



15112 NATIONAL PIKE, HAGERSTOWN, MD 21740
PHONE: 301.582.0640 – FAX: 301.582.3618
INFO@HAGERSTOWNSPEEDWAY.COM

PURE STOCK SPECIFICATIONS

(UPDATED NOVEMBER 2021)

ENGINES

- A.) SOLID LIFTER CAMSHAFT ONLY. NO ROLLER CAMS OR LIFTERS
- B.) ROLLER ROCKERS AND SHAFTS PERMITTED
- C.) NO TITANIUM VALVES
- D.) 410 MAXIMUM CUBIC INCH.
- E.) ANY SINGLE DISK CLUTCH & STEEL FLYWHEEL PERMITTED
- F.) AFTERMARKET BALANCER PERMITTED AND RECOMMENDED
- G.) ANY 2-BARREL CARB NOT TO EXCEED 500 CFM, INCLUDING HOLLEY 500 CFM CARBURETOR
- H.) ANY INTAKE MANIFOLD NOT OVER 6 INCHES TALL MEASURED FROM CHINA WALL TO CARBURETOR MOUNTING SURFACE
- I.) CARBURETOR SPACER AND ADAPTOR CAN BE NO TALLER THAN 1"
- J.) ONE GASKET NO MORE THAN 1/8" BETWEEN CARB AND SPACER
- K.) CARBURETOR MUST FIT TRACK GAUGE
- L.) GASOLINE ONLY NO ADDITIVES
- M.) GM IN GM FORD IN FORD CHRYSLER IN CHRYSLER ETC.
- N.) HEADERS ALLOWED EXCEPT 180 DEGREE HEADERS
- O.) ANY BATTERY POWERED IGNITION
- P.) FLAT TOP OR INVERTED DOME PISTONS ONLY

CYLINDER HEADS

- A.) MINIMUM COMBUSTION CHAMBER VOLUME 60 CC
- B.) MINIMUM HEAD GASKET THICKNESS OF .038
- C.) CAST IRON CYLINDER HEAD ONLY VALVES MUST BE IN FACTORY LOCATION

TIRES

- A.) HOOSIER BRAND TIRES ONLY
- B.) ANY HOOSIER TIRE 1300 OR HARDER, MUST PASS DUROMETER READING OF 40

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.) ANYONE (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.) WEIGHT LIMIT 3000 LBS

REAR SPOILER

- A.) MAXIMUM OF 46 INCHES FROM THE GROUND TO THE TOP OF THE SPOILER AND CANNOT PASS REAR BODY PANELS.
- B.) SPOILER WIDTH OF 60 INCHES, MAXIMUM 7 INCHES TALL.

TIRES

- A.) HOOSIER TIRES

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 CAR SPECIFICATIONS

- A.) ANY NORTH AMERICAN MADE CAR 1960 THRU 2015
- B.) WHEELBASE IN ACCORDANCE WITH FACTORY BODY SPEC. GM 108 FORD 105
- C.) BODY, FRAME, ENGINE MUST BE ALL OF THE SAME MAKE FORD IN FORD GM IN GM ETC.
- D.) MODIFICATIONS THAT ARE ALLOWED ARE LISTED BELOW:

BODIES

- A.) MUST BE COMPLETE AND STOCK APPEARING
- B.) GENERIC BODY PANELS PERMITTED (ALL BODY PANELS AND PARTS MUST HAVE COMPLETE FACTORY LINES)
- C.) 5 STAR PERFORMANCE, ASA, ALL PRO, ETC. BODY AND BODY PARTS WILL BE PERMITTED
- D.) ALUMINUM OR STEEL BODIES 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 LINES
- G.) IF STOCK BODY PANELS ARE USED DOORS MUST BE WELDED SHUT
- H.) NO RUB RAILS ALLOWED

