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Pure Stock Specifications

updated as of June 4, 2019

ENGINES

- A.) Solid lifter cams allowed. **No rollers**
- B.) Roller Rockers Arms and Shaft Permitted.
- C.) No Titanium Valves.
- D.) Maximum Cubic Inch 410.
- E.) Any single Disc Clutch & Steel Flywheel permitted.
- F.) Aftermarket harmonic balancers are permitted.
- G.) Two (2) barrel carburetor including 500 Holley.
- H.) Any intake **not over 6 inches tall, no cutting or grinding.**
- I.) Carburetor spacer no more than 1" tall.
- J.) One gasket no more than 1/8" thick between carburetor and spacer.
- K.) Carburetor must fit gauge.
- L.) Gasoline only with no additives.
- M.) GM in GM, Ford in Ford, Chrysler in Chrysler, etc.
- N.) Headers will be allowed, except for 180 Degree Headers.
- O.) Any battery powered ignition.
- P.) Flat top or inverted dome pistons only.

CYLINDER HEADS

- A.) Combustion of 60cc minimum
- B.) Head gasket thickness of .038 minimum.
- C.) Guide Plate allowed
- D.) All Cast Iron Only, valves must be in factory location

TIRES

- A.) Any Hoosier tire, 1300 or harder, must punch a durometer reading of 40 minimum
- B.) Hoosier brand tires are the only brand that may be used.

Crate Pure Stock Specifications

ENGINES

- A.) GM 602/604 Crate Engine & Ford M-6007-D347SR/JR Crate Engine will be the only Crate Engine allowed.
- B.) Must have Seals in Place

TRANSMISSION

- A.) Direct drive transmissions such as Bert, Brinn or Falcon are permitted.

CARBURETOR

- A.) Any One (1) Carburetor not to exceed four (4) barrel and not to exceed 650 CFM.
- B.) Only work that can be done to carburetor is choke removal and shaft removal.

WEIGHT

- A.) NO WEIGHT LIMIT

REAR SPOILER

- A.) Maximum of 46 inches from the ground to the top of the spoiler and cannot pass rear body panels.

TIRES

- A.) Open tire rule

APPEARANCE

- A.) All crate cars will have a decal above the driver's door 2 inches in height stating CRATE.

NOTE

- A.) All other rules for Crate Pure Stocks will follow pure stock rule set forth by Hagerstown Speedway.

Pure Stock and Crate Pure Stock Car Specifications

CARS

- A.) Any North American Made car 1960 through 1997.

- B.) CAMAROS, FIREBIRDS, MUSTANGS, CHEVELLE, AND THUNDERBIRDS are allowed.
- C.) Wheel base in accordance with factory body spec. GM- 108, Ford 105
- D.) Cars must remain stock.
- E.) Body, Engine, Frame must match make, ford in ford, GM in GM
- F.) Modifications that are permitted are listed below.

BODIES

- A.) Must be complete and stock appearing.
- B.) Generic body parts permitted, (all body panels and parts must have complete factory lines.
- C.) 5 star performance, ASA, All pro, etc. body or body parts will be permitted.
- D.) Aluminum or steel bodies are allowed.
- E.) The rear inside trunk area can be open to allow tech inspectors to easily view rear suspension.
- F.) Body must have bow in the side doors, no straight sides.
- G.) Doors must be welded shut. If stock body parts are used.

APPEARANCE

- A.) Car must remain stock appearing as manufactured.
- B.) Wheel wells may not be altered except for minor trimming for clearance.
- C.) Floorboards and frames may be patched for rust.
- D.) All other holes will be covered individually.
- E.) The driver's feet and leg area, and the driver's door should be shielded for driver's safety using 1/8 inch steel or 1/4 inch aluminum.
- F.) No covering of roll cage or frame with sheet metal will be permitted.
- G.) The safety inspector will have the final word on the appearance.
- H.) Glass must be removed. (No broken glass allowed in door wells, trunk, or inside car. This will be checked.)
- I.) Screens or bars are mandatory in place of windshield.
- J.) Must have rear bumper cover with limited number of holes

SPOILERS

- A.) Cannot pass rear body panels.
- B.) Deck height is 39" and spoiler height is 44" from ground to top of spoiler.
- C.) No rub rails allowed.

