



## General Rules Authority

The guidelines and regulations in this rulebook are established to ensure fair, safe, and consistent competition. These rules define the minimum requirements for all participants and vehicles. All competitors choosing to participate agree to abide by these rules as written.

Grundy County Speedway Officials have full authority over interpretation and enforcement of all rules.

No gray areas or verbal approvals are recognized at any time. If a rule is not specifically stated, it must be assumed to be illegal unless written approval is obtained from Speedway Officials before the modification is made. Any modification or adjustment done without prior written approval is subject to disqualification.

No verbal approvals will be considered valid—only written clarification or approval from Speedway Officials will be accepted. If a competitor has a question about legality, it is their responsibility to ask before making a change.

To maintain rule stability and fairness, rule changes will only be considered for the following reasons:

- Safety
- Cost control / preventing unnecessary expense
- Parts availability or replacement needs
- Clarification for enforcement purposes

Grundy County Speedway may issue official written tech bulletins during the season as needed. All official interpretations and decisions by Speedway Officials are final.

## Cars/Parts

- Eligible cars: 1992–2011 Ford Crown Victoria, Mercury Grand Marquis, Lincoln Town Car with 4.6L SOHC 2-valve V8 only.
- All cars must retain the stock frame, body, suspension, and drivetrain unless otherwise noted.
- Factory V.I.N. # must remain intact on the left front corner of the dash.
- Any attempt to use or adapt Marauder-specific performance parts or tuning will be considered a violation of the “stock OEM components only” rule.

## Engine

Stock 4.6L SOHC 2-valve only. Must remain OEM as produced — no porting, polishing, aftermarket parts, or mixing components from other platforms (e.g. no F-150 intake, throttle body, or plenum).

## Roll Cage

- Mandatory Roll Cage: Must be made of minimum 1 3/4" OD mild steel tubing with a minimum wall thickness of .090". No weld elbows or fittings. Only mandrel bends are allowed. Cage design is a main hoop with a diagonal brace, positioned behind the driver's seat, extending from the floor to the roof, and extending the width of the driver's compartment. This main hoop should be braced from the top of the hoop, down and rearward to the lower rear section of what was the back seat area; two braces, one on each side. No bars are allowed to pass through the front or rear firewall. No bars may extend beyond the contour of the body.

## Interior

- All carpet, trim, seats, airbags, insulation, and non-essential wiring may be removed.
- Dashboard shell must remain; gauge cluster must remain visible. No decking.
- All holes in the firewall and floor must be sealed with sheet metal.

## Exterior-Body-Doors- Bumpers

- Body must remain stock OEM steel and stock appearing. No composite or aluminum skins.
- Aftermarket front bumper covers (e.g., Five-Star) permitted.
- Front or rear bumper beams damaged beyond repair may be replaced with a steel tube beam mounted in the OEM location, providing equivalent protection, and weighing no less than OEM. Rear bumper ends must be chained or capped.
- Rear bumper must remain stock or use a replacement meeting the above requirements; ends must be chained or capped.
- Core supports may be repaired or replaced with steel tubing, but must remain in the stock location.
- A radiator protection hoop is permitted but must remain behind or flush with the OEM bumper; no ram-style bars.
- Sunroof openings must be closed off with sheet steel.
- Driver's door must have proper cage door bars and a steel door plate minimum 10" high x 1/4" thick, extending 4" past the front and rear edges of the door, securely bolted or welded.
- Sunroof openings must be closed with sheet steel.
- No composite or aluminum skins.
- Hood and trunk must be secured with pins.
- Vehicle numbers must be large and on both sides of the car with easy-to-read color combos. Roof number must face passenger side.