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 MUST BE COVERED INDIVIDUALLY
- E.) THE DRIVERS FEET AND LEG AREA AND DRIVERS DOOR SHOULD BE SHIELDED FOR DRIVERS SAFETY USING 1/8 INCH STEEL OR ¼ INCH ALUMINUM
- F.) NO COVERING OF ROLL CAGE OR FRAME WITH SHEET METAL WILL BE PERMITTED
- G.) THE SAFETY INSPECTOR WILL HAVE FINAL WORD ON THE APPEARANCE
- H.) ALL GLASS MUST BE REMOVED
- I.) SCREENS OR BARS ARE MANDATORY IN PLACE OF WINDSHIELD
- J.) MUST HAVE REAR BUMPER COVER. YOU MAY HAVE 6, 1" HOLES PER SIDE IN TAILLIGHT AREA ONLY.

SPOILERS

- A.) CANNOT PASS REAR BODY PANELS
- B.) DECK HEIGHT IS 39 INCHES
- C.) SPOILER HIEGHT IS 44 INCHES MEASURED FROM GROUND TO TOP OF SPOILER
- D.) SPOILER WIDTH OF 60 INCHES, MAXIMUM 5 INCHES TALL.

FRAMES

- A.) MAY BE X BRACED SUPPORTED FOR STRENGTH
- B.) IF CAR IS MANUFACTURED WITHOUT A FULL FRAME THEN FRAME MUST BE TIED TOGETHER

ROLL CAGE

- A.) MUST BE A 6 POST DESIGN WITH A FRONT ROLL BAR FOLLOWING THE WINDSHIELD CONTOUR AND 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 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 FRAMES BY WELDING
- E.) NO SCREWED PIPE FITTINGS
- F.) ALL ROLL BARS MUST BE A MINIMUM OF .125 WALL THICKNESS
- G.) SEAMLESS TUBING OF 1 ½" OR SEAMED TUBING OF 2INCHES OUTSIDE DIAMETER MUST BE USED
- H.) SEAT MUST BE FASTENED TO ROLL CAGE AND BE MUST BE IN STOCK LOCATION
- I.) ROLL CAGE MAY EXTEND INTO ENGINE AND TRUNK COMPARTMENTS FOR BRACING AND DRIVER SAFETY
- J.) TECH INSPECTOR HAS FINAL WORD ON ROLL CAGE AND SEAT MOUNTING

WHEELS

- A.) CARS MUST HAVE REINFORCED WHEELS AND OVERSIZE LUGS ON ALL 4 WHEELS
- B.) WHEEL WIDTH 12 INCH MAXIMUM
- C.) MUST BE STEEL
- D.) BEAD LOCKS ARE PERMITTED

REAR ENDS

- A.) REAR ENDS MUST BE LOCKED, 9 INCH FORD REAR ENDS AND FLOATERS ARE PERMITTED ON ANY BRAND CAR
- B.) FORD 9 INCH AND FLOATER REARS MUST RUN STANDARD SWING ARM TYPE SUSPENSION OR LEAF SPRING 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 NONADJUSTABLE WITH RUBBER BUSHINGS.
- E.) REAR LOWER CONTROL ARM BRACKET ON REAR END HOUSING CAN BE NO LONGER THAN 7 INCHES LONG FOR ADJUSTMENT OF LOWER CONTROL ARM. LOWER CONTROL ARM MOUNTING POSITION MAY NOT BE LOCATED FURTHER THAN 3.5" FROM BOTTOM OF AXLE HOUSING TO CENTER OF MOUNTING BOLT.
- F.) GM LOWER ARMS MUST BE 19 INCHES CENTER TO CENTER ON BOTH SIDES

TRANSMISSIONS

- A.) STANDARD STRAIGHT CUT GEAR WITH FORWARD AND REVERSE WORKING GEARS
- B.) BERT, BRIN, OR FALCON TRANSMISSION ALLOWED
- C.) AUTOMATIC TRANSMISSION ALLOWED
- D.) MUST HAVE BLOWPROOF BELL HOUSING OR SCATTER SHIELD ON ALL TRANSMISSIONS, NO REAR MOUNT STARTERS.
- E.) MINIMUM 1 ½ INCH HOLE IN SCATTER SHIELD OR BELL HOUSING FOR INSPECTION PURPOSE

