

All Points go with the car as registered for the season. The goal is to encourage families and friend groups to build cars and get new drivers into the seat thru the season. All points, penalties and procedures stay with the car number! All cars competing in the season as called out in the points fund rules are eligible for points fund payout for the year! As well as sponsor bonuses to be announced at a later date.

no phones or communication devices in car, other than one way **Receiver Required**

***Track reserves the right to swap computers among competitors or track owned computers at any given time “refusal results in DQ from the night and 2nd refusal carries a 3 race week competition ban. Not calendar nights, race nights

*** Davenport Speedway has the right to levy “Competition Penalty” to any car that appears to become dominant as the season progresses. For example, adding weight ahead of the engine and things of that nature. This class is to promote new faces at the track and bring some people back to racing. Fun and economical is the spirit of this class.

ALL RULES ARE SUBJECT TO CHANGE AS SEASON PROGRESSES. FAIR NIGHTS, SEASON CHAMPIONSHIP, AND ANY SPECIAL EVENTS, THE CAR DRIVER MUST HAVE RUN THE CAR AT LEAST 50% OF THE SEASON NO 1 NIGHT ONLY DRIVERS WILL BE ALLOWED ON THESE NIGHTS.

Lineups will be done on a draw redraw basis based on weekly car count; top 2-5 of each heat will redraw based on car count. Each week's winner will start no better than 12th place or last based on car count for the next 2 weeks of competition. (If there are only 8 cars you will start 8th) . Must qualify for the draw to start 12th or will start according to heat finish.

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 and newer RWD only 4.6 V8 only.

3. DRIVERS – Drivers must be at least 14 years of age, have notarized paperwork prior to first race. You must wear a clearly labeled helmet that meets or exceeds the SA Snell or SFI standards. Fir suit, racing shoes and racing gloves are mandatory. The use of an approved neck brace or Hans style device is Absolutely Mandatory. Safety gear must pass Inspection by tech inspector (Condition is Key). Absolutely NO motorcycle helmets or non “Fire Rated” gear allowed.

4. CAR NUMBER – Number must be officially registered to the car/Team. 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 driver’s 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.

5. TECH – Car must go through inspection at its first visit to the track. After each feature the top 4 finishers and any other cars selected will go to tech. Those drivers and 1 crew member can assist with tech on those cars. Every car is subject to Inspection by the tech team at any time on the property. Refusal to comply will result in a DQ for the evening.

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 AND MODEL OF CAR BEING RACED NO EXCEPTIONS!!!!** * Air filter must remain in the original airbox and must be paper or cleanable option is acceptable. No cone, cold air, or ducted filters allowed! AC compressor, lines, and ac/heater core box in engine compartment may be removed. **ALL FIREWALL HOLES MUST BE COVERED AND SEALED!** * Replacement **OEM STYLE REPLACEMENT** coils are allowed **NO PERFORMANCE COILS!** * AC condenser may be removed; may run aftermarket transmission cooler must remain Inside engine compartment. No coolers of any kind in drivers compartment

7. RADIATOR – 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 driver's compartment and must be securely mounted and covered. Must be in front of trunk area, on the back seat floor.

9. FUEL SYSTEM – Factory fuel tank and all lines must remain STOCK and AS CAME from factory! A fuel cut off switch In rear of deck or behind drivers roll cage or “kill all” switch to the battery. **MUST BE CLEARLY MARKED PREFERABLY RED! MUST KILL ENGINE WHEN SWITCH IS FLIPPED.** Factory inertia/fuel safety switch may be removed or bypassed.

10. EXHAUST – Muffler is NOT required. May not exceed the diameter of the factory P71 style dual exhaust. Pipes must go beyond the driver area and exit to the side or turn down before the axle (Be mindful of the FUEL TANK). The catalytic converter may be removed. No bigger than 2’ straight pipe off manifold and turn out to the side behind the driver's door.

