



4cyl

NO PASSENGERS of any kind are permitted in race cars, at any time, while on track. RaceCeiver

1. RaceCeiver must be used at all times. Transponders 1. Westhold (yellow or orange only) must be used at all times.
2. Transponders must be located on the rear axle facing down toward the racing surface. The right rear axle is the preferred mounting location of officials, however transponders placed on the left rear axle are allowed.
3. Transponders placed behind this location (toward the rear of the car) will result in your car not being scored accurately. Be forewarned, transponders/timing results are final in all scoring decisions, not photography or videos, and transponder location will not be considered in a disputed finish. Have it in the correct place on the car.
4. Any car to be found with a transponder in a location farther forward in vehicle than as outlined above will be disqualified.
5. Any car found to have more than one operating transponder will be disqualified for the entire race evening.
6. Competitors without a working transponder will not be scored and asked to leave the speedway.

Dual Duty Entry\Car Swap

1. On race night, cars entered into one division are not allowed to be used and compete on the same race card in another division, even with a different driver. No “double-dipping” with the same car in other divisions.
2. Drivers can utilize another competitor’s car in the same division should their entered car not be able to continue and compete. However, once a driver switches to another car, he may not “switch back” to his original entry and must complete the evening in the car the driver “switched to”. A car that has been “switched to” cannot be returned to the original driver and be used again in the same event and a car can only be used once in the race program in this “switch scenario” once.
3. Drivers will only be allowed to “switch cars” one time in the evening. If a driver switches car, he must start at the rear of the next qualifying race and must move the transponder from the original vehicle to the switched vehicle.
4. Driver’s will not be allowed to start the main event in a car other than the car they qualified into the main event with. This applies to heat race, last chance, time trials, or provisional transfers into the main event based upon performance in the original car. Once a driver switches car, he must qualify again with the new car in the current races format. If this

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occurs in the last chance race, the next car not transferred would be given the transfer spot. The only time this rule would be waived is if the starting main event does not have a full field entered into the event.

Appearance

1. All racecars must be numbered with large legible numbers on both sides, on top and on the nose and rear panels. Numbers on the sides of the racecar should be in contrasting color from the body and be at least four (4) inches thick and at least eighteen (18) inches high. Top numbers should be at least four (4) inches thick and twenty-four (24) inches high

FWD General Rules

There are no car claim rules in this division. However, 67 SPEEDWAY officials have the final say if a car doesn't fit within the competitive guidelines of the rules for this division. Must be front wheel drive compact car with four cylinder (or 3 cylinder) engine. All cars must remain strictly OEM.

SAFETY EQUIPMENT (Rules apply at all times car is on track.)

1. Westhold Transponders and RaceCeiver one-way radios are required to be used in Hot Laps, Heat, Last Chance, and Main Events.
2. Working fire extinguisher required within drivers reach in car
3. Snell-rated SA2005, SA2010 or SA2015 helmet required.
4. Roll bar padding required in driver compartment. Recommended: Fire retardant padding.
5. SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required.
6. Right and left seat head supports required if using head and neck restraint system.
7. Recommended: Fire retardant head sock and underwear, collapsible steering shaft.
8. Driver-side window net required, minimum 16 inch by 20-inch ribbon or mesh style (1), and must be mounted to roll cage so latch is at top front of window.
9. Minimum three inch (two inch with head restraint system) wide SFI-approved five point safety belt assembly required, must be mounted securely to main roll cage. Recommended: Safety belts no more than two years old.
10. Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'.
11. Safety items such as seat belts, helmets and fire suits will be checked.

