

## 2025 Oxford Plains Speedway Limited Sportsman Rules

### Chassis

1. **Chassis:** Any American branded, four (4) passengers, V-8 front engine, rear wheel drive, full frame, or Unibody car originally mass produced. Engine and body must be of the same manufacturer as the chassis used.
  - a. **Weight:** **See Motor options** Maximum left side percentage of 56%.
  - b. **Height:** Minimum frame height from ground is 4”.
  - c. **Ballast Weight:** Must be in between tires and painted white with the car.
  - d. **Bumpers:** Bumpers: Stock front and rear bumpers may be used. Approved tube type front and rear bumpers may be used.
  - e. **Design:** Minimum four (4) point roll cage is required. In addition to the required four (4) point roll cage, the structure may extend to the front as far as the radiator support and to the rear to sufficiently protect the fuel cell. The left side must have a minimum of four (4) horizontal bars with spacers. The right side must have a minimum of three (3) horizontal bars with spacers or an “X” and two (2) horizontal bars.
  - f. **Door Plate:** A minimum of sixteen (16) gauge steel plates of sufficient length and width to protect the driver must be welded to the roll cage.
  - g. **Fire Walls:** The driver’s compartment tub (to the right and to the rear) to be constructed from a minimum of 22-gauge steel. The driver’s foot box and firewall to be constructed of a minimum of 22-gauge steel.
  - h. **Interior:** Interior area of a car must be completely enclosed in respect to the engine compartment, track surface, tires, and rear (fuel cell) compartment. This may be constructed of aluminum with a minimum of .040 thicknesses.
  - i. **Pipe:** Minimum roll cage tubing specification one and three quarter (1¾) inch x point zero nine five (.095) inch DOM or seamless tubing.
  - j. **Rear Clip:** Rear frame may be altered to accept leaf or coil springs. Underslung chassis must add 2X3 up and over rear axle **or mount a 10lbs weight at or near the top rear shock mount on both sides.**
  - k. **Seat:** Aluminum racing seat with right and left head supports. Seat must be mounted and attached securely to the cage. A support brace must be installed at the rear of the seat. **The driver's head must be below the halo and clear of all roll bars.**
  - l. **Seat Belts:** Mounted with three eighths (3/8) inch bolts minimum Grade 8 washers and locking nuts. These must be attached at two (2) separate points on the frame, equal distance from the seat back and not less than twelve (12) inches apart. (See manufacturer instructions for details).
  - m. **Steering Column:** A fabricated steering column must have a minimum of two (2) U-joints positioned so as not to allow the steering wheel to be pushed rearward in the event of a collision. Must have the steering column stop. All steering wheels must have a center pad.
  - n. **Welds:** All welds are to be of high quality and must completely surround the joint. Absolutely no butt welds or sharp edges anywhere.
  - o. **Battery:** 12-volt Battery mounted and covered in a secure fashion mandatory
  - p. **Frame:** Stock frame rails may be replaced with 2” wide by 3” high tubing from the rearward-most point of the stock front clip. Stock dimensions for the year, make, and model of the car must be retained. Reinforcing with tubing and a ¼” plate is allowed

to the stock frame. **A straight rail chassis will be permitted with an added 50lbs for the 2025 season.**

**1) Frame definition: A perimeter frame chassis is defined as having left and right frame rails symmetrical (maximum 1 inch tolerance).**

**Oxford rules state that the frame rails are to be a minimum of 50 1/2" outside to outside and must maintain the same structural tube diameter back to the rear end tubes. You may then use 2"x2" from the rear end housing back to the rear bumper.**

q. **Front Clip:** Factory production full 1968 or newer perimeter American passenger car front frame clip only. **No UNI body clips allowed post 1981.(ie: no gen 3 or 4 Camaro)** No modifications to clip permitted except for upper control arm mounting, radiator clearance and mounting and trimming of forward front cross member for center link clearance.

i. **Horns:** May be fabricated using a 2X3" tube. The steering box and idler arm MUST be in Factory location.

