



Crown Vic Rules Package

OVERALL:

- A. Spirit of the Rules: The creation of an affordable, entry level way to enter stockcar oval racing. Keeping the cars very stock is the priority. Changes not listed in these rules are NOT allowed. All drivers MUST show up with the intention of having fun and respecting fellow competitors.
- B. Cars: Only the Ford Crown Vic, Mercury Grand Marquis, or Lincoln Town car, 1995 and newer
- C. Drivers: Must wear a clearly labeled helmet that meets or exceeds the 2015 SA Snell SFI 31.2 standards. A fire suit, either one or two piece is REQUIRED. The driver must make use of an approved neck brace or Hans style device.
- D. Car Number: Numbers must appear on both front doors and on the roof. Door and roof numbers shall be a minimum of 16" tall and 3" in line thickness. Numbers must contrast in color (light vs dark) from the car color. The roof numbers need to be facing the passenger side of the car. There must be a 6" white car number in the upper corner of the windshield on the passenger side of the car. A number must be officially registered before being assigned and used.
- E. Tech: Car must go through inspection at its first visit to the track. After each feature, the top 3 finishers and any other cars selected will go to tech.
- F. Cheating: If found cheating the driver and car will be disqualified from that event as well and both being suspended from the next event.

DRIVE TRAIN:

- A. Engine: Must remain an entirely stock 4.6L SOHC engine. Manifold stock. Air filter stock. No adjustment to the ECM at all.
- B. Engine components as from the factory, power steering pump and alternator must be in working condition.
- C. Radiator: Must contain water only.
- D. Battery: May remain in stock location or be moved into a secure box on the rear passenger floorboard (right side of drive shaft)
- E. Fuel Kill Switch: In rear deck or behind drivers roll cage or kill all switch if battery is relocated.
- F. Exhaust: Pipes must go beyond the driver area and exit to the right or rear and must utilize a minimum 18-inch glass pack.
- G. Transmission: Must remain entirely stock.
- H. Rear End: Must remain entirely stock. Factory gear only. 2.73, 3.27, 3.55 and 3.73 ratios only. No locking of rear end.
- I. OBD computer must scan if it does not scan will result in disqualification. OBD connector must be located on passenger side of car and out of reach of driver.
- J. Fuel: MUST Run Track Fuel or Pump Gas 87-93 Octane.

INTERIOR:

- A. Roll Cage: Must be a 4-point cage with 4 curved door bars on the driver's side. Straight bars can be used on the passenger side. Cage must be welded to the frame and not the floor pan.
- B. Seats & Belts: A racing seat is required along with a 5-point racing harness. Belts can be no older than 4 years past the clearly marked manufacturer dates on them.
- C. Window Net: a properly mounted window net is mandatory and must always be used on the track.
- D. Steering column: Must remain stock. Adding a quick disconnect steering wheel is allowed.
- E. Windshield: Must remain stock and strapped in place. Must have 3 solid steel vertical bars. All other glass must be removed. All **side** mirrors must be removed.
- F. Dash: Must remain stock. All airbags in the entire car must be removed. If heater box is removed add 25 lbs. to right side floor below dash using sandwich method of 2 bolts ½" in diameter with a piece of 1/8" steel on opposite side as lead.
- G. Pedals: Must remain stock.
- H. Ballast: No adding weight to the entire car.
- I. Rear View Mirror: Mounted in the standard location.
- J. Must have a working fire extinguisher within reach of the driver.

EXTERIOR:

- A. Suspension: No altering of the suspension, including sway bar links. No Air ride, no cutting, No Heating, and no lowering of springs. Shocks and spring can only be replaced by the same stock parts or OEM Replacements (can cut two 2" holes above the rear shocks to access top shock nut). Speedway Motors Rubber Coil Spring Part #5501285 are the only spring rubbers/spacer allowed to be used at any time. Spring Rubbers are only legal in the right front spring to dampen the body roll maximum of 2.
- B. Caster & Camber: You may adjust as factory adjustments allow. No other modifications. Maximum of 1-1/2" of Camber in RF.
- C. Tires: All season tires only. Nothing under 350 tread wear or any tire that costs \$125 or more. These tire sizes only: 235/55/17, 225/60/16 and 215/70/15. No high performance tires. No directional tires. No autocross tires. No tire soaking or treating. RF tire may be buffed all other tires are allowed a maximum of 2/32 of natural wear across the tire from one edge to the other created from the racing surface any more than 2/32 difference will result in a DQ.
- D. Wheel: Must be steel stock wheels. All 4 wheels must be the same size and offset. No wheel spacers. No offset wheels on cars 2001 and newer.
- E. Bumpers: Must remain stock. Any sharp edges or points must be addressed. A steel-tubing towering hoop is required welded to the top of the front bumper; it can be no wider than 3" past the frame rails. No rear bracing
- F. Hood/Trunk: Must have hood type pins for easy access by track officials. No bolting down.
- G. Fenders: Plastic inner fenders can be removed but the rest of the fender and inners must remain untouched.

Any rule may be adjusted to ensure an Equal and Competitive racing division and not to disallow any car to not compete during the season.

It is the responsibility of the competitor to read and understand these rules. If you have questions about any of these rules, please ask your Track Official before building.

Any interpretation or deviation of these rules and/or procedures is left to the discretion of Track Officials and/or Track Management. Their decisions are final.

If there is a rule that your car does not comply to please contact Track Officials so we can see if there is a solution

Rules may be adjusted to meet the needs to equal the playing field without notice.