



This is to be a FOR FUN DIVISION! We will run ANY Piece of Asphalt – Oval, Old Oval, Small Oval, Road Course & Reverse for all tracks. The winner of the previous week will start last & Points leader will start inside of the previous week's winner.

- Eligible cars are on the ford crown victoria, mercury grand marquis or lincoln town car 95 and newer. No altering of the frames or any control arm mounts.
- Engine: must be stock to year/make/model of engine(4.6 sohc from all years ok in any chassis). Must have vin. Oem cast iron blocks only. No racing parts permitted. Must remain an entirely stock 4.6 sohc engine only. Manifold stock. Air filter stock. Stock oil pan. No modifying of the throttle body. Mass air flow sensor must work per factory specs. Stock injectors. No racing injectors. Maximum 47 lbs. Transmission must remain entirely stock.
- No altering of frame or any suspension. Camber Bolts OK Left & Right. Struts must be completely stock. Control arm mounts front and rear must be at factory specs on frame. No cutting, shortening, lengthening, moving ball joint location on arms including sway bar links. No spacers of any kind. No air-ride. No cutting, heating or lowering of springs. All 4 springs must match in style and free height and wire size. No progressive springs. No spring rubbers permitted. Shocks and springs can only be replaced by the same stock parts. No painting of springs or shocks. These will be checked and verified (can cut two 2" holes above rear shocks to access top shock nut). Only oem part replacement numbers for these shocks for these cars. Any factory joyce or bump stops must be removed. No adjustable, progressive or rebuildable shocks. No off road or racing shocks permitted.
- Rear end: must be oem rear end only. Must be locked. Factory gear only. 2.73, 3.27, 3.55 and 3.73 ratios only. No limited slip differential. You may weld the spider gears. This will be checked frequently.
- Steering column: must remain stock. Adding a maximum 6" extension to shaft or wheel and a quick disconnect steering wheel is permitted.
- Brakes: must be stock oem. Abs fuze can be removed
- Roll cage: must have a maximum of 4 main cage down bars installed welded securely to top of frame. (no other bars anywhere to the frame). Minimum required cage bars are as follows: 4 driver side door bars, 2 passenger side horizontal bars with 1 diagonal, 2 rear hoop-horizontal, 1 front-horizontal, 1 from rear to front center of cage,

Drivers door plate must be welded to outside of door bars, or 1/4" steel plate between each door bar. Extra bars in cage is highly recommended. Extra door bars are permitted to tie things together

- A racing seat is mandatory with a 5 point harness. A full containment racing seat is highly recommended. Mandatory for minors. Belts can be no older than their expiration date. All new belts must have the date they expire on them. It must be changed by then. All minors must have a full containment seat and wear a head and neck restraint device, hans or equivalent. Minors will not race without these. No exceptions!!!
- A properly mounted window net is mandatory. Latch for window net should be in upper front corner. Highly recommended nascar style latch. Must be used at all times on track.

All cars can remove wiper motor, all air conditioning boxes and related parts. Compressor can be removed and a shorter belt installed. Holes in firewall must be patched. No gutting of hoods, deck lids, fenders or structure of body. Do not lighten or strip any other parts off car. Rear firewall and deck where top of back seat was must be sealed off with steel. All holes covered. Any holes in floors inside of car must be patched.
- Dash: All air bags in car must be removed. Left and right ends of dash can be trimmed for roll bar clearance only.
- Pedals: must remain stock and in stock position.
- Windshield: stock windshield permitted. Lexan windshield permitted
- Radiator: must contain water only. No antifreeze. If antifreeze is found it is a \$50.00 fine.
- Battery: must be located behind drivers seat placed in a secure box and covered, bolted in place. The battery itself must be held in place by a battery hold down strap.
- Engine kill switch: must be behind driver on roll cage. A kill all switch must be marked "on" and "off" and in plain sight for track crew.
- Exhaust: must go behind the driver and exit to the side or rear of car.
- Bumpers: front and rear can be replaced with 1 3/4 round thin wall tubing. Must be hollow form fitted and curved back to fenders and a brace hooked to frame. Any sharp edges or points must be addressed. No rear bracing. No push bumpers of any kind. If car came factory with one it must be removed. Stock bumper covers front/back must be on. Chains or strap must be mounted on front/rear frame for towing.

- Hood and trunk lid: mandatory the hood and trunk lid must have hood pins for easy access by track officials. Cars weight will be checked occasionally. Weights tbd
- While racing on the track, no electronic devices of any kind such as cell phones permitted in the car or on your person. Go-pro cameras attached to car are permitted.
- Tires: all season tires only. All 4 tires must be the same size. These tire sizes only: 235/55/17, 225/60/16, 215/70/15. No recap tires. No tire soaking or treating. A minimum tread wear of 400.
- Rims: must be stock oem rims manufactured for these types of cars. All 4 must be the same size and offset. No wheel spacers. No offset rims on cars 2001 and newer.
- Safety: a good quality fire suit is mandatory. Snell 2015 up approved car racing helmet is mandatory. A one-way race receiver is mandatory for the tower to communicate with the driver. 454.0000 frequency. All cars must have a transponder. Transponder located on rear axle tube
- Cheating: 1st offense: driver and car disqualified, loss of all points and all money only for that night. 2nd offense: driver banned for one week. Drivers make sure your car is right, even if you are driving for someone!

Payout: 250, 125, 100, 90, 80, 70, 60, 50 on back

Nothing in racing is cheap nowadays, but this class is the most Affordable way to get into RWD auto racing going at this time. With no made for racing parts, no racing tires or rims. Safety equipment is a must so spend your money on it. However this is a very fun class not solely for beginners but has some within it.

If you have any questions or concerns please give us a call.

Call before you change something or it could cause the car to not be eligible to race at Midvale Speedway. Dave Hoopingarner (330)-260-6348