



Crown Vic Rules

Updated 1-1-26

SMH
ENTERPRISES

SPIRIT OF THE RULES

Keeping the cars very **stock** is the priority. Changes not listed in these rules are not allowed.

CARS

Only the Ford Crown Vic, Mercury Grand Marquis, or Lincoln Town Car, 1995 and newer.

DRIVER SAFETY

Must wear a clearly labeled helmet that meets or exceeds the 2015 SA Snell or SFI 31.2 standards. Fire suit, racing shoes and racing gloves are mandatory. The use of an approved neck brace or Han's style device is highly recommended.

CAR NUMBER

Number must be officially registered. Numbers must appear on both front doors and on the roof. Door and roof numbers shall be a minimum of 18" tall and 3" in line thickness. Numbers must contrast in color (light vs dark) from car color. The roof number needs to be facing the passenger side of the car.

TECH

Car must go through inspection on its first visit to the track. After each feature, the top 3 finishers and any other cars selected will go to tech. Those drivers and 2 crew members can assist with tech on those cars.

CHEATING

1st offense will result in driver and car disqualification from that event. Any subsequent offense will result in driver and car disqualification from that event and a \$250 fine before driver and car can return. Fines must be paid prior to the car and driver returning.

DRIVE TRAIN

1. ENGINE

- a) Must remain an entirely stock 4.6L SOHC engine. Maximum of a 65mm throttle body.
- b) Manifold and air filter must remain stock.
- c) Aftermarket coils are permitted.
- d) AC compressor, lines, and ac/heater core box in engine compartment may

be removed.

2. RADIATOR

- a) Must contain water only.

3. BATTERY

- a) May remain in stock location or battery may be moved inside driver's compartment and must be securely mounted and covered.

4. FUEL KILL SWITCH

- a) In the rear of the deck or behind drivers roll cage or kill all switches if battery is relocated.

5. EXHAUST

- a) Mufflers are required. Exhaust is 2-1/2" max. No aftermarket or fabricated X, H, or y pipes. Pipes must go beyond the driver area and exit to the side or rear. Catalytic converter may be replaced with a pipe.

6. TRANSMISSION

- a) Must remain entirely stock.

7. REAR END

- a) Must remain entirely stock. Factory gear only 2.73-3.73 ratios only. b) No aftermarket lockers. You may weld the spider gears or use factory posi.

ROLL CAGE

Maximum of a 4-point cage with 1 1/2" x .095 (if door bars are plated completely) or 1 3/4" x .095 tubing with 4 curved door bars on the driver's side. Straight bars can be used on the passenger side for oval racing only. Must have a bar that connects the left and right legs of the hoop behind the driver's seat just above the driveshaft tunnel and another one welded at approximately half the distance from the top of driveshaft tunnel to the roof. Cage must be welded to the frame and not the floor pan. A driver's door plate is recommended. No offset cages. All roll cages must be painted.

SEAT & BELTS

A racing seat is required along with a 5-point racing harness. Belts can be no older than 5 years past the clearly marked manufacturer dates on them.

WINDOW NET

A properly mounted window net is mandatory and must be used at all times on track. Nets can be no older than 5 years past the clearly marked manufacturer dates on them.

STEERING COLUMN

Must remain stock. Adding a quick disconnect steering wheel is allowed.

WINDSHIELD

Must remain stock or Lexan or metal screen (2 half inch bars in front of driver for protection if running screen) and strapped in place. All other glass must be removed. All mirrors must be removed.

DASH

- a) Must remain stock. All airbags in the entire car must be removed. All airbags in the entire car must be removed.
- b) Dash and inner AC box and controls may be removed. Instrument cluster must remain intact and must still be operable.
- c) Sheet metal dash allowed but can be no more than 14" deep. (ABSOLUTELY NO DECKING).
- d) OBD 2 port must remain intact, operational and tech must be able to read tune or an automatic DQ if not working.

PEDALS

Must remain stock.

BALLAST

No adding any weight to the entire car. Track can add weight to any competitor at any time.

EXTERIOR

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 and springs can only be replaced by same stock parts or OEM replacements. Front and rear springs must match coil for coil, free height, and wire diameter. (can cut two 2" holes above rear shocks to access the top shock nut).

CASTER & CAMBER

You may adjust as factory adjustments allow. May run aftermarket camber bolts (only Moog Pt#K100094 or other aftermarket equivalent manufacture) Maximum camber of 3 degrees.

TIRES

- a) All season tires only. These tire sizes are only 235/55/17, 225/60/16, and 215/70/15. No high performance tires. No directional tires. Nothing under 350 tread wear or any tire that cost \$125.00 or more. No autocross tires.
- b) No soaking or altering of tires in any manner allowed. Drivers soaking or altering tires will forfeit all purse and points for the event and all track points for the year. The driver must also pay a \$1,000 fine prior to being allowed to compete again. Any illegal tire, in the judgment of OSS Officials, will be confiscated.

WHEELS

Must be steel stock wheels. All 4 wheels must be the same size and offset. No wheel spacers. No offset wheels on cars 2003 and newer. 2002 and older cars may use dodge charger factory 17-inch steel wheels.

BUMPERS

May use a 1.75" pipe front bumper. 8" stub out the frame of the car and the bumper must be looped back into frame. One top loop is permitted with no bracing of any kind. no square tubing. If the bumper does not conform to these rules, you will be forced to cut the bumper off and race without one for the night.

CORE SUPPORT

May use tubing as a core support. One down bar on each side. No support bracing.

HOOD/TRUNK

Must have hood type pins for easy access by series officials. No bolting down.

ENGINE CLAIM

- a) Any competitor finishing the race on the lead lap can claim a competitor's engine finishing in the top 5 ahead of them.
- b) The price to claim an engine is \$1,000.00.
- c) Failure to honor the claim will result in loss of money and points earned in that event and a minimum of a 1 race suspension.
- d) Track reserves the right to deny claim if considered to be in spite or from more than one party.
- e) Track reserves the right to claim any engine winning 3 features in one season.

Tech Director: Jeff Williams 805-218-2355
Track Promoter: Robert Snyder 951-852-8322