

Wythe Raceway Interceptor Rules 2026

This guide helps you build a competitive race car at an affordable cost. One thing you will notice that is different about Wythe Raceway's rules compared to other tracks' is that we have what we call "cosmetics". This allows you to build your car without sacrificing affordability, while giving you options to create a car that looks like a race car.

Wythe Raceway believes that drivers who invest time and effort in their cars are also more likely to avoid unnecessary contact with other competitors, which only damages cars. This class is not an enduro-type or demolition-type class. Wythe Raceway cars should not look like cars that compete in those categories.

Wythe Raceway has helped pioneer racing for years, and these rules are no different. We are here to create race cars, not fancy track packers, and you will see that our rules allow for much more fabrication and creativity, while the overall cost will not change much. Since this is a form of economic racing, it must also be a form of racing that is easy to tech. We do not have an ECM rule; it's much easier to let everyone spend a couple of hundred dollars on this than to have the track invest in laptops and software to address it. This is a very common-sense approach to entry-level racing. The track will instead focus on what makes the biggest difference in costs, such as intake, aftermarket suspension, and internal engine modifications.

Eligible Car:

Ford Crown Victoria, Mercury Grand Marquis, Ford Crown Victoria Police Interceptor, Lincoln Town Car. 1995 and newer.

There is a reason better-looking cars attract more sponsorships.

Cosmetics:

1. You may remove all interior door parts and the dash. Allowing the passenger side is intended to facilitate body repair after minor collisions.
2. The steering column may be modified as necessary, and mounting may be fabricated to the roll cage. It must retain the ability to collapse in high-impact situations, so no straight bars.
3. You may add a 5-inch rear spoiler, no wider than the trunk. Will be measured with a straightedge to the deck lid.
4. The front and rear bumper covers are MANDATORY for points and/or earnings. Stock or Five-Star* bumpers. The reason for this is not only aesthetics; drivers

who spend time on the appearance of their car are also less likely to abuse it in competition than drivers with roll bars welded to the front and rear bumpers and all four corners of the car beaten up. Again, we are not creating a demo/enduro class; we are creating a class with top-notch-looking race cars, and we want them to stay that way.

5. Fabricated or aftermarket hood scoops allowed. 4-inch maximum height. If it doesn't complement the car's look, don't do it. The track decides what complements the look and what doesn't. Measured with a straightedge from the highest point to the hood.
6. You may sheet metal the interior, but you cannot remove the firewall, floor, or rear trunk wall. You may remove the rear speaker wells in order to make the rear deck flat for covering.
7. All external body components must be stock, but aftermarket body panels, such as the front left and right fenders, are acceptable. No homemade bodies.
8. You may remove all hinges and latches from the hood and trunk, but those must be securely fastened with hood pins. After-market or fabricated hinges allowed.*
9. Must remove all glass.

Rollcage/Interior:

1. Rollcage must be professionally fabricated from 1.75 x .095 tubing. Wythe Raceway will not allow any shortcuts in safety fabrication. Suggest the All-Star cage kit. ALL22095* The 4 main bars must penetrate and be welded to the frame. No exceptions!* Additional bars from the back of the main hoop may be installed in an X brace format to the front of the rear fenderwells.
2. A driverside plate at least ¼ inch thick must be installed to protect the driver from any protrusion.
3. A rubrail no more than 2 inches in height and 1 inch in depth may be installed on the outside of the doors between the back of the front fenderwell and the front of the rear fenderwell. The purpose is to help protect OEM body components, which will become increasingly difficult to source.
4. The driver area must have 3 or more safety bars installed in the window.
5. The seat must be installed on a perimeter mount welded to the main cage. Seats cannot be installed directly on the floor pan.
6. A racing-type steering wheel is recommended.

Safety

1. Must have a working fire extinguisher.

2. Must have a window net. Triangle nets allowed.
3. Battery disconnect behind the driver's seat is highly recommended.
4. A stock fuel pump is required; no direct-wired external electrical fuel pumps are allowed.
5. A full containment racing seat is mandatory.
6. Seatbelts with a date code of 3 years or earlier only. Must be 5 points with an SFI rating of 16.1 and must be mounted to the cage.
7. Full-face helmet with an SA2020 rating and a visor.
8. Fire retardant driver suit and gloves. SFI 3.2A/5
9. Raceceiver mandatory. Failure to produce a working raceceiver will result in DQ.
10. Mirrors are permitted.
11. Must have tow hooks on the front and rear; otherwise, we will just use a tractor to drag it in.

Drivetrain/Engine/Suspension

1. Stock 4.6 SOHC specific to make and model. No high-performance variants allowed. May remove any and all emissions.
2. May use the AC bypass kit.
3. OEM or equivalent intake, injectors, ignition, etc.
4. Modifications to the airbox permitted.
5. The computer must be OEM. May be tuned.
6. Stock transmission, driveline, and all associated components must be stock.
7. Stock type shocks and springs. May run airbags if the car came with airbags. No spacers.
8. May run an aftermarket differential cover.
9. Slotted or drilled rotors permitted, but must use an OEM-type caliper.
10. OEM-type steel or alloy Ford rims only. Must use 1 inch lugnuts.
11. May run any DOT tire. Directional or non-directional. No Truck tires, no studded tires. Don't waste money on expensive tires; cheap tires have been proven to do better on dirt.
12. You may use any of the following wheel and tire sizes: P215/70R15, P225/70R15, P225/60R16, and P235/55R17. Must have the same size wheel and tire at each corner when you start the race.
13. No wheel spacers.
14. The rear end may be locked, either by welding (not recommended) or by upgrading to the Ford Traction-Lok. (recommended).
15. Upgrading to 31-spline axles is permitted in order to use the cheaper alternative of Ford's Traction-Lok.

16. Any rearend gear ratio permitted. The stock ratios are 2.73, 3.27, 3.55, and 3.73.
17. May remove front and rear swaybars.
18. Caster and camber may be adjusted, and an aftermarket kit, such as SPC 87365 or the Moog K100094 Alignment Camber Kit, is allowed. +/- 1.5 degrees maximum.
19. Stock type control arms with no modifications.
20. No modifications to the frame.

Racing is a potentially dangerous sport, and Wythe Raceway makes no guarantees in these rules that you will not be injured, maimed, and/or killed. These rules cover basic safety and competition parameters, but only the driver and crew determine what is safe for them. The track has the right at any point and time to modify or change these rules as necessary. Competitors will be notified promptly of any necessary changes. The track will conduct basic compliance checks of these rules from time to time, but it is the driver's responsibility to maintain compliance at all times.

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