

2017 LEAF CONVERSION CLASS RULES

GENERAL

1. Any American-made sedan or station wagon No Imperials. A 14% 14% of 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 don't do it. Cars must be stock unless modifications are stated in rules. No painting of the frames. 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, 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 will lose that rule. You must pass inspection within 3 times through inspection or you will not be allowed to run.
6. Any aftermarket parts must be approved by Smash It demolition derby, you must call and submit pictures for approval. Parts that are not approved before the derby will not be permitted to run.
7. **No painting of the frames or inside of the car is permitted cars will not be inspected if this is done.**
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, 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
2. NO FRAME CREASING or hammering, OR BEATING DOWN THE TOP/BOTTOM OR SIDES OF FRAME IN ANY WAY PERMITTED. You can notch or crease rear frame this is to help rear of car roll not to strengthen the frame. Top Frame seams from firewall forward may be welded top side only with a single bead of weld no weave passes excessive welds will have to be removed.
3. **On 02 and older cars the front frame they must be 23" from front of coil pockets on bottom of frame to 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.**
4. For coil sprung cars you may use a hump plate they may be 1/4" X 6" X 22" centered in the hump they will be measured from the top center of the hump and must start no lower than the center of the frame. Hump plate must be at least 2" from rear end housing. On new model GM's (metrics) you may use a 1/4" X 6" X 30" hump plate to be measured the same way. On leaf spring cars you may use a 1/4" X 6" X 11" hump plate to be measured the same way. These hump plates may contour the frame or run straight across hump. Hump plate must remain flat plate no bending of this over the top or bottom of frame. **Hump plate must be on outside of frame towards the outside of the car.**
5. Ball joint protectors, you can have a ball joint protector on your kicker cars, 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!!!**
6. **On 03 and newer fords you may use 1 of the following options**
Option 1
-You can weld in a cradle from a 80-02 vic, marquis, etc. with the same configuration that it came with from the factory onto your 2003 & up frame. With 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 from crush box bolt holes forward on both models. You may tilt the frame in one location only. You may have a factory spring pocket welded on the frame for your ball joint protector or a piece of square tube like listed above. (Spring pocket section CAN NOT BE WIDER THAN UPPER A-ARM) if this is wider than A arm the car will not be permitted to run no fixing of this will be permitted. NO**

shortening the frame on 2003 & up. NO filling the crush point holes.

Option 2

- 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 NO shortening the frame on 2003 & up NO filling the crush point holes

7. Frame may not be lower than 14". To the ground
8. You may tilt the front frame in 1 place only no metal may be added. All factory holes in frame must remain open no welding these holes shut permitted.
9. If a car has frame damage you must call first to repair it. Frame spacers for body can be no larger than 3+in diameter and must be 1+ tall. These may not weld to frame in any way.
10. You may clip pre-ran cars with a single butt weld with no metal added must use same make and model of frame IE: ford to ford gm to gm No hybrid frames permitted on 02 and older frames this may be done at crush box or cross member on 03 and newer frames this must be done at the cross member only to clip a car you must first call before you can compete with the car.
11. You may also use a 4" x 4" x ¼ plate to weld to 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
12. No welding washers, Plates, or anything else over top of spring pockets if something is found in this area the car will not run there is no fixing this.
13. All cars may have 4 patch plates no bigger than 4+X 4+only 2 may be in front of A arms

BUMPERS

1. Homemade bumpers are permitted they must be no bigger than 8 ½" at any point no sharp or excessive points will be permitted, this will be measured with a fixture that is 8 ½"+bumpers larger will not run no exceptions. There will not be a tolerance for the 8 1/2" measurement. 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 4" wide x 3/8" thick strap extending from your bumper down one side of the frame and cannot extend any further back than the very front most part of your original factory top-front a-arm bracket factory weld. 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. On 03 and newer cars this plate can be 17+from the bumper back towards A arm.
4. No spacers of any type permitted between the front bumper and the frame. The bumper on the rear of the car must be factory (DEC bumpers AND Destroyer derby parts bumpers permitted) no adding of metal to bumper on rear of car will be permitted. Openings in bumper may be closed out
5. Bumper cannot be lower than 15" or higher than 22" from bottom of bumper to the ground.
6. On pre-ran cars if the frame is shortened in the rear and bumper replaced the bumper shocks may not be located closer than 6" from hump plate.
7. Front bumper may be hardnosed.

