

2018 LEAF CONVERSION RULES RULES

GENERAL

- 1) Any American-made sedan or station wagon, No Imperials. A 14"x 14" roof sign is mandatory. No black cars permitted except for past winners. All other cars may not be painted more than 50% black and must have a contrasting color on the other 50%.
- 2) Cars must have functioning brakes at all times, on at least one axle. Helmet, seat belt, and eye protection must be worn at all times.
- 3) Any questions call first! If it doesn't say you can do it, don't do it. Cars must be stock unless modifications are stated in rules. All glass, plastic, and interior must be removed before arriving to the event.
- 4) Any controversies or protests must be brought up before and/or during the drivers meeting.
- 5) We have the right to re-inspect, cut, or drill any car at any time. If you are caught breaking the rules set here forth, you will forfeit any and all winnings and or prizes you are due. Judges decisions are final. If you stretch a rule you could lose that rule. You must pass inspection within 3 times through tech or you will not be allowed to run.
- 6) Any aftermarket parts must be approved by tech, prior to the show. You must call and submit pictures for approval. Parts that are not approved before the derby, could result in disqualification.
- 7) No painting of the frames or inside of the car is permitted. Cars will not be inspected if this is an issue.
- 8) Stock gas tanks must be removed from original place and moved inside the car. You must use a fuel cell or boat tank, securely fastened with no leaks and must be installed in a safe manner.

FRAME

- 1) Trailer hitches and braces must be removed. No plating, pinning, heat treating, or stuffing the frame of any kind. No welds on frame may exceed a single pass. No weave passes or building the weld up will be permitted. All unused bolts must be removed from frame. NO WELDS ON FRAME BIGGER THAN 3/8" PERMITTED. IF THEY ARE BIGGER YOU WILL HAVE TO CUT OR GRIND THEM DOWN TO SIZE.
- 2) NO FRAME CREAMING! NO BEATING DOWN THE TOP, BOTTOM OR SIDES OF FRAME IN ANY WAY
- 3) You can notch or pre-bend rear frame section. This is to help rear of car roll, not to strengthen the frame. Top Frame seams from the firewall forward may be welded, top side only, with a single bead of weld. No weave passes, excessive welds will have to be removed.
- 4) On 02 and older cars, the front frame must be 23" from front of coil pockets (on bottom of frame), to the end of the frame. The bumper can't slide over the frame. If a frame section needs to be replaced or repaired (rust), you must call first. If the frame has damage in the rear, the back 2 body bolts may be moved, no more than 6" from factory location.
- 5) For coil sprung cars, you may use a hump plate. All coil sprung cars may have 1/4" X 6" X 32" hump plate, except 1977 and newer GM, these cars may use a 1/4" X 6" X 38" hump plate. All hump plates must cover the entire arch of the frame and extend forward, rearward, or be centered on the hump. All hump plates must be 2" from the rear end housing and/or anything that attaches to it.
- 6) On leaf spring cars you may use a 1/4" X 6" X 11" hump plate to be measured the same way.
- 7) All hump plates may contour the frame, run straight across, or work as a half-moon on the hump. Hump plate must remain flat plate no bending this over the top or bottom of frame. Hump plate must be on the outside of frame, towards the outside of the car.
- 8) You can have a ball joint protector, max 2x2 square tube with 2"x2" contact area on the frame. This is to be used as a ball joint protector. DO NOT ABUSE THIS!!!
- 9) On 03 and newer fords you cannot weld a spring pocket to frame. You can weld in the cradle and the suspension components from 80-02 ford/mercury/Lincoln, with the same configuration that it came with from the factory. You may do this using a single weld bead, no wider than 3/8" wide and no added metal. The cradle and suspension components must be welded within 2" of factory location. Measure this from the crush box bolt holes forward. NO shortening the frame on 2003 & up. NO filling the crush point holes. You can use 1 piece of all thread, with 4 nuts, and 4 washers per side. They can run from your upper A Arm to your lower A Arm. None of these may exceed 4" in diameter, length, width, or thickness. You may use a 4" wide or round spacer from bottom of frame, to lower a-arm, to set your height. A-arm brackets must be factory brackets and must

be used and mounted in the same factory manner. If you have questions on this, call. Nothing may be welded between the mounting brackets. If using the 98 – 02 brackets, they must measure the same from inside to inside, as they do on the factory frame no spacing them farther apart will be permitted. You may run a bolt in style cradle with spring pockets (THESE MUST BE APPROVED BEFORE THEY CAN RUN) the cradle must not add any strength to the front frame beyond what the factory 80-02 cradle would in factory configuration. No welding on the frame to cradle at all. They must utilize the factory bolting locations cradle and all suspension components must mount within 2" of factory location.