2. **Crossmember:**

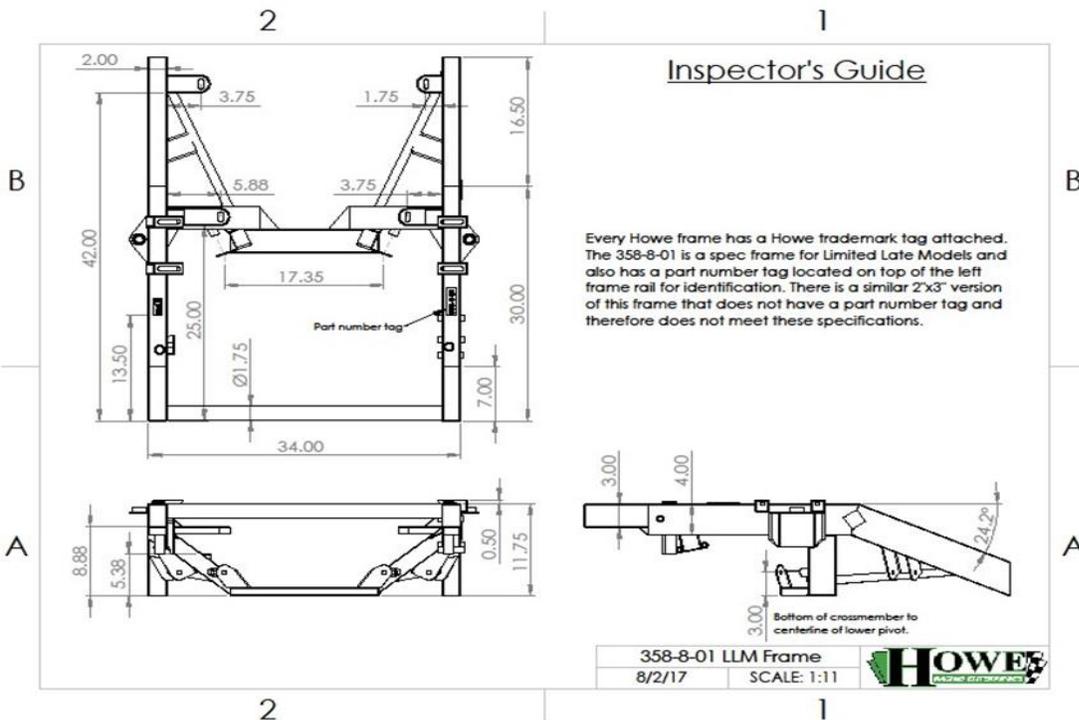
i. **Upper Control Arm Mounts:** Mounting point may be relocated.

ii. **Spring Pocket:** May be opened for access.

iii. **Cross Member:** Alterations of OEM engine cross member may be narrowed 1-1/4.

iv. **Suspension Points: No alterations to OEM mounting points.**

3. **Tube Clips:** A fabricated 2x4, 12-inch perimeter tubing: 0.095-inch wall thickness "F" body Camaro front clip will be permitted. Measurements and Template from the Howe 358-8-01 will be used as a "GO/NO GO" gauge. This clip is designed for Stock lowers and steering box placement and use. Clip must retain 2x4 box from front to rear. NO 2x3 step in suspension area. Must add 30 lbs. **This will be the only approved tube clip!**



4. **Fuel Cell:** must be a steel container with a check/rollover valve in the vent line; secured with two (2) straps front to rear and two (2) straps left to right. The minimum dimension of strap material is eighth (1/8) inch x one and one half (1½) inch. Fuel cell may not be offset. Cell must be a minimum of 8" above the track and mounted in a safe manner from rear end tube to front of cell

5.

