

OGLETHORPE SPEEDWAY PARK 2020 ROAD WARRIOR RULES (Revision 1.1)

DISCLAIMER:

We are making an effort to restart a stock V-8 division at OSP that is similar to our old Pure Stock Division of several years ago. Our intent is to recreate a class of car that is as low a budget race car that is possible. It is stated in the rules above what you can do to your car. Anything else will not be allowed. In other words, if it is not stated in the rules then it is not approved. Please consult tech man for rule clarification.

CARS ALLOWED:

1. 101" minimum, but must match factory wheelbase of car being claimed.
2. Any full bodied and full framed sedan, example Monte Carlo, standard or metric frame allowed.
3. Camaro, Mustang or Nova type cars allowed.
4. Any cars visiting from other tracks will be given a one week grace period to try out OSP and may require a weight penalty. After this one week trial, if it should return to race it must be by OSP rules.

BODY:

1. This is stock body class and it must look as close to factory stock as possible. If it looks like a "Gladiator" you will be required to run with them. **STOCK APPEARING!**
2. Must be stock appearing from bumper to bumper. Weight penalties may be enforced if all of body rules are not adhered to.
3. All sheet metal, roof height, fire walls, floor pans and body mounts must remain in stock location and dimensions.
4. May use fabricated aftermarket steel or aluminum body that is as close to stock appearing as possible.
5. Stock appearing plastic bumper covers are allowed on front and rear. No late model or sloped noses. No wide fender flares or skirts, keep it tight to fenders
6. Must have stock steel front firewall in stock location from fender to fender.
7. Factory steel or fabricated steel floor pan required from door to door but if fabricated it must retain factory shape. No flat sides. Doors must curve inward some.
8. Full steel fire wall must seal trunk area from driver's cockpit.
9. Driver's compartment may be boxed in but must have an 8" x 8" door for passenger side roll cage inspection.
10. Rear deck must be sloped down from rear firewall at least 5 degrees.
11. Dash may be replaced with sheet metal.
12. 6" tall x 60" wide spoiler with two 18" triangular braces allowed.

ROLL CAGE CONSTRUCTION:

1. Quality constructed safe roll cage mandatory. See 2020 OSP roll cage construction guidelines.

SAFETY REGULATIONS:

1. See 2020 OSP safety guidelines.

CHASSIS, SUSPENSION & SHOCKS:

1. All chassis, suspension and steering components must be stock for year, make and model unless otherwise noted.

A. Front Suspension

1. No screw jacks or wedge bolts. Adjustable cups ok.
2. Tubular non-adjustable upper A-frames will be allowed. Left and right side must be within 1" length difference max. Aftermarket bushings allowed.
3. Stock lower control arms and spindles for make and model and may not be altered. Control arm mounts may not be moved or altered in any way.
4. Strut towers must remain stock and unaltered.
5. Aftermarket springs allowed (5" minimum diameter). No spring rubbers.
6. Sway bars may be removed, but if used must be stock in stock mounts on chassis.

B. Rear Suspension

1. No screw jacks or wedge bolts. Adjustable cups ok.
2. Any length steel rear springs. No adjustable lowering blocks. No Chrysler leafs. After market shackles ok in stock location.
3. Metric cars may use aftermarket perch in stock location only. Steel non-adjustable, any length rear buckets allowed with shims. Rear spring minimum diameter is 5" with no chains or limiting devices. Rear springs must stay vertical, centered over the rear axle tube and in stock location.
4. Cars with factory torque arms and panhard bars must remain factory stock with no modifications to mounting points.
5. After market rear trailing arms ok must be stock length (center of bolt holes) in stock location. No adjustable trailing arms. No mono ball or offset bushings.

C. Shocks

1. Stock appearing, non-adjustable, steel bodied shocks mounted in stock location in stock mounts required.
2. No heim end shocks.
3. No bump stops. Or springs.
4. No coil overs
5. \$100 shock claim rule. You must claim all 4 shocks.

ENGINES ALL:

1. Engines must sit in stock, centered location. (1" Max tolerance).
2. Stock OEM or single point distributor. Stock HEI okay. No MSD box but MSD module allowed.
3. No cross-fire caps or traction control devices or any kind.
4. Headers allowed. No TRY-Y or merge collectors.
5. Carburetors allowed: 500 CFM (4412) factory stock, Quadrajet factory stock, 600 CFM Holley 1850 or 80457 vacuum secondary factory stock (dual line ok) with one 1 inch maximum height spacer with two 1/8" thick gaskets. Or 650 CFM Holley 80541 HP factory – No Spacer.
6. All carburetors must pass go or no go gauges. No billet parts.