10) Frame may not be lower than 14" to the ground.

11) You may tilt the frame in 2 spots per side, no metal may be added. All factory holes in frame must remain open, no welding these holes shut permitted. If you clip a car, it will count as 1 of the 2 tilt spots per that side.

12) If a car has frame damage, you must call first to repair it. Frame spacers for the body can be no larger than 3" in diameter and must be 1" tall. These may not weld to frame in any way.

13) You may clip frames on pre-ran cars with a single butt weld, no metal added. Must use same make and model of frame IE: ford to ford, gm to gm. No hybrid frames permitted. 03 and newer to 03 and newer, 1980/2002 to 1980/2002, old iron to old iron, and metric GM to metric GM.

14) You may also use a 4" x 4" x ¼ plate, welded to the top side of frame on the front two body mounts. These can weld no farther than 2" on the frame behind the body mount bolts.

15) No welding washers, Plates, or anything else not specified, over top of the spring pockets.

16. All cars may have 4 patch plates these plates may be ¼" X 4" X 4" there must be a 1" space between these plates.

BUMPERS

1) Homemade front bumpers are permitted. If you choose to manufacture a homemade bumper, it must conform to the following size limits. It can be no larger than 8"x 8", except the specified middle section. The point must taper over an area of at least 32" wide and cannot exceed 12" wide (front to back) at the tip of the point. The point may only extend out 4" from the flat part of the bumper. If using a factory bumper, it may be loaded or stuffed full.

2) You may use ¼" X 2" X 6" plate to weld from bumper to frame, 2 PER BUMPER MOUNTING LOCATION. Rear bumper shocks must appear stock (Must be round pipe or factory shock no square tubing will be permitted)

3) FRONT BUMPER, YOU MAY USE A 10"x 2"x 2" bumper shock (square or round) and 4" wide x 3/8" thick strap, extending from your bumper down one side of the frame. On all cars 2002 and older, this plate may be 20" long. You are also allowed to wrap this strap around the front of the frame, 4", to create an "L" shape. This is to give you enough material to weld your bumper to the strap. Plate may be formed but it cannot double at any point. Do not abuse this rule, you will cut it. This strap must be on side of frame not top or bottom.

4) On 03 and newer cars, the 4" x 3/8" thick plate can be 17" from the bumper back towards A-arm.

5) No spacers of any type permitted between the front bumper and the frame, unless specified.

6) Rear bumper must be factory bumper and may not be loaded. You may use a 3"x 10"x ¼" strap, welded from your bumper to the body.

7) Bumpers cannot be lower than 15" or higher than 22" from bottom of bumper to the ground.

8) On pre-ran cars, if the frame is shortened in the rear and the bumper is replaced, the bumper shocks may not be located closer than 6" from hump plate.

9) Front bumper may be hardnosed.

10) You may have a gusset from core support spacer to bumper this must be below core support no bigger than 2" X 2". Core support spacer must be straight up and down.

SUSPENSION

1) You may modify tie rods or run aftermarket. Valve stem protectors are permitted. A-arms must remain in stock configuration. Any rubber tire permitted. Rear trailing arms may be Home made, no bigger than 2 x 2 square tubing or pipe AND MUST MOUNT TO PACKAGE TRAY, in factory manner (two separate mounting brackets, nothing connected to the humps). Doubling of tires permitted. Bead locks are permitted, no bigger than 21" across.

2) Coil springs in rear may be welded, wired or chained to rear end.