### **Motors and Running gear**

#### **Crate Option 1)**

**2850lbs PASS sealed Bottle Cap crate engine p/n 88958602**

**2875lbs PASS Sealed Bottle Cap crate engine p/n 88958602 with a Pan change**

This is the PASS sealed Bottle Cap Crate delivered straight from GM and has been sealed with PASS seals by LCM racing Engines. The motor must remain as delivered with all stock parts to include the Harmonic balancer and oil pan. The engine will go through a break in process to include dyno time with brake in oil, get its first oil change, valve adjustment, and timing mark correction if needed before delivery. In the event of the motor needing any replacement of internal gaskets or internal parts this will now become a rebuilt option and will carry the extra weight. **These engines will have a claim option to any competitor in competition that day for the same value as the purchase of a new motor. The claimed motor will be the price on that day and will come as delivered from LCM Racing Engines. No Carburetor, Distributer, clutch assembly, front drive pulleys or fuel pump are included in the claim option.**

#### **Crate rebuild Option 2) 2900lbs**

- GM crate engine p/n 88958602 The only changes are as follows.
- Maximum overbore of .008"
- Maximum Deck surfacing of block: .005"
- Maximum deck surfacing of cylinder head: .005 straight only. NO angle milling permitted.
- Minimum rod and main bearing size: .010" under All other necessary parts required for rebuild are to be direct factory replacement purchased through Manufacturer and are exact OEM specified part numbered to engine utilized specification sheet and installed to factory-built specs. NO EXCEPTIONS! All crate engines are to be used in complete form as produced unless otherwise specified. From Intake manifold to oil pan. No external oiling systems permitted. ZERO TOLERANCE!

1. **Timing Chain:** The timing chain set may be replaced with a double roller set.
2. **Oil Pan:** 7" pan
3. **Carburetor:** An approved Oxford legal Holley 600 CFM or Holley HP Series 4 brl 650 Carburetor (p/n 80541-1,-2 or-3) Stock! Unaltered carburetor. For all crate engines. The only things that can be altered or changed are the Jet sizes (jet extensions are ok), power valve, and top bleeds.
  - Booster# 45R-312.

- Metering block #11978.
- Accelerator pump Assy #34R-12684B.
- Carb Bowl #34R-12682B.
- No alterations are allowed except for the removal of the choke plate and tower. Epoxies or other devices to alter the air flow in the manifold are not allowed. Two .070 thick gaskets are allowed and a maximum 1" spacer is allowed and should have ¼" threaded vacuum port to accommodate tech testing. Any reworking of this carburetor other than as noted above will result in disqualification.
- **Timing Chain:** The timing chain set may be replaced with a double roller set.
- **Oil Pan:** A 7" oil pan is allowed.

### **Built Motor Option 3) 2900lbs**

American made engines only. No V-6 engines. No aluminum or other soft metal blocks or heads allowed. Crankshafts must be stock type, dimension and weight. No stroking or de-stroking permitted. Normal engine balancing will be the only modification to this piece allowed. Blocks must be stock production with standard external measurements in all aspects. Blocks can be dressed. The maximum allowable compression ratio will be 11.0. The maximum cubic inches listed below will be allowed for the following engine makes:

1. **Chrysler (Dodge & Plymouth) 360 ci + .040**
2. **Ford 351 ci + .040**
3. **General Motors 350 ci + .040**
4. **Balancing:** Normal engine balancing for pistons and connecting rods will be defined as follows: The piston or rod in a set of eight having the least stock weight will be used, and the remaining pistons or rods will be matched to it.
5. **Heads:** 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 2.02"; maximum exhaust diameter 1.60"
  - Chrysler 360 ci motors maximum intake diameter 1.88"; maximum exhaust diameter 1.60"
  - Ford Windsor motors maximum intake diameter 1.84"; maximum exhaust 1.54"
  - **ONLY THE HEADS LISTED BELOW ARE ALLOWED:**
  - General Motors casting #'s 041, 186, 291, 370, 441, 461, 462, & 492. (The 492 casting must be G.M. part
  - #3958603 with 1.94" intake & 1.50" exhaust.)
  - General Motors replacement casting #062 Mexican model used with manifold #2116.
  - World Products Inc. S/R 043600-1 and 043610-1.
  - Ford Windsor motors may use Ford Motorsports casting #GT40-M6049-L302
  - All General Motors heads must use 1.250" diameter valve springs.
  - Any cylinder head not listed must be approved by the management of Oxford Plains Speedway before being used.
  - All cylinder heads must have stock dimension valves and valve springs for the casting used. No titanium or neckdown or pro-flow type valves allowed. Valve stem length, diameter and keeper groove locations must be stock. Stock type retainers must be used. No angle milling, port matching, or polishing allowed. No gear drive assembly allowed. ⅜" screw-in studs, pinned studs, polylock nuts, and push-rod guide plates are allowed.

