

2018 OPS Street Stock Rules

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 UP-DATE, 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.

1-1 COMPETING MODELS AS SELECTED BY OPS

1-1. Street Stock Parameters

Oxford Street Stock races are open to eligible 1972-2002 models of American made passenger car production cars. No station wagons, convertibles, 4-Wheel drives.

Leaf spring, 3rd, & 4th generation Camaro, Firebird, Mustang, or Cougar models permitted.

1-1.2 Approved Competition Models

The following are eligible models approved for competition: 4-door sedan, 4-door hardtop, 2-door sedan, 2-door hatchback, 2-door hardtop and 2-door coupe.

1-2 GENERAL CAR BODY REQUIREMENTS

1-2.1 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. All chassis must maintain stock **wheelbase +/- 1 inch** for frame utilized without structural modification.

b. Unibody cars that have tubing structure integrated within chassis construction that extends more than 6" forward or backward of main 4 point cage structure will be subject to weight penalties as determined by the technical director. Excessive tubing will not be permitted

c. 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. **Aftermarket Bodies must be mounted to Manufacture dimensions provided with bodies. Any issues with mounting bodies must be approved by OPS Tech.**

d. Original dimensions of all bodies must be retained as manufactured. All body panels must be steel unless allowed above. **No shelving with bodies allowed. Must match stock or be stock replacement Steel Bodies.**

e. All cars must have complete bodies, stock to all measurements.

g. Full windshield must be used. Lexan type replacement may be used. All other glass must be removed. 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.

h. 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.

i. 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.

1-2.2 Weight

Metric & full frame Cars weigh a minimum of 2900 pounds with driver and 55% maximum left side weight. Metric and full frame cars may use up to 1" offset wheels on the right side as long as 65 1/2" Tread Width is not exceeded.

3rd generation cars (1982 – 1992) may compete with 2900 pounds minimum weight and 54% left side maximum weight. Maximum tread width of 65 1/2".

4th generation cars (1993 – 2002) may compete with 2900 pounds minimum weight and 54% left side maximum weight. Maximum tread width of 65 1/2" using 3" offset wheels.

No cars over 65 1/2 inches thread width allowed. Leaf spring cars must weigh #2950 minimum & 54% left side maximum.

1-3 DETAILED BODY REQUIREMENTS

1-3.1 Seat

Driver's seat must be specifically designed for auto racing and be constructed of .125 inch thick aluminum. NO fiberglass seats permitted.

1-3.1.1 Seat Location

Aircraft quality hardware must be used to install the seat in an approved manner and be in the stock location. Mounting plate may not exceed the dimensions of the seat bottom and must be a maximum of 3/16 inches thick.

1-3.2 Front Fire Wall

Stock fire wall must be in original position. All holes must be covered. No aluminum permitted. Stock floor pan must be in place below driveshaft height and include transmission area in driver's compartment.

1-3.3 Rear Fire Wall

Fire wall must be steel and seal off the trunk area from the inside of the car and be in the stock location.

1-3.4 Hood and Trunk Lids

Full steel hood and trunk lids required. Inner reinforcements must be removed. Must use positive pull-pin type fasteners.

1-3.5 Inner Panels

Inner panels may be removed, Wheel openings may be trimmed up to 2 (two) inches from the tire size for clearance. All wheel opening edges must be finished to eliminate sharp edges. Full dash required. Combustible material and plastic must be removed. Stock dash frame work may be covered with aluminum. Fabricated dash may be used, but must follow the full contour of the windshield between the "A" posts. Vertical panel must extend between the "A" posts. Instruments must be neatly mounted on the vertical panel of the dash. Fabricated dash dimensions must match that of the original stock dash. Rub rails may be used maximum 1" square tubing must be flat against body and free of any sharp edges. Subject to approval of tech inspector. All 4th Gen cars must have inner panels (trunk area, rear fender wells, front strut towers, etc.) in place to maintain Unibody strength. All 3rd Gen & 4th Gen cars must have inner panels (trunk area & rear fender well area) in place to maintain Unibody strength.