- 3) You may use rear end of choice. Rear end protectors may be used but, may not be used to strengthen car in any way.
- 4) Leaf spring cars may replace broken springs with factory $\frac{1}{4}$ " leaf springs only. No more than 7 springs allowed and must have a 2" stagger and mounted in factory location. 6 clamps per side.
- 5) Sway bar may be welded to bottom of frame in the factory location you may use a $1\frac{1}{2}$ " X 4" bracket or a 2" square tubing or pipe to weld to sway bar to attach to frame. Sway bar must be a factory-made car type sway bar. Sway bar ends may be bolted and/or welded to lower A-arms.
- 6) Upper and lower A-arms must be factory passenger car type, nothing homemade will be permitted.
- 7) Upper A-arms may be welded down, by folding down the front and rear side of A-arm and welding a $\frac{1}{4}$ " X 2" wide piece of metal on front and rear side of A-arms. The strapping must not extend more than 2" from A-arm in any place. NO other welding on A-arms will be permitted, unless specified. Do not beat the top side of the A-arm down for any reason. This will be cut completely out or car will not run.
- 8) Lower A-Arms may not be welded. You can change out the new style A-arms for old style ones. Cars do not have to bounce. Solid suspension is allowed. The A-arm brackets may not be modified in any way and must mount as they did from factory. You may re-weld these with a single $\frac{3}{8}$ " pass of weld.
- 9) On 98-02 frames, the cup over spring pockets must remain in factory location, these cannot be removed or modified. These cannot be added to 03 and up frames.
- 10) No spring spacers permitted on top of coil spring inside of frame.
- 11) On cars with two separate upper A-arm brackets and a shock tower, you may add a 1" bar or factory wish bone, connecting the two brackets. This must mount between the a-arm brackets and attach only to the brackets and the top half of the coil tower. If this is welded to the frame, you lose it.
- 12.) You can change coil spring to leaf spring set ups. Leaf springs: Seven (7) leafs per side. No bigger than $\frac{1}{4}$ " thick and no wider than $2\frac{1}{2}$ " Spring all may be same length main spring may be anywhere in stack. Or you can have (9) Nine $\frac{3}{8}$ " leaf springs with a (1") one inch stagger between each spring. Main spring must be on top of leaf pack with no other springs above. Four (4) spring clamps per side no bigger than $\frac{1}{2}$ " No taping of springs. Suspension may be locked or welded solid all thread may be used for shocks front A arms may be welded solid. Rear spring shackles: front shackles may not exceed 6" in length rear shackles may be 3" wide $\frac{1}{4}$ " thick and 6" long. Front shackle may be welded to the frame only half way up the frame the rear shackle may be welded all the way to the top of the frame all thread for shocks may go all the way through the floorboards with a 3" washer the floorboards have to be cut. Springs may not be on edge or inside of frame behind rear axle.

BODY

- 1) You may weld doors, trunk lids, and/or tailgates. Strapping used for welding may not be stair stepped, no excessive overlapping permitted. Strapping may be $\frac{1}{4}$ " x 3" flat stock maximum. Tops of door skins may be smashed together and welded $\frac{1}{4}$ " X 3" flat stock be used
- 2) No interior body seam welding will be permitted. Doors can be welded on outside of body only. Rust repair is permitted-send pictures to cover your tail-1" overlap and factory thickness. Abuse it and modifications may be required.
- 3) Hoods must be open for inspection. (12" x 12" hole over carburetor) Cars may not be smashed flat. If cars are tucked the rear quarter panels on both sides of cars must be 6" higher than the top of the bumper. If speaker deck is removed, deck lid can attach to package tray. Deck lid can be mounted no further forward than the coil springs.
- 4) Must have a 1" gap between body and frame, with a stack of washers or spacer of some kind. These may be no bigger than 3" x 3", NO EXCEPTIONS. 1" body bolt max, must start and stop in factory location. All body mounts must be in stock location.
- 5) You may have 8 bolts in the hood to keep it secure, bolts may be 1" in dia. The front 2 may go all the way through core support. You may use a $\frac{1}{4}$ " X 2" x 2" spacer through the core support, this may be welded to top of frame and top and bottom of core support only. Spacers may not be lower than top of frame.
- 6) You may have a front and rear window bar or wire. If using metal, it can be no thicker than $\frac{3}{8}$ " and no wider

than 3". Or, you may use 2 x 2 square or pipe. These may not touch the rollover bar. And must be at least 6" away from gas tank protector. They can be welded to roof, no more than 6" from the window area and welded to deck lid no more than 6" from the rear window area. Metal used for this may not exceed 6" in length on roof or deck lid. If you choose not to run a front window bar to the firewall, you may run a bar, within the same measurements, from the halo, to your dash bar. This can't attach to the firewall.