6. **Lifters:** All engines must use hydraulic lifters no mushroom types or roller lifters allowed
7. **Camshaft:** Hydraulic lifter camshaft with a maximum lift of .450. The lift will be measured at the valve stem. No gear drive assemblies allowed.
8. **Rocker Arms:** Roller rockers are permitted but must maintain a max. .450 cam lift. A maximum 1:5 rocker arm ratio is allowed.
9. **Pistons:** Any "Flat Top" piston with a minimum of two valve reliefs will be allowed. Floating of the wrist pin is optional. Normal engine balancing only. No part of the piston shall extend past the top of the block or deck.
10. **RODS:** No aluminum or custom steel rods allowed. No grinding, lightening, or polishing of any kind is allowed. The installation of aftermarket rod bolts and nuts is allowed. 6" rods are not allowed.
11. **Carburetors:** Carburetors are limited to one stock 4412 Holley 500 C.F.M. two barrel. No alterations are allowed except the removal of the choke plate and tower. Epoxies or other devices to alter the flow in the manifold are not allowed. Spacers or high rise manifolds are not allowed. Adapters not exceeding 1 1/8" in height are allowed. Adaptors may not be grooved, tapered, or reworked in any manner. Gaskets shall not exceed 1/4" thickness.
12. **Intake Manifolds:** Intake manifolds must be stock Edelbrock 2101 Performer. They may not be modified in any manner.
13. **Ignition:** A stock ignition system is allowed. No external amplifier-type systems are allowed. Ignition- and rev-limited devices are not allowed.
14. **Motor Mounts and Setback:** The original motor mounts may be replaced by steel mounts. They must bolt to the original location, both frame & motor. **Number 1 spark plug must be 1-1/2 or further ahead of the centerline of front tires.** Engine plates are not allowed.
15. **Height:** 12" crank height while at a 4" frame height must be maintained
16. **Exhaust:** Stock manifold with cherry bomb mufflers (are) allowed. Steel headers are allowed. Headers must be Limited Sportsman approved with 1 5/8" tubes and a maximum 3" collector. Crossover headers are not allowed. **Exhaust may run out the door but MUST run Flowmaster Flow FX Muffler p/n 71229. All other options must be run under the car.**
17. **Bellhousing & Clutch:** Scatter shields are recommended, but not mandatory. Stock Bellhousing with a hydraulic release bearing allowed. Flywheels and clutches must be stock production OEM. This includes weight, size, and physical appearance. Aftermarket high-performance types are not allowed. All cars must have a 1" hole in the bottom of the bell housing to allow for clutch inspection. No reverse mount bell housing and starter kits allowed.

### Driveline

- a. **Rearends:** Rear-ends must be either locked or open single-track. Stock housing for make and model any gear ratio may be used. The rear axles may be replaced on both sides of the car with an aftermarket axle using a larger bearing. The replacement must fit in the original rear-end housing. No ratcheting or torque-sensing devices or clutch packs allowed.
- b. **Ford 9" Option:** A Stock steel Nine-inch rear may be used with an **added 25lbs for 2025 and looking into 2026 no weight will be added.**

- a. Any gear ratio
  - b. No machining or lightening of ring gear or pinion.
  - c. Mini spool or open differential
  - d. No Camber or toe built in
  - e. Steel drive plate and axle caps
  - f. Minimum Axle diameter 1.200 and weigh 7lbs
- c. **Driveshaft:** Steel driveshaft (singular) only. Driveshaft must have a safety loop of 1/8 thick by 2" wide.
- d. **Transmissions:** Stock 3 or 4 speed transmissions allowed Transmissions must contain all the original gears for the unit used. No straight cut gears.