BODY/CHASSIS

1. Any front wheel drive compact car with four (or 3) cylinder engine.
2. All cars must remain strictly OEM.
3. Must be unaltered OEM-appearing body. No station wagons, convertibles or two seat sport cars allowed, no Honda CRX.
4. Maximum wheelbase 107 inches, maximum one inch difference from side to side

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5. OEM steel unaltered floor pan only. Inner fenders may not be removed.
6. Hood and trunk lid/hatch must be securely fastened.
7. All doors must be securely welded or bolted.
8. All glass, exterior lights, chrome/plastic trim and hood insulation must be removed.
9. Dash may be removed, but can remain.
10. Maximum seven inch front and rear sun visors allowed, opera window may be closed.
11. Skirting allowed, must maintain OEM appearance.
12. Car number must be minimum four inches thick and 20 inches tall and clearly visible, on both sides, top and back of car, and front, if possible.

BUMPERS/RUB RAILS

1. Bumpers must be approved OEM in OEM location, welded, chained or cabled to frame
2. Front and rear tow hooks mandatory. OEM bumper covers should remain.
3. May have one horizontal bar - maximum 1.75 inch OD - tying front frame horns together ahead of radiator.
4. One additional maximum one inch OD bar may be added for radiator protection; must be behind bumper, within confines of body, no wider than OEM frame horns.
5. Maximum one inch wide by two inch tall steel or lexan rub rails allowed - bolted flush to body. No

ROLL CAGE

1. Six-point, full perimeter roll cage required. Must use minimum 1.5 inch O.D. with 0.095 inch wall thickness tubing. Rear hoop must have "X" bracing configuration.
2. Rear kickers required. Recommended: front brace bar from main halo to front cowl.
3. Forward brace bar allowed from main cage to front strut tower.
4. Must have 1.25 inch minimum O.D. cross bar in top halo.
5. Cage must be electric welded and attached using adequate plating (Recommended: minimum 0.250 inch).
6. No iron, galvanized pipe or fittings, square tubing, brazing or soldering allowed.
7. Welds on all roll cages and mounts will be checked.
8. Floor plating must be installed with your roll cage bolted through it, since many production cars do not have a floor plate sufficient enough to secure your roll cage.

DOOR BARS

1. Minimum three horizontal door bars on driver side and on passenger side. Both sides must have vertical bracing from top to bottom door bars.
2. All tubing must be minimum 1.5 inch O.D. with 0.095 inch wall thickness.

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3. Steel door plates, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of door bars on driver side. Plate must cover area from top door bar to frame and from rear down post to five inches in front of seat. Must be visible for inspection.

DRIVER COMPARTMENT

1. Minimum three windshield bars and protective screen mounted in front of driver
2. Aluminum high-back racing seat required. Must be securely mounted to roll cage using 0.375 inch bolts.
3. Driver must be sealed off from track, engine, transmission and fuel cell/tank.
4. No mirrors.
5. No gutting allowed except for roll/door bar clearance.
6. All flammable material, radio and air bags must be removed.
7. Front and rear firewalls must remain and have no holes. Interior must remain open.

SUSPENSION AND STEERING

1. All components and mounts must be unaltered, OEM and match year, make/model of car used. Exception is: Recommended right rear safety hub (for example 1987-1995 Caravan hub assembly).
2. Brace bar allowed between strut towers in front and rear. No other bracing allowed on front end.
3. No weight jacks, modifications, racing components, aftermarket or homemade traction devices allowed.
4. Rear wheels must track straight ahead and be in alignment with front wheels.
5. No more than 5 degrees camber on any wheel.
6. No center steering. Quick release steering wheel is allowed, must maintain OEM column.
7. No aftermarket remote reservoir power steering. SPRINGS/SHOCKS/STRUTS 1. All shocks and struts must remain OEM, in OEM location.

TIRES AND WHEELS

1. OEM DOT 13-, 14-, 15- or 16-inch diameter unaltered passenger tires only.
2. Minimum 55 series, M, N, P, Q, R, S, T, and H speed rated tires only.
3. No racing, mud or snow tires.
4. No re-caps, softening, conditioning, grinding, sanding, siping or grooving allowed.
5. Must be OEM steel or aluminum wheels, with standard bead bump and maximum seven-inch width. Reinforcing of OEM wheel center recommended.
6. Front tires and wheels must be the same series, size and offset (0.50-inch tolerance); rear tires and wheels must be the same series, size and offset; do not have to match front to rear.
7. Tires must be inside of body. No wheel spacers or bleeder valves

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- . 8. Must use one-inch O.D. steel lug nuts on steel wheels.
9. Front right wheel may be changed to a racing wheel but no larger than 7".
10. Minimum air pressure for Right Rear tire only is 40 lbs.
11. Right Front and Right Rear must be factory aluminum or racing wheels. NO FACTORY STEEL WHEELS ON RIGHT SIDE.