FRAMES

- A.) All suspension components will remain as manufactured by the auto manufacturer for the body being used and have to be in factory mounts.
- B.) No adding any suspension components from different makes or years.
- C.) May be X braced supported for strength.
- D.) If car is used that is manufactured without a full frame, frame must be tied together.

ROLL CAGE

- A.) 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.
- B.) Top of roll bar must be connected to form a box section and be at least four (4) inches above driver's head.
- C.) The 5th and 6th posts from top of roll cage to rear frame at firewall.
- D.) Bars must be securely fastened to frame by welding.
- E.) No screwed piped fitting allowed.
- F.) All roll bars must be a minimum of .125 wall thickness.
- G.) Seamless tubing of 1 1/2 inch or seamed tubing of two (2) inches outside diameter must be used.
- H.) Seat must be fastened to roll cage.
- I.) Roll cage can be extended into the engine and trunk compartments for bracing and driver safety.
- J.) Safety inspector will have the final word on roll cage and seat mounting.

WHEELS

- A.) Cars must have reinforced wheels and oversized lug nuts, all four wheels.
- B.) Wheel width can be up to 12 inch maximum.
- C.) Must be steel.
- D.) Bead Locks are permitted.

REAR ENDS

- A.) Rear-ends must be locked. Ford 9" rear ends and floater rears are permitted on any brand car.
- B.) Ford 9" rears and floater rears must run standard swing arm type suspension.
- C.) No independent rear suspension.
- D.) All mounting points on frame and rear must be STOCK locations. No altering rear. Lower control arms must be straight equal length non-adjustable with rubber bushings.

TRANSMISSION

- A.) Standard straight gear, with forward and reverse working gears. No direct drive transmissions such as Bert, Brinn or Falcon.
- B.) Automatic transmission allowed.
- C.) Must have blow proof type bell housing or scatter shield when using standard straight gear transmission.
- D.) NOTE: Minimum or 1 1/2 inch check hole in scatter shield or Bell Housing.

ENGINE LOCATION

- A.) The 2nd plug on Driver side in line with top ball joint.

FUEL SYSTEM

- A.) Thirty-two gallon maximum safety approved fuel cell in a twenty (20) gauge steel box

supported by two (2) one-eighth inch (1/8") by two inch (2") steel straps top and bottom to safely secure fuel cell.

B.) All fuel cells must be mounted securely in trunk area of car.

C.) Fuel line should run under floor of car.

D.) Fuel shall be subject to testing at anytime.

E.) Fuel Line must be in steel pipe 1 1/2" diameter from firewall to firewall if placed above floor board.

F.) It is to be on the rights side of the car away from the driver and mounted on floor board.

G.) NO wires in pipe

I.) No Fuel Additives

DRIVE SHAFT

A.) The drive shaft must be a minimum of two inches (2") in diameter.

B.) All drive shafts must be painted white.

C.) Only one drive shaft is permitted.

D.) A minimum of one (1) driveshaft hoop / sling must be fastened securely to the frame. It is recommended that two (2) driveshaft hoops / slings be used.

E.) NO aluminum

F.) Steel ONLY

SUSPENSION

A.) Only one spring per front and rear corners.

B.) No stacking of springs.

C.) Upper tubular A-Arms permitted

D.) Must be equal length of factory original for both sides (no longer than 8" long on right, and 9" long on left).

E.) Steel shocks only NO adjustables.

F.) No Aluminum shocks

G.) NO Shrader valves allowed.

H.) NO coil-over suspension

I.) NO 3 Link or Panhard bar

Suspension

BRAKES

A.) Standard production brake components only.

B.) Brakes must work on all 4 wheels at all times.

C.) Dual Master Cylinders and Brake Adjusters are permitted.

WEIGHT LIMIT

A.) A minimum weight limit of 3000lb is in effect after the race with the driver and without adding anything to the car

B.) This weight limit is with driver and without adding anything to car.

C.) If a car fails to make legal weight limit following a racing event, car and driver will be disqualified.