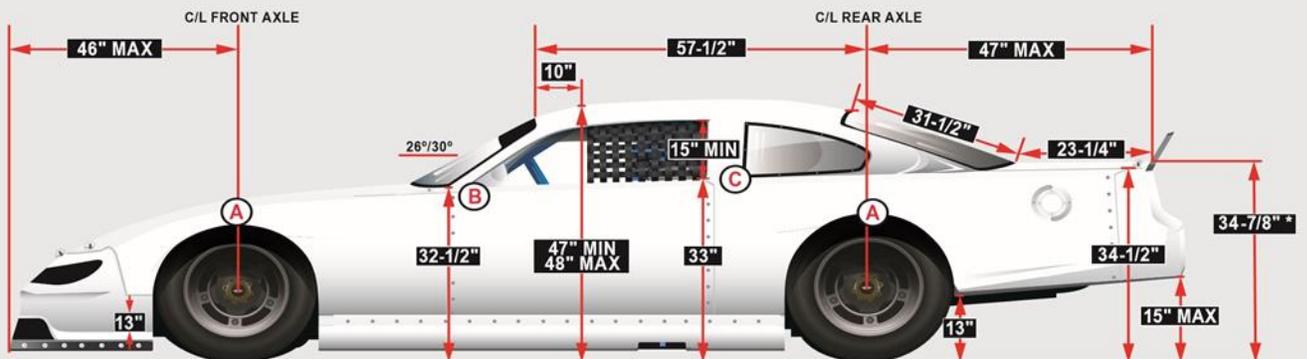
### Body

No Five Star Gen 6 or Revolution body components. Any Combination of ABC, fiberglass, steel, or aluminum duplicates body parts can be used but must match all ABC dimensions. Any body style allowed but must meet all dimensions for make and model and ABC heights and dimensions.

- a. **Roof Height:** Roof min height is 47" measured 10' from the center of the windshield.
- b. **Height:** No part of the body (including side skirts and nose piece) may be closer than Four (4) inches to the ground.
- c. **Spoiler:** Spoiler must be mounted on the bumper cover in the center left to right with a (maximum) dimension of 6 1/2" tall and 60" long (wide) made of clear Lexan no side bracing or boxing of any kind. Maximum height is 41" from the ground.
- d. **Air flow devices:** No air flow devices added to the A or B pillar, or vent windows allowed Rear quarter windows are optional and must be clear lexan
- e. **Hood:** Maximum hood cowl opening is 2" No scoop or openings in the hood for air cleaner
- f. **Bumper Covers:** No modifications allowed to front or rear bumper covers.
- g. **Deck Lid:** The rear deck lid must be hinged, pinned for viewing and safety access. **No solid riveting.**

## ABC TRADITIONAL ROOF BODY DIMENSIONS

CHASSIS	ROOF HEIGHT	TREAD WIDTH	WHEELBASE
Offset/ Straight Rail	47"	66" MAX	101"-108"



- a. **Rub Rails:** Lexan rub rails are permitted but must remain between wheels.
- b. **Under panning:** No panning is allowed at the front or the rear of the car. Radiator duct work can be no wider than radiator.
- c. **Windows:** A full windshield is required. The windshield must be a minimum of 1/8" thick polycarbonate material such as Lexan. A minimum of two windshield braces are required. Rear windows and quarter windows are optional and must be made of the same material as the windshield. Window installations are subject to the Tech Inspector's approval.