## Cooling/AC

- OEM-style radiator only, must mount in stock location. No aluminum racing radiators.
- A/C condenser, compressor, and lines may be removed
- A coolant overflow/recovery bottle is mandatory
- Up to 2 electric fans permitted
- Water only in cooling system. No antifreeze

## Electrical/PCM

- **Electrical/PCM**
- 12-volt system only.
- May be relocated inside the driver compartment **behind the driver seat** (left or right). Must be securely mounted to the chassis and enclosed in a sealed, non-conductive box. Positive terminal must be covered.
- If relocated, battery must be inside a sealed battery box and securely mounted with steel hold-downs (no straps).
- PCM/OBD-II: OEM PCM for VIN/strategy code. No reflashing, tuning, chips, piggybacks, or altered harnesses. OBD-II port must function; tech may plug in. If OBD-II is inoperative → automatic DQ until fixed.
- PCM claim: Track may claim any PCM and/or harness for \$150 (PCM) and \$50 (harness). Refusal = DQ + loss of points/purse and possible suspension.
- Factory wiring harness required. Wires may be re-routed for safety but may not be stripped, removed, or altered to gain performance.
- No traction control or aftermarket ignition control

## Air Intake:

- In case of crash damage or unavailability, an aftermarket intake may be used if it attaches directly to the OEM mass air sensor (MAF) without modification.
- Aftermarket intake/filter assemblies must be off-the-shelf and retail for \$75 or less.
- No relocation of MAF, no sheet metal fabricated intakes, no velocity stacks.

## Exhaust

- Stock exhaust manifolds only. Must remain OEM, unaltered, as-cast.
- No grinding, porting, polishing, or thinning of manifolds permitted.
- Exhaust pipe: max 2.5" OD, must exit behind driver and under car. No side exit ahead of driver. No headers.

- Must exit minimum 10" with turn downs behind the driver if it stops under the car.
- Transmission / Driveline
- Must remain stock, fully automatic, controlled by OEM PCM.
- All forward gears must function. No manual valve bodies or shift kits.
- Rear end must be OEM housing, axles, and carrier.
- OEM driveshaft only. Driveshaft must match the year and model of the vehicle
- Approved gear ratios: 2.73-3.73
- Factory Trac-Lok permitted. Welded spiders permitted.
- No aftermarket lockers, no full spools. You may lock the rear end with a mini-spool or welded spider gears only.
- No custom-cut, lightened, or non-OEM gear sets.

## Suspension

- Suspension must remain 100% stock OEM for the Panther platform (Crown Vic/Grand Marquis/Town Car).
- OEM stock springs only. Must be stock free height and diameter. No cutting, heating, or aftermarket lowering springs.
- Control arms, spindles, trailing arms, and mounts must be OEM stock. No slotting, cutting, drilling, or elongating holes.
- Bushings must be OEM-style rubber only. No offset bushings, no polyurethane, no heim's, no solid bushings.
- No adjustable suspension parts (no adjustable arms, plates, or ball joints).
- Shocks/struts must be OEM replacement style only. No racing shocks. Must mount in stock locations.
- No coilovers. No weight jacks. No spring spacers, rubbers, or buckets.
- Sway bars must have OEM-style links and bushings with equal length side to side. No preload. No adjustable arms.
- Camber rule: Right front limited to 3.0° negative max. Left front 1.0° max. Rear camber must be stock appearance.
- Camber will be measured using carpenter square OR digital camber gauge in tech.
- No chains, cables, bump stops, or travel limiters that restrict suspension movement.
- Ride height: Must meet ride height rule

## Brakes

- Four wheel brakes required at all times.
- OEM stock rotors, pads, calipers, and master cylinder
- No drilled or slotted rotors. No performance pads.
- Brake bias adjusting devices are not allowed.

## Tires / Wheels

- DOT all-season radial tires only.
  - Not allowed: high-performance, racing, directional, asymmetrical, snow, mud, LT/AT tires.
  - Minimum treadwear: 400 (as printed on sidewall).
  - Price cap: \$150 per tire max when new (must be publicly available at or below this price).
  - Minimum aspect ratio: 55 series (no 50-series or lower).
- Tire Width Limits (by wheel size)
  - 16" wheels:
    - Minimum 205 width
    - Maximum 225 width
  - 17" wheels:
    - Minimum 215 width
    - Maximum 235 width
- (Maximum stagger difference: 20mm)
- Shaving allowed (non-camber only). Minimum tread depth 1/8" at all times.
- No soaking, softening, grooving, sanding, treating, siping, or wrapping. Tires may be cleaned only.
- All tires must be mounted and used as designed by the manufacturer (no reversing side-specific tires).
- Wheels: OEM steel wheels only, maximum 8" width, same size and offset on all four corners. No wheel spacers or adapters.

