

LINCOLN COUNTY FAIR

11 SEPTEMBER 2019

- **CARS ALLOWED FOR SEPTEMBER LINCOLN COUNTY FAIR STOCK DERBY**
- 1977 and up metric GM cars and 1980 and up Fords 1980 and up Dodge and Chrysler . 2003up Fords, Lincoln, and Mercury must utilize factory aluminum cradle and OEM rack and pinion steering. 1998up Ford, Lincoln, and Mercury may use Watts conversion brackets.

BODY

- No creasing of body or frame. Trunk must have 10" hole for inspection purposes. Hood must be open during inspection and have 10" hole over engine for fire safety.
- Firewall can be cut for clearance. You can remove but can't add.
- Drivers door can be welded 12" on vertical seams. All other doors to be secured with 3 points of chain or wire. No washers welded on for wire to pass through. Door wire can't go around frame.
- Hood and trunk can be secured with up to 6 points of wire or chain only.
- No Spray foam allowed

FRAME/BUMPER

- Bumpers may be loaded inside envelope of factory bumper. No homemade bumpers.
- Bumpers can be welded straight to frame. Bumper shock must be OEM to make and model.
- Factory bumper bracket can be used but no welding on frame more than 4" from back of bumper.
- Max shortening of frame is 1" in front of core support mount.
- No other welding on frame other than what is listed in rules. Any illegal alterations to frame will result in disqualification.
- No tilting or pitching frames. No frame shaping.
- Factory crossmembers only. 3x3 angle 6" long may be used to mount crossmember.
- No painted frames. If frame is painted, you will not be allowed to run.
- Pre-run cars will be allowed up to (2) 4x4x1/4" patch plates on VISIBLE BENDS only. If you have a patch plate on an bent frame, you will completely remove plate.

DRIVETRAIN

- Lower cradle only on engine. Absolutely no other protectors. No mid plates, steel bells, steel tails, transmission protectors, or pulley protectors.
- Slider shafts are allowed.

- Motor swaps allowed. Ex. Chevy motor in Ford or Chrysler.
- 5 lug rear ends only. No excessive bracing.

BODY MOUNTS

- Core support can have up to 2 threaded rods ½" max diameter and can extend through hood. This will count as 2 of the 6 hood attachment points.
- All other body mount to remain stock, do not touch them. No added body mounts.
- If body bolt is broken, only repair option is on single wrap of #9 wire.
- One spot per rail in rear may have added chain or wire to help keep body on frame. 2 points total.

SUSPENSION

- No solid suspension. Front and back must have adequate travel up and down.
- Spring spacers are allowed
- Coil spring cars can use #9 wire or chain from rear humps to rear axle, no welding on frame. Stock oem trailing arms only, no square tubing.
- Factory leaf spring cars must use factory oem leaf packs and get up to 4 single strands, per leaf, of #9 wire as clamps.
- No leaf spring conversion.
- No aftermarket ball joints or tie rods.
- No bead lock wheels.

DRIVERS COMPARTMENT

- Aftermarket shifter, gas pedal, brake pedal, steering column, and transmission cooler allowed but must not strengthen car in anyway.
- 4-point cage allowed, 4"x4" max tubing. Cage must be 6" from floor, transmission tunnel, and firewall. Side bars can't extend past front door seams and max length 60"
- Rollover bar allowed but can't attach to roof.
- Gas tank mount must be 4" from rear sheet metal
- Gas tank and battery must be relocated to driver compartment.

**This is a very simple set of rules. If you spend more than a week on this build, you've more than likely over built. Don't look for gray areas and don't get creative, call with questions to save on arguing during inspection. For more information call:

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