canton 85050 or 85060 with max of two .070-inch gaskets.
  - m. Engine Displacement: Maximum Engine displacement (C.I.D) by manufacturer before permitted over bore. GM: 350 / Ford: 351 / Chrysler 360
  - n. Engine Compression: Maximum permitted compression on all engines will be 10.99 to 1 absolute.
  - o. Ignition System: Stock ignition system must be used. To include coil assembly. High voltage and non-exact replacement coils are not permitted. **No rev limiting devices.**
  - p. Starter: Starter must be in proper working order. The starter must be mounted in the factory production location for engine used. After market gear reduction starter permitted.
  - q. Battery: Must be securely mounted in a box and covered 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: Aftermarket 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: 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 the car.
- w. **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.

## 9. DRIVETRAIN

- a. **Flywheel:** Stock steel flywheel required. No alterations permitted.
- a. **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.
- b. **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.
- c. **Rear Ends:** Only stock rear ends for year and model car used permitted. A Ford 9 inch is NOT permitted. 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.

## 10. CAR BODIES

Any American made steel body made for production in 2010 and older. Aftermarket steel replacement body panels are allowed but resemble the stock configuration for body type.

- a. **Aftermarket Bodies:** AR muscle car, Fivestar Sportsman or Haltin Street Stock/ muscle car bodies are acceptable but must match all manufactures mounting dimensions. No Gen 6 or AR Revolution bodies permitted.
- b. **Roofs:** Aftermarket fiberglass roofs are allowed.
- c. **Bumper covers:** No downforce, Gen 6, AR Revolution, or Dirt noses. Rear bumper cover must remain as manufactured. Front nose may be no lower than 5".
- d. **Fenders:** Any metal or plastic fenders permitted. No fiberglass. Maximum width of 76" across front fenders.
- e. **Hoods:** Fiberglass hoods or steel replacement allowed but no holes in the hood permitted. Hoods scoops with factory hoods scoops not more than 2" may be used.

- f. **Trunk Lids:** Full length trunk must have 2 hood pins and be either hinged or removable to access the rear trunk area of the car.
- g. **Rockers:** Rockers or side skirts extending between the tires are allowed but are to be no lower than 6”.
- h. **Spoilers:** A 5” tall by 60” long clear rear spoiler mounted to the rear bumper cover with an overall height of 43” to the top edge from the ground with the driver in the car.
- i. **Windows:** Full front windshield must be used and replaced with 1/8”. A Lexan rear window or quarter windows are optional. **No tinted windows.**

**11. Tires And Wheels:**

Tires will be limited to OPS Stamped Hoosier 790's. No Chemically treated tires will be allowed. 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.

**12. Part Identification Numbers**

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

**13. Declaration of Intent**

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

**14. Radios**

Street Stocks may use two-way radios. All competitors are strongly encouraged to scan OPS race control at 452.1250.

**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 FORM 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.