

2026 Southern Iowa Speedway Crown Vic Rules

- This class is intended to be a lot of fun, not for a lot of money. It's a starting point for new drivers to get into the sport, for drivers who simply cannot afford a higher class of car, or for drivers who haven't competed recently who want one more chance before hanging up their helmet for good. It's to promote affordable racing that grows the sport with new participants as well as bringing people back. All rules are subject to change as season progresses. Lineups will be consistent with all weekly classes. This is a race car, NOT a demo derby. Rough driving will be penalized. Cheating or trying to race outside the "spirit" will result in DQ.
- Points & competition structure will follow all other competing classes at the Southern Iowa Speedway.
- No phones or communication in car.
- Raceiver Required.
- If you've raced in any class higher than crown vics or compacts in the last year you will be ineligible to compete.
- Lead as many laps as you want, just not two in a row! The only time you can lead back-to-back is the last two laps: white flag and checkered.

1. SPIRIT OF THE RULES- Keeping the cars very stock is the priority. Changes not listed in these rules are not allowed. Stock or OE Spec Replacement Parts ONLY unless called out in the rules below.

2. CARS- Only the Ford Crown Vic, Mercury Grand Marquis or Lincoln Town Car 1995 & newer. RWD only. 4.6-liter V8 only.

3. DRIVERS- Drivers must be at least 14 years of age & have notarized paperwork prior to the start of the first race. Driver must wear a clearly labeled helmet that meets or exceeds the SA Snell or SFI standards that all other classes abide by. Fire suits, racing shoes & racing gloves are mandatory. The use of an approved neck brace or Hans style device is mandatory. All safety equipment must be consistent with SFI standards that all other classes must abide by.

4. CAR #- Number must be officially registered to the driver. Numbers must appear on both front doors & on the roof. Door & roof numbers shall be a minimum of 18 inches tall & 3 inches in line thickness. Numbers must be contrast in color (light vs. dark) from car color.

5. TECH- Cars will be subject to tech at anytime including after each feature with a minimum of the top four finishers along with any other cars selected going to tech. Refusal to comply will result in disqualification.

6. DRIVE TRAIN ENGINE- Must remain an entirely stock 4.6l SOHC engine. Stock means original from ford or oe spec replacement to year make & model of car being raced. No exceptions. Air filter must remain in the original air box & must be paper or cleanable option. No cone, cold air or ducted filters allowed. AC compressor, lines & ac/heater core box in engine compartment may be removed. All firewall holes must be covered & sealed. Replacement oem style replacement coils are allowed. No performance coils. Ac condenser may be removed; may run an aftermarket transmission cooler but must remain inside engine compartment. No coolers of any kind in driver's compartment.

7. RADITATOR- Must contain water only. Stock oem replacement only. Aluminum welded tanks with factory diameters- oem specs only allowed. No aftermarket racing style welded tank radiators allowed.

8. BATTERY- May remain in stock location or battery may be moved inside drivers' compartment & must be securely mounted & covered. Must be in front of trunk area- on the back seat floor.

9. FUEL SYSTEM- Factory fuel tank & all lines must remain stock & as came from the factory. A fuel cut off switch in rear of deck or behind drivers roll cage or "kill all" switch to the battery. Must be cleared marked in red. Must kill engine when switch is flipped. Factory fuel safety switch may be removed or bypassed.

10. EXHAUST & COMPUTER- Muffler is not required. may not exceed the diameter of the factory P71 style dual exhaust. Pipes must go beyond the driver's area & exit to the side or turn down before axle. Be mindful of the fuel tank. The catalytic converter may be removed. No bigger than 2-inch straight pipe off manifold & turn out to the side behind the driver's door. P71 (cop car) ECMs are easily attainable, for around \$50-\$75. Call your local salvage yard or go to www.car-part.com & search cop car ECM. They must match your model year for the ECM to work. Feel free to change to a police ECM. It will keep the cars at a more even level. ECM Claim is \$50. Tech may claim an ECM for \$50 at anytime. Drivers finishing the feature in 5th place on back are eligible to claim a top 4 finishers ECM. Moving you ECM from the factory mounting location under the dash to under the hood is recommended. 1 ECM claim per season. **Have to compete 2 consecutive nights, can claim on the 3rd night.**

11. TRANSMISSION- Must remain entirely stock & computer controlled. No exception.

12. REAR END- Must remain entirely stock- 2.73, 3.27, 3.55, 3.73. You may weld the spider gears or use factory posi. Gear ratio & model year must be marked on DASH with a paint marker.

13. ROLL CAGE- Maximum of a 4-point cage with 1 3/4 - .095 tubing with four curved door bars on the driver's side doors & B pillar may be gutted. At least three straight door bars on the passenger side. Optional foot bar under the drivers' feet that extends from bottom of left "A" post to bottom of right A post. Must be a bar centered over transmission tunnel that connects the foot bar to the dash, a centered bar from the dash bar to the halo over drivers head. A centered bar from the halo to the hoop behind the driver's seat is optional. Must have a bar that connects the left & right legs of the hoop behind the driver's seat just above the driveshaft tunnel & another one welded at half the distance from the top of driveshaft tunnel to the roof. Cage must be welded to the frame & not the floor pan. A drivers door plate is recommended. No offset cages. All roll cages must be painted. Allstar/Speedway Crown Vic cages are the style of cage required. Cage can be purchased or custom made. No "kink" bends or exhaust style bends are allowed as well as no splices in radius bars. No bracing forward. All cars must have a dash bar & retain stock steering column. Drivers door bars 7 bars around driver must have safety padding to satisfaction of tech inspector. 2 Kickers off the main cage for structure & safety (are allowed and highly recommended). Must not be welded any further back than the rear spring buckets. Bars must be mounted straight back.

