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PURE STOCK SPECIFICATIONS

(UPDATED FEBRUARY 2022)

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 SIX, 1 INCH 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) NO BUMP STOPS OR BUMP SPRINGS ALLOWED.
- 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) 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