TIRE TESTING

1. 67 Speedway reserves the right to test tires at any time while a competitor is signed into competition and on any tire on the car or in the competitor's pit area.
2. It is strongly recommended that all drivers use only soap and water. Baking tires will not eliminate traces of illegal substances. 67 Speedway will aggressively test for illegal substances and will levy severe punishment for infractions relating to tires
3. 67 Speedway may utilize Random GC, Laboratory Testing, and any other proven technologies to detect tire alterations from the use of chemicals or other substances.
4. Random GC (gas chromatography)
 - a. Random GC scans may be performed to identify illegal substances at any time while a competitor is signed into competition and on any tire on the car or in the competitor's pit area. A GC scan should always be a peak in 19-20 minutes. If there is no peak, the driver will be disqualified. The main peak of the tire should never be in half.
 - b. Driver may protest the GC scan results and request a Laboratory Test at the cost to the driver (\$300 per tire). The laboratory testing will reveal exactly what substance was used.
 - c. Failure to allow Random GC scans will be viewed by 67 Speedway as an admission of guilt, the competitor will be disqualified, winnings forfeited, and suspended from competition at 67 Speedway following the Tire Testing Penalties
 - d. All random GC scan results that fail (that are not under Lab Testing protest) and subsequent suspensions (if necessary) will be announced on Social Media and 67 Speedway's website.
5. Lab Testing
 - a. Lab Testing is not subject to a failed Random GC test, Lab Testing may be utilized at any time.
 - b. 67 Speedway reserves the right to take three (3) tire samples for laboratory review at any time while a competitor is signed into competition and on any tire on the car or in the competitor's pit area. 1st – Lab Sample, 2nd – Competitor Sample, 3rd – Track Sample. Tire Samples will be sent to Blue Ridge Labs for

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testing and results will be final.

c. Competitor must take (as directed) and provide tire samples to track officials while being supervised by track officials. Competitor will provide their own tools to take tire samples.

d. Track officials will provide tools to take sample only at the request of competitor. If track officials provide tools on behalf of competitor, said competitor agrees that in no way did track equipment contaminate tire samples.

e. Any winnings will be held until lab results are returned.

f. In the event of a tire sample failure, competitor can pay for a second round of testing on the additional tire samples taken.

g. In the event a competitor is disqualified for failed tires, all winnings from the event will be forfeited and the competitor will be suspended from competition at 67 Speedway for One (1) calendar year from the event date.

h. Failure to provide tire samples will be viewed by 67 Speedway as an admission of guilt, the competitor will be disqualified, winnings forfeited, and suspended from competition at 67 Speedway following the Tire Testing Penalties.

i. All lab results (pass or fail) and subsequent suspensions (if necessary) will be announced on Social Media and 67 Speedway's website.

6. 67 Speedway recommends that teams only use soap and water to clean your tires.

TIRE TESTING PENALTY

1. Driver and Car Owner (if different) will both be held accountable for failed tests.

2. It is the responsibility of both the Driver and Owner to understand and know the tires are legal and have not been tampered with. In the event the car owner and driver are different, both parties will be penalized and required to pay the fine and complete the suspension before entering another car, competing, or being on the grounds at any 67 Speedway event.

3. First Offense - \$500 fine and 30-day suspension from any 67 Speedway event.

4. Second Offense - \$1,000 fine and 90-day suspension from any 67 Speedway event.

5. Third Offense - \$2,000 fine and 365-day suspension from any 67 Speedway event.

6. Failure to allow any tire(s) to be confiscated will result in an additional \$500 per tire fine added to any other fines and penalties. All decisions are final.

