

2023 Thunder Stock Rules

After 3 wins 25lbs will be added to the right side of the car and will go up 25lbs after every victory thereafter.

All lead must be painted white with car # clearly marked on it. It also must be mounted between the axels and if hooked to floor must use 2 bolts ½" in size and have a plate 1/8" thick on the inside of the car and lead outside of the driver compartment sandwiching the floor of the car.

OVERALL

- A. Spirit of the Rules: The creation of an affordable, entry level way to enter stockcar oval racing. Keeping the cars very stock is the priority. Changes not listed in these rules are NOT allowed.
- B. Cars: Only the Ford Crown Vic, Mercury Grand Marquis, or Lincoln Town car, 1995 and newer
- C. Drivers: Must wear a clearly labeled helmet that meets or exceeds the 2010 SA Snell SFI 31.2 standards. A fire suit, either one or two piece is REQUIRED. The driver must make use of an approved neck brace or Hans style device.
- D. Car Number: Available numbers are 00-09 and 0-99. No duplicate numbers issued. Numbers must appear on both front doors and on the roof. Door and roof numbers shall be a minimum of 16" tall and 3" in line thickness. Numbers must contrast in color (light vs dark) from the car color. The roof numbers needs to be facing the passenger 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. A number must be officially registered for before being assigned and used. At this time driver eligibility will be determined.
- E. Tech: Car must go through inspection at its first visit to the track. After each feature, the top 3 finishers and any other cars selected will go to tech.
- F. Cheating: If found cheating the driver and car will be disqualified from that event as well and both being suspended from the next event.

DRIVE TRAIN

- A. Engine: Must remain an entirely stock 4.6L SOHC engine. Manifold stock. Air filter stock No adjustment to the ECM at all.

- B. Engine components as from the factory, power steering pump and alternator must be in working condition.
- C. Radiator: Must contain water only
- D. Battery: May remain in stock location or be moved into a secure box on the rear passenger floorboard (right side of drive shaft)
- E. Fuel Kill Switch: In rear deck or behind drivers roll cage or kill all switch if battery is relocated.
- F. Exhaust: Pipes must go beyond the driver area and exit to the right or rear and must utilize a minimum 18 inch glass pack.
- G. Transmission: Must remain entirely stock
- H. Rear End: Must remain entirely stock. Factory gear only. 2.73, 3.27, 3.55 and 3.73 ratios only. No locking of rear end.
- I. OBD computer must scan, if it does not scan will result in disqualification.

INTERIOR

- A. Roll Cage: Must be a 4 point cage with 4 curved door bars on the driver's side. Straight bars can be used on the passenger side. Cage must be welded to the frame and not the floor pan. A driver's door plate is required. It must be ¼ inch thick steel and measure 18" X 48". It can be on the outside or inside of the car. No additional piping of any kind aloud
- B. Seats & Belts: A racing seat is required along with a 5 point racing harness. Belts can be no older than 4 years past the clearly marked manufacturer dates on them.
- C. Window Net: a properly mounted window net is mandatory and must be used at tall times on track
- D. Steering column: Must remain stock. Adding a quick disconnect steering wheel is allowed.
- E. Windshield: Must remain stock and strapped in place. Must have 3 solid steel vertical bars in front of the driver. All other glass must be removed. All mirrors must be removed.
- F. Dash: Must remain stock. All airbags in the entire car must be removed.

- G. Pedals: Must remain stock
- H. Ballast: Not adding of weight to the entire car.
- I. Rear View Mirror: Must be standard side Crown Vic mirror mounted in the standard location
- J. Must have a working fire extinguisher within reach of the driver.

EXTERIOR

- A. Suspension: No altering of the suspension, including sway bar links. No Air ride, no cutter, No Heating and no lowering of springs. Shocks and spring can only be replaced by the same stock parts or OEM Replacements (can cut two 2" holes above the rear shocks to access top shock nut). Speedway Motors Rubber Coil Spring Part #5501285 are the only spring rubbers/spacer allowed to be used at any time. Spring Rubbers are only legal in the right front spring to dampen the body roll maximum of 2.
- B. Caster & Camber: You may adjust as factory adjustments allow. No other modifications.
- C. Tires: All season tires only. Nothing under 350 tread wear or any tire that costs \$125 or more. These tire sizes only: 235/55/17, 225/60/16 and 215/70/15. No high performance tires. No directional tires. No autocross tires. No tire soaking or treating. No buffing or cutting.
- D. Wheel: Must be steel stock wheels. All 4 wheels must be the same size and offset. No wheel spaces. No offset wheels on cars 2001 and newer.
- E. Bumpers: Must remain stock. Any sharp edges or points must be addressed. A steel-tubing towering hoop is required welded to the top of the front bumper, it can be no wider than 3" past the frame rails. No rear bracing.
- F. Hood/Trunk: Must have hood type pins for easy access by track officials. No bolting down.

CAR CLAIMER: To claim a car, you must be on the lead lap, the car must have finished in front of you, and claim must be in writing within 15 minutes after the feature or before car clears tech for the night.

Claimer is \$3500 for the car. Driver may take seat and belts out. Oxford Plains Speedway reserves the right to claim any car for \$3500. If you refuse claim, driver and car are out for the season.
(Change from \$2500 to \$3500 on 6/26/23)

Driver Eligibility: No driver may compete in this division who has won a race in any division higher than an Enduro. Any driver who has competed in any weekly division must seek driver approval before competing.