

2024 TNT Fullsize LP Metric Demolition Derby Rules

Cars Allowed

- 77+ GMs, 79+ Fords, 80+ Chryslers.
- Sedans or stations wagons are allowed. No T-tops, hearses, convertibles, or other exotic cars.

Engines

- Any motor/transmission combo allowed. Engine swaps are allowed. (**Example:** Chevy engine/transmission in a Ford car). Swapping from fuel injection to a carburetor is allowed.
- Lower engine cradles are allowed, lower cradle must mount/stop below cylinder heads. The cradle may not have a front pulley protector and may not use a mid-plate or front plate.
- Lower mount may also be changed but may be no larger than OEM mount mounting pad. Lower mount may be welded to frame with 1/2" weld bead maximum. Do not get excessive in this area!
- You may use a single 3/8" chain or double wrap #9 wire to hold down engine/engine mounts in (1) location per side. If using chain you may weld (1) link to frame per side.
- No other protectors allowed, (**Example:** Distributor protector, transmission brace, etc).
- Exhaust must exit straight down under vehicle past drivers seat, or straight up through the hood.

Drivetrain

- 3/8" chain or double wrap #9 wire may be used around crossmember and transmission to secure.
- Crossmember may be stock OR 2" x 2" x 1/4" maximum tubing. A 4"x 4" x 1/4" maximum crossmember mounting plate on each side is allowed, these may be welded with 1/2" weld maximum. No other welding or reinforcing crossmember or mounts allowed.
- 5 lug maximum rear axle allowed and must be stock appearing. Must bolt into factory mounts in vehicle. No aftermarket trailing arms or brackets.
- No aftermarket axle shafts, no aftermarket housings or housing braces, no axle-savers, and no pinion brakes will be allowed.
- Stock type or slider driveshafts allowed.
- Aftermarket shifters and brake/gas pedals are allowed.

Bumpers

- All bumper rules apply for front and rear bumpers. There are (2) options for bumpers:
 - Option 1:** Any year bumper is allowed but must be an automotive car bumper. Bumper ends may be cut off and capped with 1/8" steel OR ends folded around and welded. Bumpers may also be seam welded, 1/2" weld bead maximum. Do not get excessive with welding!
 - Option 2:** A 4" x 4" x 1/4" maximum tube may be used as a bumper. Ends must be cut

off flush, not angled or sharp. Ends must be left open and not capped. Tube bumpers may be no wider than 6" past outside edge of each frame rail at mounting position.

- Absolutely no aftermarket, homemade, or loaded bumpers allowed. No capping holes in bumpers.
- Bumpers may be welded on using a 4" x 4" x 1/4" maximum mounting plate flat onto the end of the frame OR by using the stock bumper shock that came with the vehicle, not both; 1/2" weld bead maximum.
- (1) additional 4" x 6" x 1/4" maximum bumper plate per side is allowed. These plates must contact bumper and be used to attach bumper to frame. 1/2" weld bead maximum.
- No other material or weld on bumpers or mounting other than described in rules! No sharp edges or protruding points. No other welding to frame anywhere is permitted!

Cages

- All cage bars may be 4" x 4" tube (or equivalent **Example:** 2" x 6" tube) maximum. A "floating" (4) bar/4-point cage is allowed. Cage may not go further than 10" maximum past front and rear of front door seams. Cage length measured from furthest point forward to furthest point back (not including tank tray) is 60" maximum.
- Cage must be on the inboard side of the doors, not inside between door metal (where window glass was located). Cage may be welded and/or bolted in.
- A single rollover bar is recommended. If a rollover bar is used, upright bars must be attached to rear side-to-side bar or rear of door bars and go straight up, not angled. A single bar must attach both upright bars across the roof. All rollover bars must be securely welded together.
- All parts of cage must be at least 6" above floor and 6" below bottom of door window sills. No down-legs or kickers of any kind. Cage may only attach body sheet metal. Gusset bars are ok, but must be within interior of 4-point cage and only attach to cage.
- A fuel tank tray/protector may be used. Fuel tank tray/protector must have a 4" gap from all sheet metal and may ONLY be attached to the rear side-to-side bar, not the rollover bars. If running a station wagon, the fuel tank tray/protector must be 4" from the back of the middle seat area.

Tires

- Any wheel/tire combo is allowed.
- No studded or liquid filled tires.
- All wheel weights MUST be removed.
- Valve stem protectors allowed. Outer tire flaps/skins are allowed.

Steering/Suspension

- Aftermarket steering columns are allowed. No aftermarket hydraulic steering systems. 3/4" maximum steering column shafts allowed.
- All suspension and steering must be stock to make/model you are running. No alteration to suspension or steering!
- Coil springs may use wires or clamped into place. Leaf springs may use (2) OEM style clamps or single wrap of #9 wire to hold leaf pack together, (1) in front of axle, (1) behind axle.

- Cars must have suspension bounce. Ride height measured from bottom of frame in front and back is maximum of 24", minimum of 14". Twist in coil spring spacers are allowed.

Body Preparation

- Trunk lids can be tucked 50% straight down into trunk area. Non-tucked section must remain on top of drip ledge of quarter panels and speaker deck and no further than 6" away from factory location.
- Shaping trunk lid is allowed. Shaping/creasing of rear quarters is allowed but must remain at stock height. Absolutely no wedging trunk.
- No tucking or beating down speaker deck on fresh cars. Trunk floor may be pushed up.
- Notching rear frames is allowed. No welding or plating the notched areas.
- Drivers door can be welded solid. All other doors may have a total of 12" maximum of weld on verticle seams only. No welding of horizontal seams on any doors except driver's door. Driver's door MUST be outlined with white paint.
- If doors are not welded they may be secured shut in (6) locations each with #9 wire, seat belt, or 3/8" chain.
- Hood and trunk lid may be secured in maximum of (6) locations with #9 wire, seat belt, or 3/8" maximum chain. (2) tie-downs from hood and trunk lid each me be to the bumper.
- A 3/4" maximum size store-bought washer may be welded to sheet metal in each #9 wire location.
- Changing the front (2) body bolts to the radiator core support allowed. They may be replaced with (1) piece of 3/4" maximum threaded rod and a 2" x 2" x 1/4" tube spacer each side. Core support spacer may be 3" tall maximum. Threaded rod may go through hood, but hood must still be opened for inspection. Securing hood will be done directly once vehicle passes inspection. 4" x 1/4" maximum plate washer used on top side of hood at threaded rod locations, these may not be welded.
- No changing of any other body mounts with the exception of core support mounts. If body mount locations are rusted out, call first before making repairs!
- No adding body mounts. No other attaching body to frame. Absolutely no body welding other than specified in rules.
- Must run wire, chain, seat belt, or a bar in the front windshield area from roof to cowl, welded or bolted to sheet metal only. If using a bar if may not contact cage or engine. Bar may be 2" square tube maximum and may only attach 4" maximum onto roof and cowl.
- Must have a 12" x 12" hole cut in hood. If you have it flapped, make sure a potential fire can be extinguished.

**These rules state what you can do, if it doesn't say that you can do it, then you cannot!!
For pre-ran cars, repairs, or any questions about the rules, Call Logan at 231-343-8868.**