1-3.6 Bumpers

Stock front and rear bumpers may be used. Approved tube type front and rear bumpers may be used and must be covered with an approved bumper cover. The early 80's style Monte Carlo and Thunderbird are the only approved bumper covers with the exception of matching nose cover to later body utilized on approved metric cars.

1-3.7 Body Mounting

Body(floor pan) must be mounted in stock location using stock body mounts and all stock body rubbers must be used. A posts must remain attached to roof in stock location.

1-3.8 Crankshaft Height

15 inches minimum, measured from center of harmonic balancer to ground.

1-3.9 Body Height

No part of the body may be lower than 4 inches from ground.

1-4 GENERAL ENGINE REQUIREMENTS

Engines must be stock within any corporate manufacturer's line and be identical for make and model line.

1-4.1 Eligible Engines

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. Carburetor, intake manifold, and exhaust manifold must be stock for make and model used. No aluminum blocks permitted.

1-5 DETAILED ENGINE REQUIREMENTS

1-5.1 Engine Location

Stock location using stock motor mounts.

1-5.1a Crankshaft

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

1-5.2 Engine Block

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

1-5.3 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.

1-5.4 Oil Pan

Stock for engine used. No external oil coolers permitted.

1-5.5 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.

1-5.6 Valves

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

1-5.7 Camshaft / Valve Lifters / Rocker Arms

1-5.7.1 Camshaft

Stock for engine used with maximum gross valve lift of .450, measured at the valve.

1-5.7.2 Valve Lifters

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

1-5.7.3 Rocker Arms

Stock ratio only. No roller rockers permitted.

1-5.8 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.**

1-5.9 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.

1-5.10 Engine Displacement

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

GM: 350 / Ford: 351 / Chrysler 360

1-5.11 Engine Compression

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

1-5.12 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 3/4" carb spacer is permitted for usage with Rochester 2 barrel **or 500 cfm Holly** 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. **"High rise" Factory cast iron or aluminum intakes are NOT permitted.**

1-6 ENGINE / CAR ELECTRICAL SYSTEM

1-6.1 Ignition System

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

1-6.2 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.

1-6.3 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.

1-6.4 Alternator / Generator

Use of alternator or generator is optional.

1-7 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. Independent brackets may be used to mount the radiator.

1-8 ENGINE EXHAUST SYSTEM

1-8.1 Exhaust Manifold

Must use stock **cast iron** exhaust manifold. No headers permitted. No center dump (ram horn) exhaust manifolds allowed.

1-8.2 Exhaust Outlet

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

1-8.3 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.

1-9 DRIVE TRAIN

1-9.1 Flywheel

Stock steel flywheel required. No alterations permitted.

1-9.2 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. After market clutch pedal assembly is permitted. Note: Short pre 1970 GM cast iron 3 speed is NOT permitted.

1-9.3 Drive Shaft

Only steel drive shafts permitted. It is recommended 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.

1-9.4 Rear Ends

Only stock rear ends for year and model car used permitted. Gear ratio shall remain stock. 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.**

1-9.5 Wheels

Stock, white-spoke or standard weight aftermarket 15" steel wheels 7 (seven) inches or 8 (eight) inches maximum required and a minimum of 20 lbs. Wheel nut size is optional. Right side wheel nuts must be one hex wheel nuts. All wheels must be same size. Minimum off set measured from backside wheel bead to back of the wheel center will be 1" inches. No spacers allowed. No light wheels allowed. NOTE Exception to non allowance of wheel spacer:

GM G body metric chassis cars (must be using a metric chassis) are permitted to use wheel spacers and/or wheel offsets to achieve a maximum of **65 1/2"** tread width. **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.**

1-9.6 Tires

OPS street stock competitors must run Hoosier 15", 7 inch width 790 track tire purchased and registered at OPS.

