



Factory Stock

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 tube facing down toward the racing surface. The right rear axle tube is the preferred mounting location of officials, however transponders placed on the left rear axle tube 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

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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 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.

BODY

1. Any American made stock passenger car body on a stock unaltered full frame, or Chrysler & Ford unibodies. No Camaro, Mustangs, or Station Wagons.
2. Stock appearing aftermarket plastic nose piece can be drilled for air but not extended with any type of material.
3. Tail pieces with no holes are allowed. Rear of car must be sealed off, no exposed fuel cell.
4. No spoilers (even if factory equipped), wings, skirts, valiances, air scoops, hood scoops, or anything that alters stock appearance.
5. Bodies cannot be moved from the original body mount rubber bushing no more than +/- 1” cannot be less than 5 ½” from ground.
6. A front visor is allowed on the windshield area MAX 7 inches.
7. No side or rear window visors allowed. Sunroofs and T-tops must be reinforced and enclosed. No nerf bars.
8. Maximum one inch wide by two-inch-tall steel or lexan rub rails allowed - bolted flush to body.
9. All glass, plastic, upholstery, lights, mirrors, and trim must be removed.
10. Cars must be stock appearing. No cutting, channeling, shortening, or modifying of body is allowed. No excessive

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trimming of fenders or hoods allowed. No drilled holes allowed in hoods for air supply, must maintain stock OEM appearance. If hood does not match (P on Body Specifications Diagram) fenders must be remove-able with 7/16" bolts. All doors, fenders, and window openings must remain stock appearing and OEM dimensions and be the same on both sides.

11. No straight slab sides. No enclosed interiors, or decking allowed. Front edge of rear deck cannot be more than 8" forward of center of rear-end and must have at least 2" continuous drop from front to rear. Rear of dash can be no more than 35" from the center of the distributor or 28" from back edge of the center of stock hood. Original OEM front and rear firewalls must remain in stock location.

12. Rear of dash can be no more than thirty-five (35) inches from the center of the distributor or twenty-eight (28) inches

from back edge of the center of stock hood. Original OEM front and rear firewalls must remain in stock location. The front firewall must match the frame used and the OEM mount must be visible. Firewall must be full and complete.

13. Front OEM firewall may be replaced using steel fabricated firewall, 18-gauge or (.049) inch thickness. Front firewall may be no further back than the rear edge of oval frame hole, must be vertical and at or between (24) and (26) inches tall. Drivers compartment must be completely sealed off from engine compartment.

14. If not OEM body. Any steel or aluminum fabricated bodies must add 50lbs. in front of motor. Cars with wheelbases exceeding 110" will not be required to run the 50lbs. for an aftermarket body.

FLOOR PAN

1. OEM floor pan may be cut 6" behind front OEM mounts in a straight line across to the other side and be replaced using steel fabricated floor pans made of 18 gauge metal or minimum of .049" thick steel securely welded to the frame.

2. Must remain flat, OEM appearing from frame rail to frame rail, no higher or lower than frame rail with the exception of a maximum tall 8" drive shaft tunnel and similar to OEM tunnel in size. Interior must be completely sealed off from engine, ground, and trunk.

3. If you choose to fabricate the floor pan to the above specs, there will be a 10lb weight penalty assessed in front of the motor. If you run a fabricated floor pan and fabricated body total weight required in front of the motor is 60lbs.

FRAME

1. Frame must be full and complete. Cannot be Widened, Narrowed, Shortened, Lengthened, or be Cut, Bent, or Altered to change Suspension Brackets.

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2. Rear of frame behind upper shock mounts may be replaced with round, square, or rectangular tubing.
3. Cannot narrow right rear frame for tire clearance.
4. No frame alterations allowed.
5. All Bars forward of cage must be lower than the hood. May not be cut for tie rod clearance or oil pan clearance.

BUMPERS

1. Stock type rear bumper required, a fabricated front bumper may be used with the following conditions: cars with aftermarket nose pieces- the bumper may extend past frame rails for support and reinforcement. Must be behind nosepieces. Cars without nosepieces- the bumper may not extend past front frame horns. NO SHARP EDGES.
2. Must have a minimum of 5/16th diameter chain welded or cable attached to front and rear of car with the design so tow truck can attach to them, this will be a DQable item. Rear bumper must be covered by the tailpiece if the car has a tailpiece.

ROLL CAGE

1. Minimum four-point cage, minimum size 1 ½ "O. D. by .095" wall thickness.
2. Minimum three bars in driver's side door, and two bars on passenger side door (three bars recommended).
3. Four-point quick release seat belt and harness required for driver.
4. Racing seat required.
5. Must have window nets and firesuit for driver.
6. Must have at least three bars in front of driver in windshield area.
7. Window nets recommended for the driver.