BRAKES

1. Must be steel, unaltered, OEM operative, four-wheel disc or drum brakes, and match year, make and model of car used.

2. OEM master cylinder only, in OEM location.

3. No brake shut off or bias adjuster.

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4. Steel brake lines only.

EXHAUST

1. Exhaust manifold must be unaltered, OEM for year, make and model of car used.
2. Smog pump, catalytic converter and air conditioning compressor may be removed.
3. Exhaust must turn toward ground. No exhaust in driver compartment.
4. No headers.

WEIGHT

1. No ballast (extra weight) of any kind allowed.
2. Any item deemed as ballast will be required to be removed.

BATTERY/STARTER

1. One 12-volt battery only. Must be securely mounted with positive terminal covered.
2. Battery must be in Marine type case if mounted in driver compartment.
3. OEM starter only, must be in OEM location.
4. Car must leave initial staging area on demand, unaided, or go to rear of that race.

GAUGES/ELECTRONICS

1. No unapproved cameras, transmitting or listening devices (exception is one-way RaceCeiver used by officials).
2. 12-volt ignition system only.
3. No ignition boxes. No performance chips.
4. All ignition components must be unaltered, OEM and match year, make and model of car used. Aftermarket analog tach, oil pressure and water temp gauges only.
5. Vehicle computer (ECU) should be mounted in accessible location for inspection.

FUEL SYSTEM

1. Must have complete, unaltered, OEM fuel system for year, make and model of car used.
2. If using stock fuel tank, alterations of any kind are NOT PERMITTED to the factory safety features of tank or cap.
3. Gasoline only, maximum 93 octane. No E85. No performance additives.
4. Gas tank ahead of rear axle allowed but must install shield under it.
5. Gas tank behind rear axle must be replaced with maximum eight-gallon fuel cell and relocated to trunk area. Must mount with minimum two solid steel straps around entire cell, two inches wide and 0.125 inch thick.
6. Metal firewall or cell cover must be between driver and cell.

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7. Fuel cell vent, including cap vent, must have check valve. If racing fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required.
8. External electric fuel pump wired to the ignition switch allowed with aftermarket fuel cell.
9. No cool cans. Fuel lines through driver compartment must be steel.
10. Aftermarket fresh air pipe and air filter allowed, but no ram air.

TRANSMISSION

1. Must use OEM, unaltered transmission that came in year, make and model of car used.
2. All forward and reverse gears must be operational.
3. Flywheel, flex plate, clutch assembly and torque converter must be unaltered, OEM for year, make and model of car used.
4. No mini clutches or couplers.
5. Must have inspection hole in bell housing (accessible from top).
6. No transmission coolers in driver compartment.
7. No torque dividing final drive
8. No locked differentials

ENGINE COMPARTMENT

1. Engine and radiator must be OEM, in OEM location for year, make and model of car used. Engine used must be factory option in make and model of car.
2. May use solid engine mounts or safety chains.
3. No accumulators/accusumps.

ENGINE

1. 3 or 4 cylinder in-line engines only. Recommended: double overhead cam.
2. All engine components must be unaltered OEM for year, make and model of car used.
3. Must use OEM crank, rods, valve sizes, stroke, etc.
4. No aftermarket racing heads.
5. No high performance or sport car engines of any kind.
6. No turbo charged, super charged, rotary engines, or engines utilizing variable cam-timing.
7. Aftermarket radiator is approved.
8. No VT EC engines

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PROTEST RULE

1. Any driver in the same race on the lead lap may protest another car immediately after feature in the tech area.
2. \$250.00 cash per component \$50.00 to the track.
3. If legal, protested car gets \$200.00.
4. If illegal protestor gets \$200.00 back.
5. Laboratory Testing of Tire protest will cost an additional \$300 (to cover testing) on top of the regular \$250 protest fee.

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