



Limited Modified

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 backside of the motor plate facing down toward the racing surface. The backright side of the motor plate is the preferred mounting location of officials, however transponders placed on the backleft side of the motor plate 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.

Division Rules

1. Cars must adhere to either the USRA or IMCA SportMod rules. *** Stickers are not required. Driver must declare which ruleset the car is following for tech. Car must adhere to one of the two rule sets.

2. Five (5) inch spoiler max, regardless of rule package followed.

3. All Cars must have a full frame. A traditional southern sport mod design. (i.e. No B-mods, 3-Link Mods, etc.)

FUEL

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

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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.

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 Boothill 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.

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- 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.

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2021 Limited Mod Rules

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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