ENGINE LOCATION

- A.) 2ND PLUG ON DRIVERS SIDE MUST BE IN LINE WITH UPPER BALL JOINT

FUEL SYSTEM

- A.) THIRTY-TWO GALLON MAXIMUM SAFETY APPROVED FUEL CELL IN A 20 GAUGE STEEL BOX SUPPORTED BY TWO 1/8 INCH BY 2INCH STEEL STRAPS TOP AND BOTTOM TO SAFELY SECURE FUEL CELL
- B.) ALL FUEL CELL MUST BE MOUNTED IN TRUNK AREA OF CAR
- C.) FUEL LINES SHOULD RUN UNDER FLOOR OF CAR
- D.) FUEL SHALL BE SUBJECT TO TESTING AT ANY TIME
- E.) FUEL LINE MUST BE IN STEEL PIPE 1½" DIAMETER FROM FIREWALL TO FIREWALL IF PLACED ABOVE FLOORBOARD
- F.) FUEL LINE IS TO BE ON RIGHT SIDE OF CAR AWAY FROM DRIVER AND MOUNTED ON FLOORBOARD
- G.) NO WIRES IN PIPE
- H.) NO FUEL ADDITIVES

DRIVESHAFT

- A.) THE DRIVESHAFT MUST BE 2INCHES IN DIAMETER
- B.) ALL DRIVESHAFTS MUST BE PAINTED WHITE
- C.) ONLY ONE DRIVESHAFT IS PERMITTED
- D.) A MINIMUM OF ONE DRIVESHAFT LOOP OR SLING MUST BE FASTENED SECURELY TO FRAME . IT IS NOT RECOMMENDED THAT 2 DRIVESHAFT LOOP /SLING BE USED
- E.) NO ALUMINUM DRIVESHAFTS STEEL ONLY

SUSPENSION

- A.) ONLY ONE SPRING PER FRONT AND REAR CORNERS
- B.) NO STACKING OF SPRINGS
- C.) FRONT COIL SPRING 4 ½ INCH DIAMETER MINIMUM 5 ½ INCH MAXIMUM DIAMETER
- D.) COIL SPRING FREE LENGTH IS 11 TO 13 INCHES

- E.) TUBULAR FRONT UPPER A-ARMS PERMITTED
- F.) FRONT UPPER A-ARMS MUST BE OF EQUAL LENGTH OF FACTORY ORIGINAL FOR BOTH SIDES (NO LONGER THAN 8" LONG ON RIGHT AND 9" LONG ON LEFT).
- G.) STEEL SHOCKS ONLY NO ADJUSTABLE SHOCKS
- H.) NO ALUMINUM SHOCKS
- I.) NO SCHRADER VALVE ON SHOCKS ALLOWED
- J.) NO COIL OVER SUSPENSION
- K.) NO 3 LINK OR PANHARD BAR SUSPENSIONS

BRAKES

- A.) STANDARD PRODUCTION BRAKE COMPONENTS ONLY
- B.) BRAKES MUST WORK ON ALL 4 CORNERS AT ALL TIMES
- C.) DUAL MASTER CYLINDERS AND BRAKE ADJUSTERS ARE PERMITTED

WEIGHT LIMIT

- A.) A MINIMUM OF 3000 LBS. IS IN EFFECT AFTER THE RACE WITH DRIVER AND WITHOUT ADDING ANYTHING TO CAR
- B.) THIS WEIGHT IS WITH CAR AND DRIVER AND WITHOUT ADDING ANYTHING TO CAR
- C.) IF CAR FAILS TO MAKE WEIGHT OR CROSS SCALES AFTER RACE CAR AND DRIVER WILL BE DISQUALIFIED

NOTE: TECH INSPECTOR HAS FINAL WORD ON ALL RULES