

2024 TNT RS Fullsize Bonestock Demolition Derby Rules

Rules with *** and in bold font are allowed at limited events listed at bottom of this rule sheet.

General Preparation

- 77+ GMs, 79+ Fords, 80+ Chryslers.
- Sedans or station wagons are allowed. No T-tops, hearses, convertibles, or other exotic vehicles.
- All interior plastic, upholstery, trim panels, etc must be removed. Nothing to remain in the bottom of the doors or trunk. This includes all carpet material. No broken glass inside of doors or other loose material anywhere inside the vehicle.
- All outer hardware must be removed. (**Example:** All glass, door handles, mirrors, chrome, molding, fiberglass, etc.)
- All flammable material must be removed.
- ALL airbags must be completely removed. Unplugging/cutting airbag wires only not allowed!
- The ECM/PCM can be relocated and secured. Securing engine computer may not strengthen vehicle in any fashion. Spray foam is okay to secure.
- All seats except the driver's seat and the passenger seat must be removed from the vehicle. This includes all fold-down seats. Rear seats must be completely removed from the vehicle. Area where seats were removed must also be empty and clear of material.

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.
- Driver door can be completely welded shut. Other doors must be chained, seat-belted, or wired shut in (6) spots maximum. Driver's door MUST be outlined with white paint. (***** events - (2) 3" X 6" X 1/4" maximum plates to weld doors shut per vertical seam, if using this method you may not use any other securing**)
- 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 may be to the bumper. (***** events - (4) 4" long, 2" X 2" maximum angle iron may be used. (1) 1/2" bolt size maximum per angle iron location, angle iron may be welded to fender and hood sheet metal only.**)
- Must have a 12" x 12" hole cut in hood. If you have it flapped, make sure a potential fire can be extinguished.
- 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 3" x 3" 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. If using threaded rod through the hood, these count as (2) securing locations.
- 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! (***** events - (4) total body mounts may be changed with 1/2" store-bought bolts and nuts, with 3" x 3" x 1/4" maximum plate washers in those locations only.**)
- No adding body mounts. No other attaching body to frame. Absolutely no body welding other than specified in rules.

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!

- A-Arms must be OEM origin and bolt into place without alteration. No adding, altering, or welding brackets to mount A-Arms.
- No changing out the rear end components to heavier/aftermarket parts. Must be OEM to that make and model vehicle only!
- Sway bars may be manipulated but must bolt into factory holes with factory size mounting hardware. No adding holes or welding to suspension or frame to achieve this.
- 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. (***** events - 03+ Fords may use a lower strut spacer to achieve ride height. If you choose to use this, strut spacer may only be bolted into place, absolutely no welding, and welded A-Arm strap for ride height may not be used.**)
- 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.
- ***** Events - (1) 2"x 6" x 1/4" thick strap per upper A-arm per side allowed to achieve ride height on front of vehicle.**

Tires/Brakes

- Vehicle must have working brakes at all times and have the ability to stop.
- Any tire/rim combo is allowed.
- (4) wheels max per vehicle, no dual tires.
- No split rims or studded tires. No studded or liquid filled tires.
- Wheel weights must be removed.
- Tubes and outer tire flaps/skins are allowed.
- Valve stem protectors are allowed but must be deemed safe.

Frame/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 3/16" 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. (***** events allow loaded automotive OEM bumpers, holes may be capped, 1/2" weld bead maximum.**)
- 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!
- **Pre-Ran Vehicles Only:** You will be allowed (2) 4" X 4" X 1/4" "Fix-It-Plates" total. 1/2" weld bead width maximum, must have at least a 1/2" gap between plates, this also includes the welds. Do not add more than (2) plates per vehicle! Once these plates are welded on, you will not be allowed to remove/move them to run again in the future. Plates may not be used as "kickers".
- ***** Events - Fresh vehicles are allowed (2) 4" X 4" X 1/4" "Fix-It-Plates" total. Pre-Ran vehicles are allowed (6) 4" X 4" X 1/4" "Fix-It-Plates" total. 1/2" weld bead width maximum, must have at least a 1/2" gap between plates, this also includes the welds. Do not add more than (2) plates per vehicle! Once these plates are welded on, you will not be allowed to remove/move them to run again in the future. Plates may not be used as "kickers".**