ENGINE

1. Must be stock for the make and model except no 400's or larger small or big blocks.
2. Cast piston only, must use 4 equal valve relief flat top or dish pistons.
3. OEM crankshaft only- cannot be lightened. No aerowing, bullnose, knife edge, undercut or drilling of second or third rod throws.
4. OEM steel Connecting rods only must remain stock OEM length, pressed pins only, weight and shape.
5. No lightening of any parts.
6. Aftermarket water pump, mini starter, pulleys, harmonic balancer and oil pans okay.
7. Aftermarket power-steering pumps okay and must be belt driven.
8. Metric cars may run a 350.

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9. NO stroking or de-stroking.
10. Engine height and setback must be in stock location +/- 1". GM metric frame center of fuel pump must be located a minimum of 1 3/4" in front of unaltered cross member.
11. Solid motor and transmission mounts okay. No full midplates.
12. Maximum cranking compression 175lbs. (ignition off, engine turned over 5 times).
13. Oil pans must have at least 1" inspection hole with nothing inside of inspection hole blocking inspection scope from seeing rotating assembly.
14. No alterations to stock oiling system.
15. No vacuum pumps.
16. No turbo or superchargers even if factory equipped.

CAMSHAFT, VALVETRAIN, AND CYLINDER HEADS

1. Hydraulic cam and flat tappet lifters only. .447 maximum lift at valve or .298 lobe lift at cam. Must maintain 14" of vacuum at 1200 rpm.
2. 1.94 maximum intake valve diameter, 1.50 maximum exhaust valve diameter on Chevrolet engines.
3. No hollow valve stems.
4. Stock size and shape valve springs and retainers.
5. Stock length and diameter pushrods only.
6. Stamped steel 1.5 rockers on Chevy, 1.6 on Ford and Chrysler, NO roller tips.
7. Open chambered heads only, must be unaltered, O.E.M. NO porting, polishing, or gasket matching allowed.
8. The only GM head numbers allowed are 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, and 3970126. Screw in studs and guide plates ok. 305 engines may use 305 heads (no vortec).

CARBURATION AND FUEL SYSTEM

1. Cast Holley 4412 -2 barrel only.
2. Holley 4412 – Part #L6R3250B are illegal. Holley 4412 – Part #L6R199B is legal.
3. Must be unaltered. NO screw in air bleeds, NO powder coating, or any modifications.
4. Choke plate may be removed. 4412 must be cast into choke horn of carb.
5. Maximum spacer and adapter 1" combined total with gasket.

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6. Fuel pump must be in stock location for make, NO electric pumps or fuel injection even if factory equipped.
7. NO fuel pressure regulators, NO fuel bypass systems, or any cool can devices.

EXHAUST

1. Stock unaltered cast iron exhaust manifolds only no porting or grinding allowed.
2. No welding exhaust pipe to manifolds or modifying OEM exhaust flanges.
3. No Chevy center dump, Corvette, marine, Lt1 or tubular steel type manifolds.
4. No adaptors between head and manifold, must be able to use all OEM exhaust bolt holes in head.
5. No two into one exhaust or x pipes must remain duals.

INTAKE MANIFOLD

Stock OEM unaltered aluminum or cast-iron intake only.

2. No aftermarket or stock high performance or high rise.
3. No bowties.
4. No porting, polishing, cutting or gasket matching.

TRANSMISSIONS

1. Any stock type automatic or cast iron 3 speed OEM manual. No 4 or 5 speed transmissions.
2. Automatics must have stock appearing working 11" torque converter cannot be smaller with ring around it.
3. Scattershield recommended for automatic transmissions.
4. Aftermarket bell housing on automatic transmission is Allowed
5. No direct drives.
6. All gears and planetary must remain OEM configuration.
7. Hardened input shaft OK.
8. Transmission Cooler OK.
9. Manual must have single disc 10.5" clutch, flywheel and pressure plate must be steel, steel bellhousing recommended, minimum 15lb steel flywheel.
10. No mini clutches.
11. Steel drive shafts only must be painted white and have a loop 6" from front u-joint.
12. Torque convertor must be steel.

FUEL

1. Gasoline or Racing Gas allowed. No Methanol. None of the following chemicals are allowed in any fuel used for

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competition: No nitrous oxide, propylene oxide, nitroethane, MTBE, hydrazine, or ethyl hexanol.

a. Gasoline or Race Gas – specific gravity NOT to exceed .744 at 60 degrees. Any gasoline or race gas with a specific gravity of .745 or greater will be disqualified. Fuel is subject to testing on site, or fuel samples may be taken and sent to an independent lab for testing.

b. It is the competitor's responsibility to know what is being put into their fuel cell.