A. SEALED ENGINE:

1. The only sealed engine allowed is the GM part #88958602. This engine may be run in Ford, Chevy, or Dodge bodies.
2. If any seals have been removed or tampered with the engine will be disqualified.
3. Rebuilds by licensed rebuilders will be allowed but must meet all Crate Racine USA specs.

B. BUILT ENGINE:

1. Must be stock for make and model. All parts must have a stock part or I. D. number.
2. GM 350 c.i.d., Ford 351 c.i.d, engines allowed .060 for bore plus .010 wear.
3. NO high performance engine parts.
4. NO porting and polishing.
5. Deck may be surfaced, but pistons may not exceed the top of block.
6. Engine balancing permitted.

CRANKSHAFT:

1. Crank must weigh 48 lbs minimum with gear, balancer bolt and pilot bushing.
2. Must be stock stroke- plus or minus .005, no tolerance.
3. NO knife edging.
4. Balancing ok.

RODS:

1. Any steel 5.7 I Beam rods.
2. Pins may be floated.

PISTONS:

1. Any flat top or dish pistons.

CAMSHAFT:

1. Any flat tappet hydraulic cam (no 4-7 swap). .425 Max intake/exhaust lift.
2. Stock replacement hydraulic flat tappet lifter only. Must have wire clip. O valve lash.
3. Any timing chain. No gear or belt drive.

HEADS:

1. NO vortec, bow-tie, or angle-plug.
2. NO 300 HP 461, 462, 492.
3. Optional Heads:
 - a. Open chamber factory stock steel heads with 1.94 intake/ 1.50 exhaust valve.
 - b. Engine Quest Head Part #CH-350-I with 1.94 and 1.50 valves. (79 max runner, 70 cc max combustion chamber)
 - c. RHS Head Part #12400 must meet same spec.
4. Three-angle valve job OK.
5. 1" Max bowl cut, no blending must retain lip..
6. Stock Type 1.270 maximum diameter valve springs.
7. NO double springs or Beehives.
8. Screw-in studs and guide plates OK. Any steel retainers and locks. May run poly locks.
7/16 Studs Ok.

INTAKE:

1. Stock Quadrajet or old-style Holley cast iron or aluminum low rise intake.. NO porting or polishing. No Bow-tie or marine intakes. No porting or polishing on any intakes.
2. Only aluminum intakes allowed for Chevrolet – Summit part #SUM226014 or Edelbrock part #EDL7101 and #EDL2101.
3. Fords- Summit part #SUM226036 or Edelbrock part #EDL7181.
4. No porting or polishing on any intakes.

FORD:

1. Cast iron heads only. 302 or 351 world product Winsor Jr. 57cc's. 1.94 intake 1.50 exhaust. Stock rods and crank.

TRANSMISSIONS / DRIVESHAFT / CLUTCH AND REAR END:

A. Transmissions

- 1. Factory stock type manual or automatic transmission only.**
- 2. Stock type single disc clutch only. 14# minimum flywheel.**
- 3. Must have working forward and reverse.**
- 4. Automatic must have stock torque converter.**

B. Driveshaft

- 1. Steel drive shafts only. Must be painted white and have safety loop around drive shaft.**

C. Rear End

- 1. Stock rear ends or 9" Ford rear end allowed.**
- 2. Floater rear end with steel parts OK.**
- 3. Locking of rear ends permitted.**
- 4. Rear end trailing arm mounts must be a max of 2 ¾ from the bottom of the axle tubes to the center of the bolt on the bottom mount. Upper mount must be a max of 7 ¾ from the center of the axle tube to center of the bolt.**
- 5. No aluminum or exotic parts.**

BRAKES:

- 1. Stock type OEM type four wheel brakes required.**
- 2. Dual master cylinder with aftermarket hanging pedals allowed.**
- 3. No adjustable pedals allowed. No cut-offs.**
- 4. Non-racing type, steel rotors. No drilled, grooved or scalloped rotors.**
- 5. Factory style single piston aluminum calipers allowed.**

WHEELS & TIRES:

- 1. 8" steel wheels max with optional bead locks permitted.**
- 2. Hoosier H-500's only with no chemical treating or altering allowed.**
- 3. No grooving or needling.**

WEIGHT:

- 1. 3300# with driver after race.**

OPITIONAL EQUIPMENT:

- 1. Pulleys, oil pan (steel only), engine mounts (block mounts only), engine fan (no electric fans), radiator, water pump, any manual fuel pump, any harmonic balancer, power steering pump, valve covers, breather, distributor cap, rotor, wires.**