1-10 SUSPENSION

1-10.1 Springs

All springs must be stock type springs. Front springs must have the same wire size side to side and MUST retain spring outside diameter matching chassis used. Front torsion bars must have identical size on both sides. Rear coil springs must have same wire size and outside diameter. Rear leaf springs must have same leaf thickness, length and number of leafs from side to side. Minimum coil spring outside diameter is 5 (five) inches. Spring boosters are permitted. Solid spring spacers are permitted. All springs side to

side must have same wire/leaf size. No springs may go through top of frame. Adjustable spring pockets may be used in the front. No holes may be cut in frame. 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. One (1) spring rubber per spring allowed. Spring rubber may not exceed 360 degrees. No progressive or digressive springs allowed.

1-10.1 Sway Bar

Must be stock sway bar for make and model and mounted with all rubbers and washer in stock location, but may be adjusted on either end.

1-10.2 Shock Absorbers

Original equipment gas shocks or stock replacement KYB GR-2 Series shocks only. The GR-2 series is being replaced by the Excel-G. 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 Bilstein, PRO, AFCO or any other racing or performance shocks allowed. **No Koni or special performance Struts or Shocks allowed. Must be OEM or OEM replacements.**

1-10.3 Front Suspension Components

All front suspension components must be stock for make and model used 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 a stock type aftermarket ones and same length as OEM.. Neoprene control arm bushings that are stock exact replacement fit are permitted. Steel spring pocket spring adjusters are permitted. Modifications to frame for access are NOT permitted. 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.**

1-10.4 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. **Stock Torque arm mounts 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.**

1-10.5 Caster / Camber

Must be within the limits set by the Technical Director before the car is permitted to race. Adjustment limited to factory tolerances. Maximum top to bottom camber difference is 2.5 (two and a half) inches on the right side and 1.0 (one) inch on the left side.

1-10.6 Wheel Base

Wheelbase must remain stock **+/- 1 inch** for make and model chassis used.

1-10.7 Tread Width

Must be stock for the make and model chassis used or as allowed in above rules.

1-10.8 Ground Clearance

All measurements will be taken with driver in the car.

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.

1-11 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.

1-12 FUEL / FUEL SYSTEM

Only Oxford Plains Speedway approved fuel may be used.

1-12.1 Fuel Pump

Stock fuel pump only. No electric, adjustable or rebuild able fuel pumps permitted.

1-12.2 Fuel Cell

Approved fuel cell with all components is mandatory. Must be in trunk area and enclosed in a 20 gauge metal canister. Maximum capacity is 22 gallons, U. S. Measurement. Fuel cell must be centered to center line of car. A check valve must be installed on the vent line. It is recommended that a fuel line shut off valve be installed in the trunk area. Fuel cell must have two lengthwise and two crosswise straps to hold the cell in position. See diagram section for recommendations. Fuel cell must be a minimum of 12" off the ground.

1-13 GENERAL SPECIFICATIONS

1-13.1 Roll Bars

A four point roll cage made of round steel DOM or seamless 1 ¾ 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. 3 (three) horizontal bars are required on the left side door area and 2 (two) 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.

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 intersect safely to main 4 point cage structure. A bar at dash height across the front uprights is recommended.

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 24", plus or minus ½ inch.

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.

1-13.2 Fire Extinguisher

A working fire extinguisher must be within reach of the driver and must be located on the right side of the car.

1-13.3 Safety Equipment

a. Window nets are required in driver's window area. The window net must be securely fastened at the bottom and have a quick release fastener at one end in reach of the driver. The net must be in the latched position at all times when the car is on the track.

b. Driver must, at all times while in car, wear an approved driving suit and gloves. Suits must cover legs, arms and body of driver. Suits and gloves must be of fire resistant material.

c. Helmets must be worn at all times while operating the car. Helmets must meet or exceed the Snell 95 standard.

d. Cars must be properly supported by jack stands whenever a person is beneath it.

e. Driving shoes are highly recommended.

1-13.4 Part Identification Numbers

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

1-13.5 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.

1-13.6 Declaration of Intent

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

1-13.7 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.

1-13.8 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.

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.