

2025 Crown Vic Rules

1) Minimum age 13, but 13 year olds will start in the back until agreed by officials and parents that they're capable of starting in normal position. If you've won a feature in any class higher than Crown Vics in the last 5 years, or have won a track title in the last 10 years, you'll be ineligible to compete. Sport Compacts are considered a lateral move, with the exception of a National Championship.

2) 1992-2011 Ford Crown Vic, Mercury Marquis and Lincoln Town Car only, with the 4.6

Liter V8, 2 Valve Engine ONLY.

3) DRIVER SAFETY: Aluminum High-Back racing seats only. Full containment seats strongly recommended. Seat to be mounted to a frame work attached to the roll cage NOT bolted to the floor. 5 point racing harness required, also mounted to steel frame work, not to the floor. Only Snell SA-15 or newer full face helmets. No motorcycle (DOT rated) or open face helmets. Nomex fire suit, shoes and gloves are mandatory. Neck brace required, HANS or other head restraint recommended

4) Minimum 4 point roll cage required. Must be constructed of 1.75" x .095" round mild steel tubing. NO square tubing cages. Corners must be mandrel bent, no pipe elbows. Main 4 posts must go through the floor pan and weld to the frame. Recommended to hole saw a 2" hole in the top of the frame, and run the main 4 posts to the bottom of the frame for added strength. 4 door bars required on the driver's side that extend out to the door skins. Entire B pillar should be removed on the driver's side, and the driver's side doors gutted to the outer skins. Passenger's side door bars may be 2 horizontal and 1 diagonal bar. Passenger's side B pillar to remain intact, unless the door bars also extend to the door skin. Must use a tube centered left to right in the halo. Must use a tube centered left to right from the dash bar to the halo. Refer to the pic of the AllStar Crown Vic cage kit (Part # ALL22095). May add kickers from the back of the main hoop to the rear frame, but must weld to frame before the rear firewall. No bars through either firewall. When seated in the car, INSTALL ROLL BAR PADDING TO ANY BAR YOU CAN REACH.

5) Window net (mesh or ribbon) required. Must mount at the bottom, and release from the top. Doors to be welded shut. Required to cut 2 two, 3" holes (minimum) in the hood for fire extinguisher access should the hood get stuck down. Hood may NOT be gutted.

6) STOCK steering column required. May replace the factory steering wheel with a racing wheel and quick release hub. If using the stock steering wheel, airbag MUST be removed.

7) Minimum of three, 3/8" solid steel bars in front of driver (from center of car to driver's side cage upright). May use more if desired

8) ALL glass, mirrors, trim, interior, and airbags must be removed. STOCK instrument panel must be retained. The rest of the dash may be removed. Stock pedals only, in stock location. May remove A/C condensor and compressor.

9) AIR FILTER: Stock flat air filter in original air box only. May add air intake holes to lower half of air box, but the original air box must remain.

10) STOCK intake, heads, cams, coils, computer, exhaust manifolds. STOCK compression of 9.4:1.

Compression will be checked. May remove catalytic converters and straight pipe the exhaust with 2.5" tubing. New pipes must run to at least the driver, and pointed down or outside the car. NO "H" pipes, "X" pipes, or crossovers of any kind. Must remain 2 individual exhaust pipes. Turn downs at the ends are highly recommended. Aftermarket or larger radiators allowed.

11) ENGINE CONTROL COMPUTER (ECM): OEM appearing only. NO aftermarket ECM's. Tuned computers are allowed.

12) SUSPENSION: STOCK. No altering anything. No altering sway bar links. Rear sway bar is optional. Front sway bar is required. No spacers, spring rubbers, stops, limiters, or chains on any suspension parts. Air ride cars must change to STOCK coil springs. No cutting, heating or lowering of springs. Spring height, coil count, and wire diameter must match side to side. Caster and camber may only be adjusted within factory allowable range. No grinding out the pockets at the upper ball joint mount.

13) TIRES: All season street tires only. NO mud or snow tires. Allowable sizes: P235/55-17. P225/60-16. P215/70-15 or P225/70-15. No high performance or directional tires. No siping or grooving. All 4 tires MUST be the same size.

