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HAGERSTOWN SPEEDWAY

2013 PURE STOCK RULES

RACE PROCEDURE - A minimum of 14 Competitors must be present in order to run qualifying heat races. If there is less than 14 competitors, the feature will be lined up by drivers point average or a draw.

CARS - Any North American Made car 1960 through 1997. NO CAMAROS, FIREBIRDS, MUSTANGS, JEEPS, WAGONS, CONVERTIBLES OR SPORTS CARS. Wheel base in accordance with factory body spec. Cars must remain stock. Modifications that are permitted are listed below.

BODIES - Must be a complete body stock. Generic body parts permitted, (all body panels and parts must have complete factory lines. No aluminum, fiberglass, home-made, 5 star performance, ASA, All pro, etc. body or body parts will be permitted. The rear trunk area can be open to allow tech inspectors to easily view rear suspension.

APPEARANCE - Car must remain stock appearing as manufactured with no alterations to floorboards, fender wells or any other parts of car. Rear inner fender wells must stay intact or repaired with equal material. Wheel wells may not be altered except for minor trimming for clearance. Floorboards and frames may be patched for rust. The only interior sheet metal fabrication permitted is the covering of the rear firewall and the dash. All other holes will be covered individually. The driver's feet and leg area, and the driver's door may be shielded for driver's safety using 1/8 inch steel or 1/4 inch aluminum. No covering of roll cage or frame with sheet metal will be permitted. Car must be numbered and lettered in an acceptable manner. Numbers must be on both doors of the car and on the roof, 18 inches high. The safety inspector will have the final word on the appearance.

FRAMES - Frames will remain stock. All suspension components will remain as manufactured by the auto manufacturer for the body being used. No adding any suspension components from different makes or years. May be X braced supported for

strength. If car is used that is manufactured without a full frame, frame must be tied together.

ROLL CAGE - Must be a (6) post design with a front roll bar following the windshield contour and the rear roll bar in back of the driver's seat. Top of roll bar must be connected to form a box section and be at least four (4) inches above driver's head. The 5th and 6th posts from top of roll cage to rear frame at firewall. Bars must be securely fastened to frame by welding. No screwed piped fitting allowed. All roll bars must be a minimum of .125 wall thickness. Seamless tubing of 1 1/2 inch or seamed tubing of two (2) inches outside diameter must be used. Seat must be fastened to roll cage. Roll cage can be extended into the engine and trunk compartments for bracing and driving safety. Safety inspector will have the final word on roll cage and seat mounting.

WHEELS - Cars must have reinforced wheels and oversized lug nuts, all four wheels. Wheel width can be up to 12 inch maximum. Must be steel. No lock beads of any type.

BRAKES - Drum brakes are the only type permitted, no disk brakes.

REAR ENDS - Rear-ends must be locked. Ford 9" rear ends are permitted on any brand car. Ford 9" rears must run standard swing arm type suspension. No independent rear suspension.

SAFETY - Seat belts must be bolted to roll cage and pass inspectors approval. Shoulder harness is required. Only release type nylon belts are permitted. Fire suits are mandatory. Only approved helmets may be worn. Full firewall of metal must be installed between driver and engine. Gas lines should run under the floor; if not must be covered and sealed at both ends by rubber hose only. Fuel cells ARE MANDATORY.

WINDOW NETS are mandatory, arm restraints highly recommended. A fire extinguisher securely mounted in reach of the driver is mandatory. No batteries located in the drivers compartment.

There will be no alterations to the floor board.

Doors must be welded shut. Glass must be removed. (No broken glass allowed in door wells, trunk, or inside car. This will be checked.) Screens mandatory in windshield.

TIRES - Hoosier SPEC 11 inch tire (compounds D 35 and D 55) will be the only acceptable tire allowed. No street tires allowed. Hoosier brand tires are the only brand that may be used. Right rear tire must be of D 55 or harder compound. Both front and left rear tires must be D 35 or harder compound.

TRANSMISSION - Standard straight gear, with forward and reverse working gears. NO automatic transmission allowed. NO POWER GLIDES. Must have stock clutch and blow proof type Bell Housing or scatter shield. NOTE: Minimum or 1 1/2 inch check hole in scatter shield or Bell Housing.

ENGINES - Must be stock engine with hydraulic cam shaft only. No flat tappet (solid lifter) cams. Aftermarket hydraulic cams are permitted. No roller tappet hydraulic camshaft. No racing cam shafts. No VORTEC Heads. No Porting of heads. No Titanium Valves, Retainers, or Parts in Cylinder Heads. Maximum Cubic Inch 410. No aluminum flywheel, must be steel. Aftermarket harmonic balancers are permitted. Two (2) barrel carburetor including 500 Holley on a 2 barrel cast iron manifold with no type of modifications to any of these parts. 2101 Edelbrock performance intake permitted. Intake runner size of 170cc maximum. Combustion of 60cc minimum, 5cc tolerance through 2011 season, 1cc tolerance 2012. Head gasket thickness of .038 minimum. No modification of intake is allowed including angle of carburetor flange and intake gasket sides. Intake must meet factory specification. Carburetor spacer no more than 1" tall. One gasket no more than 1/8" thick between carburetor and spacer. 1.250 diameter springs only for GM, 1.46 for Ford. Carburetor bore at venturi is 1.375 and must be round. Butterfly must be 1 11/16th inch. No accusump oil pumps. No electric water pumps. Accessories are belt operated except for fuel pumps. Hydraulic cam shaft must have zero valve lash. Must have a stock hydraulic lifter. No Rhodes lifter or any type of Bleed down lifter. There must be NO clearance at the rocker arm / valve stem at any time during the complete rotation of the cam lobe. Gasoline only with no additives. Cam 2 and Union 76 type racing gasoline permitted. Type of block used must be same as component parts being used in engine. Chevy in Chevy, Ford in Ford, Chrysler in Chrysler, Oldsmobile in Oldsmobile, Pontiac in Pontiac, Buick in Buick, etc. Headers will be allowed. Exhaust pipe must pass beyond drivers seat. After market heads will be allowed. GM products will be allowed World Products S/R Heads #PN 4360 B 76cc and #PN 4361 B 66cc. Ford products will be allowed Ford Windsor and Windsor Jr World Product Heads #PN 5302 B 64cc or #PN 5303 B 58cc.