## Suspension

- a. **Adjusters:** No driver-controlled chassis adjustments.
- b. **Control arms:** Stock, unaltered lower "A" frames. Cannot be moved. GM intermediate metric chassis may use any stamped steel OEM type lower control arm Upper: Tube type upper "A" frame allowed and can be moved and fabricated. Control arm bushings are limited to stock, steel, or neoprene type only. No spherical bearing or heim end bushing type permitted.
- c. **Ball Joints:** Screw in ball joints allowed or mono-balls.
- d. **Drag Link:** Aftermarket adjustable center (drag link) allowed.
- e. **Materials:** No aluminum, titanium, or carbon fiber parts are permitted. Exception: Tie rod adjuster sleeves.
- f. **Panhard:** Coil spring rear suspension may be converted to a three-point system with a Panhard bar, No quick Adjusters.
- g. **Steering:** Steering box must be OEM or utilize 700 series steering box only. No aftermarket design steering box. Must be mounted with the original bolt pattern.
- h. **Pitman & Idler Arm:** OEM or Howe replacements allowed.
- 1. **Shocks:**

QA1 63 series:

Fronts Only	Rears Only
6375-400	6394
6375-500	6394-6
6375-650	6395-3
6375-750	
6375-850	

Must be used out of the box with **ZERO TOLERANCE** for tampering. **NO bending tweaking or modification of any kind if found before or after the race automatic DISQUALIFICATION from the event and possible fine.**

**There will be a \$250 claim rule for this shock. All claims must be from competitors racing that night and approved by OPS Tech staff.**

All other sealed nonadjustable shocks must be approved by OPS Tech staff and may be given a 2 race grace period and or weight penalty.

- a. **Spindles:** OEM cast spindles OR aftermarket spindles permitted
- b. **Hubs:** Stock OEM type hubs or a Steel aftermarket safety hub may be used on the right front.
- c. **Springs:** Conventional coil spring with a minimum five (5) inch inside diameter, no coil-over suspension allowed. All springs must be magnetic steel. Minimum front spring rate five hundred (500) pounds per inch.
- d. **Front:** No fiberglass graphite or exotic springs permitted.
- e. **Rear:** Leaf spring, no fiber glass lift bars. No torsion bars in the rear. Adjustable leaf spring shackles, sliders and lowering blocks allowed.
- f. **Weight Jacks:** Must be centered with coil springs. No hydraulic, ratchet, or electric weight jacks anywhere in or on the car. "No Bird Cages".
- g. **Sway Bars:** OEM or Howe type one piece front sway bar allowed maximum (1 3/8"). Must mount in the original location.
- h. **Third Link:** The rear center link may be a solid link No spring loader third or rubber links permitted.
- i. **Trailing Arms:** No spring loaded or rubber biscuits. Must be equal length. No center pull trailing arms
- j. **Tread width:** The maximum tread width allowed will be 65 1/2". The overall width from outside to outside of wheel rim bead flanges shall not exceed 73 1/2" inches, as measured with the OPS tread width gauge.
- k. Over 65 1/2" will add 50 lbs up to 66 1/2". **Anything over 66 1/2' will not be allowed.**  
**Wheelbase:** The minimum wheelbase allowed is 107", without tolerance. Absolutely no modifications except as specified in this rule book.

## Tires and Wheels

- a. **Tires:** Only Hoosier 500 Left side and 700 Series 9' slick tires purchased at OPS will be approved for use in 2023. 700 can be used on the right or left side of a car. 500 is for stagger and can ONLY be used on the left side of the car.
- b. **Bleeders:** Absolutely no tire bleeding devices allowed
- c. **Wheels:** Steel 8" or smaller racing wheels will be allowed. Minimum 5/8" wheel studs are required on the right side of the car.
- d. **Brakes:** All cars must have four working brakes on the car. Disc brakes are allowed. Drilling of rotors is not allowed. Clutch cylinders are allowed. OEM single piston calipers and rear rotors to maintain a min thickness of .810 and be straight veined. No scalped rotors allowed.
- e. **Transponders:** Transponders are mandatory and must be mounted 11' from the back of the rear end tube (see OPS website for description)

Speedway officials may assess weight penalties for race equipment deemed not in **compliance with the rules. Race equipment will not be considered as approved by reason of having passed through inspection at any time – or any number of times – unobserved or undetected. Any race equipment which does not conform to specifications contained in the rule's listings, or that is not otherwise approved by the Speedway, may not be used in competition.**