2. Fuel cell must be secured in trunk any part of fuel cell cannot be forward of any part of rear end.

3. Fuel cell must be visible for inspection purposes from the top through a removable stock appearing trunk lid.

4. Fuel cell vents, including cap vent, must have check valves.

5. Fuel cell must have aircraft style positive seal filler neck/cap system. A ball-type, flapper or spring or filler rollover valve is mandatory for fuel cells without a positive seal filler neck/cap system.

SUSPENSION

1. Front and rear suspension must be stock unaltered OEM for that make and model of frame, ball joints, spindles, and all components.

2. Lower control arm bushings OEM design only and cannot be steel, aluminum or grease able type. Lower A-Frame mount may not be notched for clearance.

3. No air shocks. No alterations to any part of the suspension or frame will be allowed.

4. May run IMCA type upper control arms 8" or 8 ½" length only. Sway bars must be stock for make and model mounted in OEM mounts.

5. At ride height no part of the frame can be touching Stock suspension stops.

6. Shocks must have stock type rubber ends, must be mounted in stock location on frame with no control arm and rear-end. Cannot space shocks up or down.

7. No bulb-type, threaded body, coil-over, or remote reservoir shocks. No external or internal bumpers or stops. No Schrader valves on shocks. All shocks must collapse at any time. Shock body must be steel.

SPRINGS

1. Maximum length of rear springs 14" tall free height and both sides must be equal and in stock location. 5" minimum diameter.

2. No spring rubbers, no adjustable weight jacks of any kind, and must sit in unaltered top and bottom stock mounts.

BALL JOINTS

1. May run aftermarket ball joints but must be stock OEM dimensions.

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2. Rebuildable ball joints ok.

REAR END

1. Stock rear-end for make and model no modifying axle bearings or length.
2. All brackets, control arms, and shock mounts must be in stock location.
3. All trailing arm bushings must be OEM or OEM replacement with OEM design, NO ALTERATIONS.
4. Rear end may be braced for strength.
5. Upper and lower trailing arms may be braced for strength.
6. Gears may be locked must use stock unaltered ring gear carrier may weld or use bolt in locking blocks.
7. No full spools, Detroit lockers or torque sensing devices.
8. Optional spring cups will be allowed on rear-end housing must be welded flat on the center of the rear-end and be in line with the OEM spring mounts left to right. Both sides must match.
9. OEM spring mounts may be removed from the housing.

STEERING / DRIVER SEAT

1. Steering boxes must remain in stock location.
2. Aftermarket steering wheel and quick release steering coupling are recommended.
3. Quick steer boxes allowed.
4. All components must be steel, unaltered OEM, and OEM location and match frame. Exceptions are; tie rod end adjusting sleeve may be replaced with 5" steel tube, replacement spindle with SPEEDWAY MOTOR raised cast part number #91034501; bolt on OEM spindle savers allowed.
5. NO part of driver seat may be no further back than 25" forward of center line of drivers side axle tube.
6. No knobs, handles, or levers other than the gas pedal and brake pedal allowed for adjustment of carburetor, ignition timing, or brakes.

RADIATORS

1. Any (1) radiator that fits in original location without any body modifications is allowed.
2. Water pump mounted fans only, No electric fans.

IGNITION

1. One 12 volt battery only must be mounted securely in rear of driver's compartment or trunk area.
2. If battery is in driver's compartment sealed box recommended.
3. No voltage generators in series with ignition system, voltage at distributor cannot be more than at battery (12) volts.

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4. One stock type distributor, module and coil in stock location only.
5. Ignitions on/off switch must be clearly marked.
6. No traction control devices of any kind. No digital gauges or tachs.

BRAKES

1. May use any (1) one master cylinder. Aftermarket pedal OK.
2. Must have at least 3 working brakes. Right front may be blocked.
3. No bias adjustment, no electric or manual cut-off switches or valves allowed.
4. Disc brakes allowed in rear.
5. No aluminum or composite rotors or calipers. Must use steel stock type rotors on rear disc.
6. No lighting of components.
7. Optional (1) manual brake shut off valve allowed underneath hood to the right front only.
8. No electric shut off valves.