ENGINE LOCATION - The third most forward spark must be even with shock or forward of shock.

No modifications on suspension or engines.

SUSPENSION - Only one spring per front and rear corners. No stacking of springs. Upper tubular A-Arms permitted, Must be equal length of factory original for both sides (no longer than 8" long on right, and 9" long on left).

ENGINE CLAIMING - The claiming rights belong to the driver's. To claim an engine you have to finish within ten (10) positions of that car in the feature on that date. Driver claiming engine must have raced in the last five (5) Pure Stock Daredevil racing events at the Hagerstown Speedway to claim. The engine being claimed must be of the same make as the one being used by the driver making the claim. The claimer has fifteen (15) minutes to claim an engine after the feature event checkered flag. The claiming fee is \$2200.00 cash or certified check only. For \$2200.00 the claimer will receive the engine at the track and will include everything from the damper to end of the crank which includes the carburetor to the oil pan. All lines and hoses stay with the car and not the engine. The claimer has the option not to accept the claim on his engine, however the penalty is driver and car are suspended the next five (5) Pure Stock racing events, loss

of money earned that date, and loss of all points earned the year to date. Upon his return driver will start at the rear end of the heats and features the next three (3) race meets. Driver can only claim one (1) engine per year.

CARBURETOR CLAIMING - The claiming rights belong to the driver's. To claim a carburetor you have to finish within ten (10) positions of that car in the feature on that date. Driver claiming carburetor must be in the top twenty (20) in Pure Stock point standings at the Hagerstown Speedway to claim. The carburetor being claimed must be of the same make as the carburetor being used by the driver making the claim. The claimer has fifteen (15) minutes to claim a carburetor after the feature event checkered flag. The claiming fee is \$250.00 cash or certified check only. For \$250.00 the claimer will receive the carburetor at the track and will include everything but the spacer, air cleaner assembly, linkage and fasteners, and the claimer must forfeit his carburetor to the claimee. The claimee has the option not to accept the claim on his carburetor, however the penalty is driver and car are suspended the next two (2) Pure Stock racing events, loss of money earned that date, and loss of all points earned year to date. Upon his return driver will start at the rear end of the heats and features the next three (3) races. A driver can only claim one (1) carburetor per year. Hagerstown Speedway reserves the right to claim any carburetor at any time.

SPOILERS - No rear or side spoilers, stock, GT or otherwise allowed.

No rub rails allowed.

WEIGHT LIMIT - A minimum weight limit is in effect. This weight limit is with driver at the finish of the race. The weight limit is 3300 pounds. Scales will be available for weighing at any time during the racing event. Officials have the right to weight a car at any time. The Speedway's certified scales will be the official weighing device for all sanctioned races. Competitors must abide by the track scales. Ballast or weight will be allowed, but must be securely fastened. If a car fails to make the legal weight following a racing event, car and driver will be disqualified and additional penalties as officials deem necessary. **Pure Stock division must remove helmets and lower window nets before crossing scales, to properly identify driver.**

Special Note: The Pure Stock division is designed to promote greater interest in stock car competition, to enable those of moderate means to participate without spending a lot of money for racing equipment. Otherwise, a competitor should enter a different class of racing. Drivers from this division must advance to professional status on notice from officials. Explanation: "If officials feel a driver has advanced to a level of superior performance, driver will be required to advance their talent."

PENALTIES - At any time the conduct of any team member or driver is a discredit to the speedway, the racing industry, or to himself, he may be removed from all racing activity at the speedway. The driver is responsible for all the people associated with his car or signed in with the car. If you can't be ladies and gentlemen, we don't recommend you

participate at Hagerstown Speedway. (Officials have the right to make you place more weight on car if you don't abide by these rules as stated in this rule book.)

THE OFFICIAL'S INTERPRETATION OF THESE RULES SHALL BE ACCEPTED AS BINDING.

NOTE: ANYTHING NOT COVERED IN THESE RULES WILL BE UP TO THE DISCRETION OF THE SAFETY OFFICIALS WITHOUT RECOURSE FROM DRIVERS OR OWNERS. ALL OF THE PRECEDING RULES ARE SUBJECT TO REVISION. THE OFFICIAL IN CHARGE RESERVES THE RIGHT TO MAKE DECISIONS AND JUDGE ACCORDINGLY. TRACK OFFICIALS HAVE THE RIGHT TO REFUSE ANY CAR OR DRIVER THAT DOES NOT MEET SPECIFICATIONS.