11. TRANSMISSION – Must remain entirely stock and 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.

13. ROLL CAGE – maximum of a 4-point cage with 1 ¾ .095 tubing with 4 curved door bars on the driver's side drivers doors and B pillar may be gutted. At least 3 straight door bars on the passenger side. Optional foot bar under the driver's feet that extends from bottom of left "A" post to bottom of right A post. Must have a bar centered over transmission tunnel that connects the foot bar to the dash bar, a centered bar from the dash bar to the halo over driver's head and a centered bar from the halo to the hoop behind the driver's seat
Optional. 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. 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 or aft of the 4-point cage.
ALL CARS MUST HAVE A DASH BAR And retain stock steering column. **DRIVERS DOOR BARS AND BARS AROUND DRIVER MUST HAVE SAFETY PADDING TO SATISFACTION OF TECH INSPECTOR!**

14. SEAT & BELTS – A racing seat is required along with a 5-point racing harness. Must be SFI rated. We strongly recommend up to date belts. Must pass safety Inspection by tech team. Seat and belts must be safely and securely mounted to the cage and frame absolutely nothing mounted to the sheet metal of the floor! The 5th Point AKA "Crotch Belt" Must be worn at all times on track! Failure to wear it will result in DQ from the night. NO warnings!

15. WINDOW NET – A properly mounted window net is mandatory and must be used at all times on track. "B" Pillar may be removed from top of door to bottom of roof-line for safe entry and exit of car all cut edges must be smooth and safe. 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, and the shifter must remain on column!

17. WINDSHIELD – Must be removed. Metal screen (half inch hardware mesh) and 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 and inner AC box must remain. Instrument cluster must remain intact and must still be operable. No aluminum or

fabricated dash panels. OBD 2 port must remain intact and operational. Moving the OBDII port to an accessible location is allowed , Wires may not be cut.

19. PEDALS – Gas and brake pedals must remain stock.

20. BALLAST – No adding of any weight to the entire car. Track can add weight to any competitor at any time. **NO BALLAST! Period!** Hidden ballast, solid steel bars, shot, exotic metals, packing areas with mud or any other ways are an immediate DQ! WARNING areas like fender wells should be covered as Intentional “Mud Packing” will be considered a reason for a DQ, so think ahead and 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 and springs can only be replaced by same stock parts or OEM replacement listed below ONLY!!! Front and rear springs must match coil for coil, free height, and wire diameter. (Can cut two 2” holes above rear shocks to access top shock nut). MONROE 271346 Shock Spring Assembly Or MONROE 553001 Bare Front Shock MONROE 550018 Rear Shock MONROE 550011-REAR AND MONROE 550010 FRONT These are the only shock/struts allowed to simplify it for everyone! They are cheap and available! **DO NOT GET CREATIVE WITH THE SUSPENSION OR ATTEMPT TO SPACE OR ALTER ANYTHING! YOU WILL BE DISQUALIFIED!**

22. CASTER & CAMBER – You may adjust as factory adjustments allow. May run aftermarket camber bolts (only Moog Pt#K100094 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 and 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 4 wheels.

24. TIRES – All season tires only. These tire sizes are only 235/55/17, 225/60/16, and 215/70/15. No directional tires. No autocross tires. No tire soaking or treating. No Grinding, No grooving. Sanding is allowed(nothing aggressive) 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!

25. WHEELS – Must be stock original OEM Ford Crown Vic, Mercury Grand Marquis, or Lincoln Town Car wheels steel or aluminum. All 4 wheels must be the same 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. 1” steel lug-nuts are recommended where you are able to 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 and POP rivets for extra attachment. May only replace damaged bumper with a single piece of 1 ¾’ .095 tube: bent back towards chassis at both ends and capped and formed to fit under 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 and race without one for the night. And will not be allowed to race the following week unless put back to stock or replaced to the rules. No more than one night. Must have tow straps connected to both front and back.

27. CORE SUPPORT – May use tubing as a 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 and off. 4 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 driver’s side doors. Passenger side doors can have 12” x 12” hole centered to pound dents out. No hood scoops or spoilers.

*****Small working fire extinguisher is mandatory on all cars*****

COMPUTERS: IF ANYONE IS CAUGHT TAMPERING WITH THE COMPUTER, IMMEDIATE DISQUALIFICATION, LOSS OF ALL POINTS RELATED TO THAT CAR #, BANNED FROM RACING FOR THE REMAINDER OF THE SEASON.

ANY QUESTIONS PLEASE CONTACT JEFF STRUCK @ 563-676-4653 OR BRET SIEVERTSEN @ 563-343-8250