TIRES AND WHEELS

1. 8" maximum wide wheels allowed, 15" diameter steel wheels only.
2. No bead locks or screws allowed. Mud plugs and wheel covers allowed ONLY on the right side.
3. Wheel cover must be plastic, be bolted, no Dzus fasteners, the ring that holds the wheel cover must be welded to the wheel in at least three places.
4. NO bleed off valves.
5. Must run 1" steel lug nuts.
6. Wheel spacers/adapters can only be a maximum of 1" combined per wheel. Aluminum Wheel Spacers and Adapters only.
7. Approved unaltered Hoosier asphalt F45 pull offs only. Must durometer 60 or higher before race. Tires must durometer a minimum of (54) after race. A grace time of (10) minutes will be allowed for tire to cool. Subject to inspection any time before or after the race.
8. No grooving, siping, softening, needling, metal grinding disc, treating, softening, or wrapping in plastic allowed.
9. Deglazing with sandpaper disc ONLY allowed, but cannot leave any grinding marks and is subject to inspection before or after race.

TIRE TESTING

1. 67 Speedway reserves the right to test tires at any time while a competitor is signed into competition and on

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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 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.

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- 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.

WEIGHT

1. Weight may be securely added in trunk or under the hood, but not in plain view or within the driver's compartment must be painted white with car number.
2. Car must weigh minimum 3000 lbs. with driver after race.
3. No weight mounted to rear end housing.
4. All weight 25 pounds and less must have at least 1 half inch diameter bolt securing it to frame.

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5. Weight over 25 pounds must have 2 half inch diameter bolts securing it to frame.

6. No stacking of weight.

7. Aluminum bodies add 50lbs. in front of motor.

COURTESY RULE

1. Any car with "minor" rule infractions will be allowed to race (1) event. Must be determined before the race. Cars with infractions are subject to weight penalty.

CLAIM PROCEDURE RULES

1. The official claiming area is in the tech area, or wherever track designates.

2. Claim must be made immediately after the "A" feature race finishes (checkered flag).

3. Only the driver may make the claim. Driver must have money.

4. The claiming driver must be on the same lap as the driver being claimed.

5. Only the top three cars may be claimed by another driver.

6. A driver can claim another driver's engine, carburetor, distributor, or shock.

7. Multiple claims on the same engine, carburetor, distributor, or shock: A draw will be held with claiming drivers to determine who gets claim.

8. Refusal to sell will forfeit all cash, trophies, and points for the night. If claim is refused, claim is NOT held against driver who made claim.

ENGINE CLAIMING RULES

1. Any driver in the same race on the lead lap may claim one of the top three finishers immediately after the "A" feature in the tech area with money in hand.

a. \$500 and swap claim on engines.

b. Claim does not include - Flywheel, clutch/assembly, bell housing, breathers, carburetor, starter, motor mounts, oil/temp sending units, water pump, fan, pulleys, dip stick, distributor, wires, water outlet/restrictor, fuel pump, fuel pump plate/rod.

c. Driver may NOT claim another driver finishing in a position behind them and may not successfully claim the same driver more than once per calendar year.

CARBURETOR / DISTRIBUTOR / SHOCK CLAIM RULES

1. Carburetor claim \$200.00 and swap

2. Shock or Spring claim \$20.00 each and swap

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3. Distributor claim \$100.00 and swap.

BODY SPECIFICATIONS

A. Only stock appearing plastic nose and tail pieces are allowed (no late model noses).

B. Minimum 5.5" from the ground.

C. Minimum 107.5" wheel base +/- ½" side to side.

D. Max 7" visor, no side visor on body or cage.

E. B pillars must be stock oem dimension. Side windows must be OEM or a min height of 16.5" +/- 1". Rear side window cannot be closed off. Roof must be stock steel OEM. No Wedge Roofs.

F. Stock appearing aluminum body ok. Hood cannot have more than 5" of rake to the nose. Must look factory.

G. Stock rear bumpers ok, must be tied to the body with 4" flat plate if it's not inside the tail piece. Front bumpers not covered with a plastic nose cannot be wider than the stock frame horns even if it's a stock front bumper.

H. Rear of dash can be no more than 35" from the center of the distributor or 28" from the back of the stock hood.

I. Rear deck may only be 8" in front of the center of the rear end.

J. Must have a minimum of 3 windshield bars in front of the driver.

K. Trunk and rear quarters must have a min 2" rev rake.

L. Any fabricated doors steel or aluminum door height must be a min of 27" and a max of 29".

M. Max 47" from center of spindle to front of nose.

N. Max 50" from center of axle to rear of car.

O. Max 73" width of body.

P. Hood opening has to be at least 42" min centered between frame rails

Q. Trunk opening has to be at least 42" min centered between frame rails.

**** P & Q**** must be complied with no later than August 10, 2019.

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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