



ELDON IOWA RACEWAY

2026 CROWN VIC RULES & SPECIFICATIONS

(Updated January 17, 2026)

(New or altered rules will be red and underlined)

The rules are written to create competitive and fair racing. In the interest of competitive and fair racing, they may have to be adjusted from time to time. If the Eldon raceway director(s) feel the rules need to be adjusted the affected competitors will be notified with a bulletin before any adjustments or changes are made.

All drivers are required to have a NASCAR license for sanctioned events. Raceceivers are mandatory. Drivers without a Raceceiver are subject to fine and disqualification.

Section 1: SAFETY EQUIPMENT

- A. Rules apply at all times car is on track. Any safety rule will always take precedence.
- B. Snell-rated **SA2015** **SA2020** or **SA2025** helmet required.
- C. Roll bar padding required in driver compartment (Fire retardant recommended). Must be on all roll cage bars within reach of the driver.
- D. SFI-approved full one- or two-piece fire suit required. No visible rips or tears in fabric allowed.
- E. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. No visible rips or tears in fabric allowed.
- F. Driver-side window net required, minimum 16-inch by 20-inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Maximum four inch tall visor attached to window net.
- G. Each car must be equipped with a minimum of an SFI 16.1 or 16.5 approved safety belt restraint system. 5-point design and minimum 2-inch-wide belts. The restraint system will be eligible for use in competition for 4 years (Recommended 2 years) from the date of manufacture. Safety belt restraint systems should be installed and used in accordance with the manufacturer's instructions.
- H. Belts should be mounted to steel framework, not to the floor.
- I. A protective screen is required on the driver's side of the windshield opening. At least 3 vertical braces for support of this screen are required. Minimum screen size is $\frac{1}{2}$ by $\frac{1}{2}$ inch openings and maximum of 2 by 2 inch.
- J. 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.
- K. ALL drivers and cars are required to pass a safety inspection and receive a sticker for passed inspection before allowed to compete.
- L. It is recommended that all safety equipment must stay on and in place until the car has exited the racing surface.
- M. **Car and safety equipment are subject to random inspections throughout the season. Safety inspector or official(s) hold the right to give a 2-week period to fix something or rule it is unsafe**

to race and must be fixed before any lap is turned. (i.e. partially cut seat belt or improper seat mounting/fitting)

N. Approval of a race car by inspector shall mean only that it is approved for participation in a competitive event and shall not be construed in any way to mean that it is guaranteed mechanically sound, safe, or completely legal. ACS and/or the inspector shall not be liable for any mechanical failure nor for any losses, injuries or death resulting from same.

O. ACS recommends all competitors to follow manufacturer's recommendations for installation, usage, and replacement of all safety equipment.

Section 2: DRIVER REQUIREMENTS / LINE-UPS

A. Minimum age is 14, must have minors release filled out. No maximum age.

B. Any driver can race in class.

C. Compact will be the ONLY other class a driver can race in on same night, any class tiered higher than that will not be allowed. Driver must purchase 2 pit passes. If a driver from a higher tiered class would like to race in the class, they will not be allowed to compete in the higher tiered class on that night.

D. Compacts are considered a lateral move between classes. with the exception of a track title.

E. If a driver has won a compact feature but not a championship, they will be eligible to race.

F. Winner from the previous week will be required to start at the tail of the invert.

Section 3: CARS AND BODY

A. 1992-2011 Ford Crown Vic, Mercury Marquis, and Lincoln Town Cars only, with the 4.6 liter V8.

B. Doors must be welded shut

C. Two 3-inch (minimum) holes must be cut in the hood for fire extinguisher access should hood get stuck shut.

D. All glass, lights, mirrors, trim, interior, and air bags must be removed.

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

F. No spoilers or wings allowed

G. Ground effects, side skirts, air dams, and aftermarket plastic nose pieces are all allowed.

SecW 4:ROLL CAGE

A. 4-point roll cage required

B. Must be constructed of 1.75" x .095 (minimum) round mild steel tubing. No square tube cages.

C. Corners must be mandrel bent, no pipe elbows.

D. 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 on the driver's side that extend out to the door skins. Entire B pillar should be removed on the driver's side and driver's side doors gutted to the outer skins.

E. Passenger's side door bars may be 2 horizontal and 1 diagonal bar.

F. Must use a tube centered left to right in the halo.

G. Must use a tube centered in the windshield opening from dash bar to halo.

H. Refer to pic of the AllStar Performance Crown Vic cage kit (Part No. ALL22095)

I. No bars through either firewall.

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

Section 5: INTERIOR

- A. Aluminum fabricated or stock dash allowed, must leave original gauge cluster intact.
- B. Interior must remain open, no enclosing of the interior.
- C. Ends of dash, glove box, and front trim may be removed for cage clearance.
- D. Stock pedals only, in stock position.
- E. May remove A/C condenser and compressor.
- F. Heater core may be disconnected

Section 6: STEERING COLUMN

- A. Stock steering column required. May replace the factory steering wheel with a racing wheel and a quick release hub. If leaving the stock steering wheel, air bag MUST be removed.

Section 7: AIR FILTER / RADIATOR

- A. Stock flat air filter in original air box only.
- B. May add air intake holes to lower half of air box, but housing must remain original.
- C. Aluminum or racing radiators are allowed

Section 8: COMPUTER AND EXHAUST

- A. Stock intake, cams, coils, computer, and exhaust manifolds.
- B. No computer tuning of any kind will be allowed.
- C. May remove catalytic convertors and straight pipe the exhaust with 2.5-in. tubing. If straight piped, reinstall o2 sensors into welded bungs in the new exhaust pipe.
- D. New pipes must be run at least to the driver and pointed down or outside the car. Turn downs at the ends are highly recommended.

