



2022 TROOPER CRUISER RULES

SPIRIT OF THE RULES – The creation of an affordable, entry-level way to enter dirt track racing. Keeping the cars safe and completely stock is the main priority. Changes not listed in these rules are not allowed.

CARS – Only the Ford Crown Vic, Mercury Grand Marquis, or Lincoln Town Car 1995 and newer.

DRIVERS – Must wear a clearly-labeled helmet that meets or exceeds the SA2010 Snell or SFI 31.2 standards. Fire suit, racing shoes, neck brace and racing gloves are mandatory. The use of an approved Hans style device is highly recommended. Minimum Driver Age of 15.

CAR NUMBER – 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 passenger side of the car.

TECH – Car must go through inspection at its first visit to the track prior to the drivers meeting to be eligible to race. After each feature the top 4 finishers and any other cars selected will go to tech.

CHEATING – 1st offense will bring driver and car disqualification from that event as well as both being suspended from the next event. A 2nd offense will bring a driver ban from all racing for one year.

DRIVETRAIN

- **ENGINE** – Must remain an entirely stock 4.6L SOHC engine. Intake and exhaust manifolds must remain stock. Air intake and filter must remain stock. AC compressor, lines, and ac/heater core box in engine compartment may be removed.
- **RADIATOR** – Must remain in OEM Location.
- **BATTERY** – Must be securely mounted and covered in the trunk of the car. MUST have a battery kill switch easily accessible on the driver's side between the driver and the trunk lid on the speaker deck. Positive cable must be covered with rubber.
- **EXHAUST** – Muffler is required, may be any stock or performance muffler. Stock pipes must be used and go beyond the driver area and exit to the side or rear behind the rear tires. Catalytic converter may be replaced with a pipe.

- TRANSMISSION – Must remain entirely stock. May use an aftermarket transmission cooler mounted in the engine compartment.
- REAR END – Must remain entirely stock except gears must be welded and fully locked. Factory OEM gears only 2.73-3.55 ratios only. No stock or aftermarket lockers.
- DRIVESHAFT - Must be painted white and have a 360-degree driveshaft loop 6" back from the front u-joint. Must be constructed of 2" x 1/4" steel strap or 1" tubing.

IGNITION - Must remain entirely stock. Modification to the factory computer programming is strictly prohibited.

FUEL - Pump Gasoline only. Maximum 93 octane. No additives allowed. Fuel Cell Allowed not to Exceed 16 Gallons (Steel Can Recommended). Must be securely fastened inside trunk centered between frame rails and above trunk floor. External Fuel Pumps allowed, must have a pressure port between pump and engine to check fuel pressure.

FRAME - Must be full and complete. All factory mounting locations and specifications must be in their original locations.

ROLL CAGE – Must use a minimum ninety-five one-thousandths (0.095) inch wall thickness tubing with a minimum one and six-hundred sixty-six one-thousandths (1.666) inch diameter for main cage and door bars. No offset cages. Aluminum and/or other soft metals are not allowed. Roll bar connections must be properly welded. Installation and workmanship must be acceptable to officials. Full-perimeter four-post roll cage of continuous hoops, with an "X" brace in the rear hoop is mandatory and front down bars must be tied together. Must be securely welded to the OEM frame. Rear kickers must be used. Minimum tubing dimensions for "X" brace and rear kickers are eighty-three one-thousandths (.083) inch wall thickness by one and one-quarter (1.25) inch diameter tubing. Must have a minimum of one (1) cross bar in top halo. With helmet on and driver securely strapped into the racing seat, top of driver's head must not protrude above the roll cage. Three horizontal door bars on both sides are mandatory. Minimum of four uprights tied from frame to top door bar on driver's side, three on passenger side. Steel door plates made of eighteen (18) gauge or forty-nine one-thousandths (0.049) inch minimum thickness metal must be securely welded to outside of the door bars on the driver's side. Plate must cover the area from the top door bar to the rocker panel and from the rear down post to six (6) inches in front of the seat. Must be visible for inspection. Must have a tow hook on front and rear. May have two bars for protection in front of radiator, behind bumper, within confines of body and no wider than stock frame horns. Absolutely no square tubing or galvanized pipe allowed. "X" bracing and any added bars to the frame and cage may be a maximum of one and three quarters (1.75) inch diameter by twelve one-hundredths (0.12) wall thickness round tubing only. Roll bars within the driver's reach must be padded with an accepted material as determined by an official. Fire retardant material is highly recommended.

INTERIOR

- SEAT & BELTS – A racing seat is required along with a 5-point racing harness. Belts can be no older than 3 years past the clearly marked manufacturer dates on them. Full Containment Seat Highly Recommended. Rear of Seat back where the seat belts come through may be no further back then the front edge of the B-pillar. All factory seats and carpet must be removed.
- WINDOW NET – A properly mounted window net is mandatory and must be used at all times on track.
- STEERING COLUMN – Must remain stock. Adding a quick disconnect steering wheel is allowed.
- WINDSHIELD – All glass must be removed. All mirrors must be removed. Must have a minimum of 3 windshield bars in front of the driver.
- DASH – Must remain stock. All airbags in the entire car must be removed.

- PEDALS – Must remain stock.
- BALLAST – No adding of any weight to the entire car.

SUSPENSION & STEERING – All parts must be stock or stock replacement for the make and model of the car. No altering of the stock components in any way. 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 the same stock parts or OEM replacements (can cut two 2" holes above rear shocks to access top shock nuts).

CASTER & CAMBER – You may adjust as factory adjustments allow. May run aftermarket camber bolts (only Moog Pt#K100094 or other aftermarket equivalent manufacturer).

TIRES – All season passenger car tires only, these tire sizes only 235/55/17, 225/60/16, and 215/70/15. All 4 tires must be the same size. No high performance tires. No directional tires. Nothing under 350 tread wear. No tire soaking or treating.

WHEELS – Must be steel stock wheels. All 4 wheels must be the same size and 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.

BUMPERS – May use 1.75" pipe front bumper. 8" stub out from frame of car and bumper must be looped back into frame. one top loop is permitted with no bracing of any kind. No square tubing.

HOOD/TRUNK – Must have hood type pins for easy access by track officials. No bolting down.

MAJOR INFRACTIONS - If you have been caught for any performance enhancing computers, performance aftermarket parts, the and the driver will be BANNED from the Rocket Raceway Park Trooper Cruiser Division PERMANENTLY!

Rocket Raceway Park has the right to make changes to these rules as necessary in order to protect the integrity of the class. All decisions and interpretations of these rules by Rocket Raceway Park will be considered final. Rocket Raceway Park reserves the right to confiscate any illegal parts deemed to be in violation of these technical rules.