14) WHEELS: Stock OEM steel or aluminum wheels only. All 4 wheels must be the same size and offset. 2002 and newer may use Dodge Charger OEM steel 17" wheels. ALL WHEEL WEIGHTS MUST BE REMOVED.

15) BUMPERS: OEM front or tubular is ok. Use whatever, but it MUST be rounded at the ends. NO sharp or pointed ends. REAR BUMPER: OEM rear bumper MUST be used, and on the car at all times. If you lose your rear bumper, you're parked until securely welded or bolted back on. Front header panels must be removed.

16) HOOD/TRUNK: Factory hood and trunk latches must be removed. Use minimum 2 pins on the hood, and 2 on the trunk. NO GUTTED HOODS

17) Battery may remain under hood in stock location, or moved to inside the car. If moved inside, it must be in an enclosed box with at least four 3/8" bolts, or welded to the cage. Either location requires a plastic or rubber cover on the positive terminal.

18) NO added ballast weight, except on 3.55 and 3.73 geared cars. If using lead weights, they must be bolted securely through the frame rails. OPTION to use sand bags. These may lay inside the trunk floor. Must spread the weight across both sides, or centered.

19) Stock rear end only. May weld spider gears if not equipped with a limited-slip differential. Mini spool is OK. Gear ratios allowed are 2.73, 3.27, 3.55 and 3.73. Write your gear ratio on the dash with a paint marker. Weight penalties: 2.73 and 3.27 have no penalty. 3.55 cars must add 50 lbs to trunk. 3.73 cars must add 100 lbs to trunk. DRIVESHAFTS MUST BE PAINTED WHITE. Add chains to act as a driveshaft loop a foot before the rear U-joint, and 8-10" behind the front U-joint.

20) GAS TANK/FUEL: The factory tank may be left in place. Fuel cell may be used, but must use the OEM pump and fuel lines. Cell must be mounted to a steel frame work inside the trunk. NO E-85 !!! Maximum 15% alcohol. Fuel will be checked in tech. A fuel pump shutoff switch must be mounted in the rear speaker deck, on the driver's side. Must be clearly marked ON and OFF.

21) All holes in the rear speaker deck and back seat area must be covered with steel or aluminum. Front inner fenders may be removed.

22) Trunk spoilers (max 5" tall), ground effects, roof wings, side skirts, air dams, aftermarket plastic noses, are all allowed. Any spoilers or wings must be securely mounted. Let's have some fun with this! If using a plastic nose piece, remove the grille opening or cut several large holes for airflow.

23) CLAIM: Any driver finishing outside the top 4 can claim a top 4 car for \$3500 CASH. The entire car goes, except Claimee keeps their seat, seat belts and helmet blower. Claimee has the option to accept the \$3500 claim, or to change the claim to \$2000 cash, and exchange cars with the Claimer (both keep their seats, belts and helmet blowers). Claim refusal will result in a 90 day suspension for the driver. The car can continue to compete with a different driver. ** Season points stay with the driver** CLAIM RULE #2: Spectator claim. If anyone from the grandstands wishes to claim a car finishing in the top 4, you must report to the base of the flagstand IMMEDIATELY

after the Feature. You must have \$4000 CASH in hand, and let the flagman or official know that you want to claim a car. The safety crew will then escort you to the tech area, where you will inform the officials which car you'd like to claim. That car will still undergo tech to verify it's legality. If it passes tech, the driver will be informed that they are being claimed. If they refuse, the driver will be suspended for 90 days, and the money will be returned. If the claim is accepted, the car will NOT be started again. The driver will remove their seat, belts and blower. The claimer is then responsible for removing the car from the track.

24) TECH: Top 4 in the Feature will report immediately to tech. Amendments and clarifications to these rules as the class develops. All decisions by the Officials are final and binding.

25) SPIRIT OF THE CROWN VIC CLASS: This class is intended to be a lot of fun, for not a lot of money. It's a starting point for new drivers to get into the sport, for drivers who simple can't afford a higher class, or for the drivers who want one more chance before hanging up the helmet for good.

REMEMBER, this is a race car, NOT a demo derby. Rough driving WILL be penalized.