E. P71 (Cop Car) ECM's are easily attainable, for around \$50-\$75. Call your local salvage yard, or go to www.car-part.com and search for a Cop Car ECM. They must match your model year for the ECM to work correctly. Feel free to change to a Police ECM. It will keep the cars on a more even level.

F. ECM protest is \$50. In the event of the protest, if the computer is found to be legal the driver who has been claimed will collect \$25, tech collects remaining \$25 from protest fee. If the computer is found to be illegal, the track will confiscate computer and driver will DQ'ed and not allowed to race again in the class for one calendar year.

G. Tech may claim an ECM for \$50 at any time.

H. Drivers finishing the feature in 4th place on back are eligible to claim a top 3 finishers ECM.

I. Moving your ECM from the factory mounting location under the dash to under the hood is recommended.

Section 9: SUSPENSION

- A. Everything must remain stock. No alteration of any kind.
- B. No altering sway bar links.
- C. No spacers, spring rubbers or suspension stops.
- D. Air ride cars MUST change to STOCK coil springs.
- E. No cutting, heating, or lowering of springs.
- F. Shocks and springs may only be replaced by original parts or part store OEM replacements.
- G. Spring height, coil count, and wire diameter MUST match side to side.
- H. Caster and camber may only be adjusted within factory allowable range.

- I. NO grinding out the pockets at the upper ball joint mounts.

Section 10: TIRES AND WHEELS

- A. All season street tires only. No mud or snow tires.
- B. Allowable sizes: P235/55-17. P225/60-16. P215/70-15. P225/70-15.
- C. No high performance or directional tires.
- D. No grooving or siping
- E. All 4 tires MUST be the same size.
- F. Stock steel or OEM aluminum wheels only. All 4 wheels must be the same size and offset.
- G. 2002 and newer may use Dodge Charger OEM 17-in. steel wheels
- H. ALL WHEEL WEIGHTS MUST BE REMOVED.

Section 11: BUMPERS

- A. OEM front OR 1.75" round tube bumper. If tube bumper is used, it may have one top loop only, with no bracing to the mounts. Ends must turn back towards the front tires.
- B. Rear bumpers, OEM rear bumper MUST be used, and on the car at all times.
- C. IF YOU LOSE YOUR REAR BUMPER, YOU WILL BE PARKED UNTIL SECURELY WELDED OR BOLTED BACK ON.
- D. Front header panels must be removed.

Section 12: HOOD/TRUNK

- A. Factory hood and trunk latches must be removed.
- B. Use minimum 2 pins on the hood and 2 pins on the trunk.

Section 13: BATTERY

- A. Battery may remain in stock location under the hood or moved inside of the car.
- B. If moved inside car, it must be in an enclosed box, with a minimum of four 3/8-in. bolts with large washers top and bottom to secure it. Either location requires a plastic or rubber cover on the positive terminal.

Section 14: WEIGHT

- A. No added ballast weight, except by tech.

Section 15: DRIVELINE

- A. Stock rear-ends only.
- B. Safety chain around the driveshaft 6-in" from the u-joint on each side, 5/16 chain must be used.
- C. Driveshaft must be painted white
- D. May weld spider gears if not equipped with a limited-slip differential.
- E. Gear ratios allowed are 2.73 / 3.27 / 3.55 / 3.73
- F. Gear ratio and model year must be marked on DASH with a paint marker.
- G. ~~Weight penalties: 2.73 and 3.27 gears have no penalty. 3.55 geared cars will have 50 lbs. added to the trunk. 3.73 geared cars will have 100 lbs. added to the trunk. These weights may be adjusted to ensure parity.~~ Weights must be painted white, with car number clearly marked on them, and secured with two 1/2-in bolts.

Section 16: FUEL AND GAS TANK

- A. The factory tank may be left in place. They are very well protected in this location by rear trunk floor.
- B. Fuel cells may be used but must use the OEM fuel pump and lines.
- C. Fuel cells must be mounted to a welded steel frame work inside the trunk.

D. Pump gas only. NO E85 FUEL. Newer years are flex-fuel capable, and this results in as much as 20% more hp. Older models are not E85 capable. No racing fuels or fuel additives.

E. Fuel WILL BE checked in post-race tech.

F. Maximum 15% ethanol allowed.

G. Fuel pump shutoff switch must be mounted in the rear speaker deck area on driver's side.

Use the wires that go to the inertia switch in the left quarter panel and run them up to a toggle switch. Must be cleared marked ON and OFF.

Section 17: CLAIM AND TECH

A. DRIVER CLAIM: Any driver finishing outside the top 3 can claim a top 3 car for \$3,500 cash. The entire car goes with the exception claimee keeps their seat and seat belts. Claimee has the option to accept the \$3,500 claim, or to change the claim to \$2,000 cash and exchange cars with the claimer. (Both keep seats and belts) Claim refusal will result in a 90-day suspension.

B. SPECTATOR CLAIM: If anyone out of the grandstands wishes to claim a car finishing in the top 3, you must report to the base of the flag stand IMMEDIATELY after the feature. You must have \$4,000 CASH IN HAND, and let the flagman know 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 inspection to verify its 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 to the claimer. If the claim is accepted, the car will NOT be started again, and the driver will remove their seat and belts. Claimer is then responsible for removing the car from the track that night.

C. The top 3 in feature will report to tech area immediately following feature. Tech officials reserve the right to add weight to any car.

D. Amendments and clarifications to these rules may occur as the class develops.

E. All official's decisions are binding and final.

THE 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 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. • Remember, this is a racecar, NOT a demo derby. Rough driving will be penalized. • Blatant cheating or trying to race outside the "spirit" will result in a DQ.