## Weight / Ride Height / Ballast

- Minimum 3,650 lbs post-race, as presented
  - “As presented” means the car is weighed and measured exactly as it comes off the racetrack, with driver, and with the fluids and fuel remaining at the end of the race. Cars may not be altered prior to tech.
- No competitor-added ballast permitted.
- The **driver-side B-pillar may be trimmed or removed only as needed to install the roll cage**, and any removed structure must be replaced with cage tubing. No enlargement of the door opening beyond cage fitment.
  - All cut edges must be smoothed and sealed.
- Grandfather Rule. Cars that competed in this division prior to the 2024 rule update and are under minimum weight due to pre-existing interior/body removal (roof, A/C Pillar) may be granted a one-time ballast allowance by Tech Officials to meet the 3,650 lb minimum weight rule. Eligibility will be verified by VIN and race history. No other cars may use ballast.
- Penalty ballast may be required at the discretion of Tech Officials as a competition penalty or parity adjustment.
  - Tech will direct the approved location(s) for ballast installation. Standard location will be the right-rear trunk area, low and as far rearward/outboard as practical.
  - Teams are responsible for installing the ballast as directed, and it must pass Tech inspection before returning to competition.
  - Ballast must be securely fastened with Grade-8 bolts and steel backing plates or welded into a steel enclosure.
  - Ballast must be painted a bright color, marked with the car number, and remain in place for the duration specified by Tech.
  - Penalty ballast may be assigned by Tech Officials in 25 lb increments up to a maximum of 75 lbs total.
  - If a car requires more than 75 lbs of penalty weight to meet minimum weight or safety requirements, it will be declared ineligible until it is brought into legal compliance.
  - Penalty ballast is not a substitute for missing or removed OEM structure or intentional lightening.
  - Any tampering with, moving, or unauthorized removal of penalty ballast will result in disqualification and additional penalties.
- Ride height will be measured post-race, driver out, as presented. No adjustments (air, fuel, fluids, etc.) may be made after leaving the racing surface until inspection is complete.
- Ride height minimum: 6.0" at front crossmember, 7.0" at rocker pinch.
- Radios / Electronics
- Raceceiver (or equivalent one-way receiver) required at all times.
- No two-way radios, scanners, Bluetooth headsets, or crew-to-car communication.
- All OEM wiring harnesses and sensors must remain functional. No aftermarket engine harnesses or piggybacks.
- OBD-II port must function. Tech may plug in scanner at any time.

## Safety

- A driver's window net is mandatory, with release at top front of net.
- A current, competition-rated 5-point racing harness is mandatory.
- Helmet: Full-face helmet designed for competitive motorsports, in good condition and within manufacturer date. Snell-rated helmet strongly recommended (SA2015 or newer suggested).
- Fire Suit: One-piece or two-piece fire-resistant driving suit required. Suit must be clean and free of holes, oil, or fuel saturation.
- Seat: The original seat may be used. The seat back must be locked into position. Racing seats recommended with 5-point harness attached to cage.

## Fuel System

- Stock fuel tank may be used in factory location ahead of rear axle. Tank must have OEM straps and a minimum 1/8" steel skid plate or protection hoop under tank.
- No marine tanks allowed.
- Optional: Fuel cell (maximum 19 gallons) may be used and must be mounted in trunk area with:
  - Minimum 2 steel straps (1" wide x 1/8" thick)
  - Minimum 3/8" grade 8 hardware
  - Mounted centered between frame rails
  - Must use rollover check valve and vent to outside of car
  - Firewall between driver and trunk is mandatory (minimum 20 gauge steel)
  - Fuel line must run under car or through steel conduit if routed through cockpit.
  - No electric fuel pumps inside driver compartment

- NO E-85 FUEL

## **Transponders**

All cars must have a working transponder installed for all on-track activity, including practice, qualifying, and racing. Transponders are available for rent at the tech building for \$15 per event. A valid driver's license is required for rental.

## **RACECEIVERS**

A working one-way Raceceiver (race communication receiver) is mandatory for all drivers at all times on track. Drivers must have a Raceceiver to pass pre-race inspection and to compete in any practice, qualifying, heat, or feature event. No Raceceiver = no track time.