Drivetrain

- Engine must be same make to vehicle. (**Example:** GM to GM, Ford to Ford, Chrysler to Chrysler).
- Fuel injection and/or carburetor setups may be swapped.
- Stock motor mounts only. No aftermarket/solid motor mounts are allowed. Motor mounts can be secured by one of 2 of the following ways:

Option 1: (2) wraps of #9 wire around mount.

Option 2: A single loop of 3/8" chain with a single 3/8" bolt allowed but bolt/chain cannot be welded anywhere.

- No protectors, braces, or cradles of any kind allowed, (**Example:** Distributor protector, transmission brace, engine cradle, etc).
- Exhaust must exit straight down under vehicle past drivers seat, or straight up through the hood.
- 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 8 lug axles allowed. (***** events - Rear axles may be swapped but must be GM to GM, Ford to Ford, Chrysler to Chrysler, do not get excessive with bracket welding, no reinforcing allowed!**)
- No aftermarket axle shafts, no aftermarket housings or housing braces, no axle-savers, and no pinion brakes will be allowed.
- Welded differentials are allowed.
- Stock type driveshafts allowed, absolutely no aftermarket/slider shafts.
- Aftermarket shifters and brake/gas pedals are allowed.
- Radiator must mount in factory location or be removed.
- No homemade radiators or reservoir tanks allowed.
- Radiators can be spray foamed in place.
- Electrical fans are allowed.

Cages/Driver's Compartment

- The battery may be relocated to the front passenger floorboard or passenger seat area. It must be securely fastened and covered. Battery/tray must be at least 6" away from any body mount location.
- Driver door panel can be left in place or suitably replaced. Driver's door must have padding of some type.
- Driver's door may be foamed for protection.
- Drivers door protection is required. We cannot emphasize enough that cannot have too much door protection.
- Driver's seat must be securely bolted to the floor. Must have a working and approved driver's seat belt or harness.
- All cage bars may be 4" x 4" maximum material (or equivalent **Example:** 2" x 6" tube).
- 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 rollover bar may be used. Rollover bars must be welded to rear of door bars and/or rear side-to-side bar of cage. Rollover bars must go straight up vertically must not be angled and have a single bar across the roof attaching uprights. Bar over roof may be attached to roof in (2) locations in front of the bar with 4" of weld or (2) 3/4" maximum bolt with 4" maximum washers.
- All parts of cage must be at least 5" above floor and 5" 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. Dash bar must stay a minimum of 4" away from firewall. (***** events - (2) 2" X 2" maximum down legs are allowed from cage, must be straight down vertically to sheet metal only. These legs must be at least 6" away from any body mount location**).
- Stock fuel tank must be removed. Fuel tank must be replaced with a marine type tank/approved fuel cell. Fuel tank may be securely fastened to rear driver's compartment floor metal or in a tray/holder attached from the 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.
- Pump gas only. No exotic fuels allowed.
- 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 it may not contact cage or engine. Bar may be 2" square tube maximum and may only attach 4" maximum onto roof and cowl.

If you have any questions with the rules, CALL FIRST. Do NOT assume anything, do NOT play any grey areas. This should be a one-time-through inspection type build and if you are caught with several major issues, you will be loaded. PLEASE READ AND ADHERE TO THE GENERAL DEMOLITION DERBY RULES. All classes must follow those general rules as well. The official's decision is final. Call Logan Sorensen at 231-343-8868 for building questions.

***** Events : Harrison County Fair, Corydon IN. June 29 - Monroe county Fair, Bloomington IN. July 6**