7) Deck lids may have two 1" pieces of all thread, connecting the floor pan to the deck lid. They may also attach to frame by welding the all thread to the frame and must be straight up and down. On wagons, these may go through the roof or rear roof pillars from the rear end back.

8) Two 8" X 8" inspection holes must be put in all deck lids, one on each side of deck lid, within 2" of trunk strapping (must be able to see body mounts behind the wheels). Trunk lids must be factory make and model of car IE: GM to GM, ford to ford, no pre- 1980 deck lids permitted on 80 and newer cars.

9) You can add a piece of angle, 4" x 4" x ¼"max., to top of the core support. This can be No longer than 32". No other metal permitted to be welded to core support, unless specified.

10) Body bolt washers may be no bigger than 3" and cannot be welded to body in any way.

11) You may plate all 4 doors with steel no thicker than 1/8", from door seam to door seam. This is for added safety to drivers. Doors may be plated on inside or outside only not both. Drivers door only may be reinforced any way preferred.

12) You may add 3 bolts per wheel opening.

CAGE

1) No cage components may be larger than 6", no stacking to make 12". Gas tank protector 32" wide, outside to outside. You may use gussets to make this safe inside, but safe to get out as well.

2) The cage may have 4 down legs and must be mounted between body mount in front of rear wheels and the dash bar-must they must be straight up and down. Cage must be at least 4" above transmission tunnel.

3) Cage of your design and gas tank protector may extend from sheet metal in front of package tray to firewall. On non-package tray cars, the cage may extend from the center of rear end to firewall. The sheet metal may not be removed behind gas tank protector. The rear seat bar can be mounted no farther back than where the kick panel meets the bench seat.

4) You can have 2"x 2", pipe or tube, kickers from the front dash bar to the top side of frame, behind A-arms. No other material may be used, they may but up against A-arm and start no farther back than 2" off A-arm. The kickers must be located behind A-arm bracket on 98 – 02 or behind A-arm on all other models, closest to firewall of car.

ENGINE / TRANSMISSION

1) Engines may be chained in with 1 chain PER SIDE, standard 3/8" chain max. These chains may be no longer than 16" and no more than 2 chain links may be welded to the engine cradle. NO CHAINS PERMITTED TO WELD TO FRAME RAILS IN ANY WAY.

2) Motor of choice is permitted. Distributor protectors are allowed. Nothing that attaches to engine can be wider than the headers.

3) Transmission protectors are allowed. They may not have extra/extended bracing to the cross member, frame, or any part of the cage components, other than the factory mounting location. Trans blanket is recommended. OEM transmission cross member or 2"x 2" x 1/4" max replacement, straight across. Must be mounted with a

4) \ ½" space from all transmission protector components, including shifter plate and cross member. Skid plates are allowed. They may be one piece from engine to transmission. They may not extend past oil pan or transmission pan and/or connect to transmission cross member. NO bolting or welding the skid plate to the frame.

5) Transmissions must be of passenger car origin. Transmission coolers may be used, but they must be secured in such a way to prevent injury. Metal or braided lines must be used. No fuel or low-pressure lines may be used.

6) Coolers may be secured in a container in the passenger compartment of the car.

7) Angles for cross member can't be longer than 5", CROSS MEMBER MUST RUN STRAIGHT ACROSS CAR AND MOUNT IN FACTORY LOCATION ON TRANSMISSION.

8) 6. No water coolers permitted or overflow bottles permitted, must be factory car radiator or an OEM replacement only.

9) Engine may be welded solid to the top side cradle, no added metal. Nothing that mounts to engine or engine

cradle will be permitted to be welded to frame rails. They must attach only to engine cradle, not frame rails. If using mounts, nothing bigger than 7" X 7" landing pad welded to the cradle. If using bar style, nothing bigger than 9".

10) Radiator protectors permitted. They must mount same way as factory radiator, bolted in, not welded. You may use 1/8" expanded metal on the core support, in front of radiator. It may be bolted in 4 spots or welded in 4 spots with 1" welds. You must use an OEM core support, no homemade ones will be permitted. Fan shrouds are permitted. they may not act as a kicker in any way or extend more than 2" in front of fan and cannot attach to anything except engine cradle.

***** IF YOU HAMMER / SHAPE / WELD ON FRAME IN ANY MANNER NOT COVERED IN THE RULES, IT COULD RESULT IN DISQUALIFICATION*****