14. SEAT & BELTS- A racing seat is required along with a 5- point racing harness. Must be SFI rated & meets SFI standards that all other classes must abide by. Seat & belts must be safely & securely mounted to the cage & frame. Absolutely nothing mounted to the sheet metal of the floor. The 5 point belt must always be worn on the track. Failure to wear it will result in DQ from the event. No warnings will be given.

15. WINDOW NET- A properly mounted window net is mandatory & must always be used on the track. "B" pillar may be removed from the top of the door to the bottom of roofline for safe entry & exit of car. All cut edges must be smooth & safe. We prefer that all metal edges be covered with edging or padding. Window net must be mounted to the cage.

16. STEERING COLUMN- Must remain stock. Adding a quick disconnect steering wheel is allowed. Plastic covering may be removed & the shifter must remain on the column.

17. WINDSHIELD- Must be removed. Metal screen (half inch hardware mesh) & minimum 3 3/8" metal uprights in front of the driver required. All other glass must be removed. All mirrors must be removed.

18. DASH- All airbags in the entire car must be removed. Dash & inner AC box must remain. Instrument cluster must remain intact & must still be operable. No aluminum or fabricated dash panels. OBD 2 port must remain intact & operational. Moving the OBDII port to an accessible location is allowed. Wires may be cut out.

19. PEDALS- Gas & brake pedals must remain stock.

20. BALLAST- No adding any weight to any area of the car. Track can add weight to any competitor at any time to level competition. No Ballast period. Hidden ballast, solid steer bars, shot, exotic metals, packing areas with mud or any other ways are an immediate disqualification. Warning areas like fender wells should be covered as intentional "mud packing" will be considered a reason for a dq. Think ahead & make secure inner fender protection.

21. SUSPENSION- No altering of the suspension including sway bar links. No spacers of any kind. No air ride. No cutting, no heating or no lowering of springs. Shocks & struts can only be replaced by same stock parts or oem replacement listed below only. Front & rear springs must match coil for coil, free height & wire diameter. Can cut 2" holes above rear shocks to access top shock nut. Monroe 271346 shock spring assembly, Monroe 553001 bare front shock, Monroe 550018 rear shock, Monroe 550011 rear or Monroe 550010 front. These are the only shock/struts allowed to simplify it for everyone. They are cheap & available. Don't get creative with suspension or attempt to space or alter anything or you will be disqualified.

22. CASTER & CAMBER- You may adjust as factory adjustments allow. May run aftermarket camber bolts. Only Moog PT#100094 or other aftermarket oem equivalent will be allowed. No modification or intentional elongating or relocation of any mounting holes.

23. BRAKES- All brake components must be make & model of vehicle. All components must be purchased over the counter at any major parts store. No made for racing pads or rotors. No drilled or slotted rotors. No brake bias adjusters or shut offs. Brakes must work on all four wheels.

24. TIRES- All season tires only. These tire sizes are only 235/55/17, 225/60/16 or 215/70/15. No directional tires. No autocross tires. No soaking or treating. No grinding or grooving. Sanding is allowed. May remove front plastic inner fender wells. All 4 tires must match in size. Rim material can be mixed; however, the wheel offset must match. All wheel weights must be removed.

25. WHEELS- Must be stock original oem Ford Crown Vic, Mercury Grand Marquis, or Lincoln Town Car wheels steel or aluminum. All four wheels must be the same offset. No wheel spacers. No offset wheels on cars 2003 & newer. 2002 & older cars may use dodge charger factory 17" steel wheels. 1" steel lug-nuts are recommended where you can use them. Replacement of longer or higher quality wheel studs are allowed.

26. BUMPERS- Stock bumpers are the preferred bumper. The cover may be secured with 4"x4" metal or plastic squares & pop rivets for extra attachment. May only replace damaged bumper with a single piece of 1 3/4" -0.95 tube: bent back towards chassis at both ends, capped &

formed to fit under the bumper cover. Aftermarket Crown Vic bumper covers are allowed. A bumper that does not conform to these rules will be forced to cut the bumper off & race without one for the night. You will also not be able to race the following week unless put back to stock or replaced by the rules. Must have tow straps connected to both front & back.

27. CORE SUPPORT- May use tubing as core support. One basic down bar on each side. No support bracing to the front or rear. Must be rebuilt within the factory core support measurements.

28. HOOD/TRUNK- Must have hood type pins for easy access by track officials. No bolting down. Hood hinges may be removed to allow them to be lifted on & off. Four pins required for lift off hood. The trunk lid must have hinges.

29. BODY- All stock body panels must be used. No panels are allowed to be gutted except drivers side doors. Passenger side doors can have 12"x12" hole centered to pound dents out. No hood scoops or spoilers. Computers: if anyone is caught tampering with the computer, immediate disqualification, loss of all points & banned from racing for the remainder of the season.

Rule Amendment: Gasoline Only, Maximum E15, No performance enhancing additives.

Officials at the Southern Iowa Speedway reserve the right to modify rules at any time & all decisions are final.

If you have any questions, please contact Ryan- 641-660-5227 or Kris- 641-295-5651.