SUSPENSION

1. You may modify tie rods. 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 LIKE FACTORY. 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 and must be on back of rear end. .
4. Sway bar may be welded to bottom of frame in the factory location you may use a 1 ½ " 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 to lower A Arms not welded.
5. Upper and lower A Arms must be factory passenger car type no homemade ones will be permitted. Any watts link brackets not utilized must be removed.
6. Upper a arms may be welded down by folding down the front side and rear side of a arm and welding to frame with a 1/4" X 2" X 6" piece of metal on front and rear side of A Arms. NO other welding on A Arms will be permitted BAR TYPE A ARMS YOU MAY USE a ¼" X 2" X 6" piece of steel on front and back side of upper a arm DO NOT WELD A ARMS TO FACTORY MOUNTING BRACKETS. 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. On 98 - 02 A arm mounts you may use a 1+piece of solid rod or factory bar to connect the front and rear brackets this add on may weld to the inner parts of brackets and the top of cup over coil pockets It may not lay on top of frame.
7. The top edge of A ARM toward engine cannot be beat down to frame they must remain in factory shape and cannot be welded in any way. If this is done car will not be permitted to run there will be no fixing of this permitted.
8. On 98-02 frames the cup over spring pockets must remain in factory location these cannot be removed or modified. No spring spacers permitted on top of coil spring inside of frame.
9. A ARMS must be from a passenger car no truck or van A ARMS will be permitted.
10. You can change coil spring to leaf spring set ups. Leaf springs: Seven (7) leafs per side. No bigger than ¼+thick and no wider than 2 ½+Spring all may be same length main spring may be anywhere in stack. Or you can have (9) Nine 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 ½+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 ¼+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 ¼+x 3" flat stock maximum. Tops of door skins may be smashed together and welded ¼+X 3+flat stock be used
2. No interior body seam welding will be permitted. Doors can be welded on outside of body only. On pre-ran cars the doors may be repaired back to stock. Rust repair is limited to floor boards and roofs only.
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 they must remain within 2% of rear of package tray (behind body bolts on new style fords).
4. Body must have a 1" gap between body and frame with a stack of washers or spacer of some kind may be used nothing bigger than 3" x 3" permitted NO EXCEPTIONS cars without a space will not be permitted to run. 1+body bolts max must start and stop in factory location all body mounts must be in stock location.
5. You may have 8 bolts on 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 ¼+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 these may not be lower than top of frame. 1" bolts max.

6. You may have a window bar or wire in windshield and rear window if using metal it can be no thicker than 3/8" and no wider than 3" You may use 2 x 2 pipe not solid. 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"at the rear window area Metal used for this may not exceed 6" in length on roof or deck lid.
7. Deck lids may have two 1" piece of all thread from the floor pan to the deck lid they may Attach to frame by welding the all thread to the frame no more than 1/2 (HALF) way down the side of frame and must be straight up and down And must extend through deck lid, On wagons these may go from the floor pan to rear roof pillars not the roof. You may add 3 bolts per wheel well these bolts can be in wheel well only.
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 in center of trunk. Trunk lids must be factory for 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 1/4"max.) to top of the core support but can be No longer than 32" no other metal permitted on core support. No other metal permitted to be welded to core support.
10. Body bolt washers may be no bigger than 3+and cannot be welded to body in any way.
11. You may plate drivers and passengers front doors with steel from door seam to door seam This is for added safety to drivers.

CAGE

1. You may have a 4 point cage surrounding the drivers compartment with a roll over bar. Bars 6" diam. Max must be sheet metal to sheet metal only. Dash bar must be 5+off the floor, the bar behind the seat can sit no further back than where the kick panel meets the bench seat and must be at least 5" off the floor measured from the highest part of the floor/ driveshaft tunnel. Rear seat bar and rear down legs may not be farther back than where the kick panel meets the bench seat. Roll over bar and rear down legs are cage components. You may use a rollover bar from front side of roll bar across the roof down to dash bar this may not connect to sheet metal. Door bars may be no farther forward than the firewall and extend into rear doors on 4 door cars they must stop 2+from back of door on 2 door cars they must stop 3+from rear wheel well on the body the rear of these bars must be free floating and may not attach to body.
2. You may have gussets in cage at the corners.
3. You may use 2 down legs to the frame from the rear bar down to frame these must run straight down no angling of the down legs permitted.
4. You may use a floating gas tank protector that comes off the back bar but it cannot be wider than 24" The gas tank protector or holder may go all the way back to the sheet metal. Gas tank protector / holder can be welded or bolted to rear sheet metal or package tray with 2 - 1/2 " X 4%bolts or 2 -- 3" welds. Sheet metal cannot be removed. You can have kickers from the front dash bar to the top side of frame behind A arms. 2X2 square tubing or 2+pipe only no other material may be used they must be within 2" of 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.
5. A center bar from rear seat bar to dash bar is permitted.
6. YOU MAY USE A BAR FROM ROLL OVER BAR ACROSS ROOF AND CONNECT TO DASH BAR. DOOR BARS MAY NOT EXTEND FARTHER FORWARD THAN DOOR HINGES.

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 Motor of choice is permitted. Distributor protectors are allowed, nothing that attaches to engine can be wider than the stacks I.E dist. Protector, engine cradles etc. or be used to strengthen cars.

2. Transmission protectors are allowed. They may not attach or brace to the cross member, frame, or any part of the cage components. Trans blanket is recommended. OEM trans cross member or 2X 2 X 1/4+ max replacement. Must be mounted with at a space from all trans 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. Don't connect to transmission cross member. NO bolting or welding the skid plate to the frame.
3. 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. Coolers may be secured in a container in the passenger compartment of the car.
4. **Angles for cross member can't be longer than 5" CROSS MEMBER MUST RUN STRAIGHT ACROSS CAR AND MOUNT IN FACTORY LOCATION ON TRANSMISSION.**
5. **Cross members may be 2+X 2+X 1/4 square tubing or factory cross member only and be straight across car no arched or angles will be permitted.**
6. No water coolers permitted or overflow bottles permitted must be factory car radiator or an oem replacement only.
7. Engine may be welded solid 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.
8. **No radiator or fan protectors permitted. 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.**

***** IF YOU HAMMER / SHAPE / WELD ON FRAME IN ANY MANNER NOT COVERED IN THE RULES YOU WILL NOT BE ABLE TO RUN THERE IS NO FIXING THIS*****