

2024 TNT Stock Front-Wheel Drive FWD Bump-N-Run Rules

Cars allowed:

- Any factory built front-wheel-drive (FWD) compact car or minivan allowed.
- No V8 vehicles of any kind allowed.
- No rear-wheel-drive (RWD) vehicles allowed.
- All-wheel-drive (AWD) vehicles allowed ONLY if rear driveshaft and axles are disconnected/removed.

Vehicle must be FWD only!

- No trucks, full size vans or SUV's allowed. No full-frame vehicles.
- No T-tops or convertibles allowed.

General Preparation

- 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.
- Windshield may be removed or remain in the vehicle.
- All outer hardware must be removed. (**Example:** All other 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!
- Front seat must be securely bolted to the floor.
- A functioning driver's seat belt or approved harness must be used.
- A full helmet with chin strap is required.
- Safety glasses, goggles or helmet visor must be used for eye protection.
- A firmly mounted roof sign with the car number is required. This must be bolted or welded to the roof or rollover bar, it is not allowed to strengthen vehicle.

Body Preparation

- All cars must run a hood. Hood sheet metal must stay over top of fans.
- Hood needs to open for inspection. They may be secured shut once vehicle passes inspection.
- Hood must be fastened down in (4) locations minimum, maximum of (6) locations. Hood bolts/pins, #9 wire, seat belts, or chain are allowed.
- Hood and trunk lid must have a 12" x 12" access hole in them for inspection and safety.
- Trunk lid must be wired, seat belted, or chained shut in a maximum of (6) spots. **Trunks cannot be welded.** Trunk lids must remain on top of drip ledge of quarter panels and speaker deck.
- Speaker deck must remain intact and may not be bent or removed.
- Driver's door sheet metal must remain at the stock height.
- Fenders and quarter panels can be cut away for clearance. No welding of fenders or quarter panels. Rear quarter panels must remain at stock height.
- Sunroofs must be covered, no exceptions.
- Driver door can be welded completely shut. All other doors can have (2) spots welded 3" x 3" maximum material. These welds positions may not touch and have at least a 1" gap between them including welds. #9 wire, seat belt, or chain are also allowed to secure doors.
- No body seam welding. No other body welding is allowed at all unless it is specifically mentioned within these rules.

Steering & Suspension

- NO modifications to the steering or suspension allowed. Must be the OEM equipment for that vehicle. Do not alter or change to heavier/aftermarket parts.
- A-Arms must be factory. No aftermarket A-arms or added metal plates or welding.
- Struts must be OEM. No aftermarket struts. Front and rear suspension must have bounce.
- NO changing out the rear end components to heavier/aftermarket parts. Must be OEM parts only!
- Coil springs may be wired or clamped in.

Brakes & Tires

- Car must have working brakes at all time.
- DOT approved 6 ply-rated tires maximum.
- All season tires are allowed.
- No rally, mud terrain, V-tread, skid steer, swamper, or cut tires allowed.
- (4) wheels max per car, no dual tires.
- NO split rims, studded tires or screwed beads allowed.
- All wheel weights MUST be removed.
- Tubes and tire flaps/skins on the outside of stock tires will be allowed.
- Valve stem protectors are allowed.
- Tires must pass official's inspection.

Frame / Unibody

- NO frame or unibody welding of any kind allowed unless specified.
- If you have frame repair questions call Todd BEFORE you do the work or come to the show with instructions how to fix it.

Bumpers

- Front bumpers may be changed. Leaving them stock is fine also.
- A straight piece of 4"x4"x3/16" maximum square tubing may be used as a front bumper. Tubing may be no wider than 4" past outside edge of frame on each side. End may not be angle cut or capped.
- Any automotive bumper is allowed. Cannot be a manufactured aftermarket/replica or homemade bumper. The bumper cannot be stuffed or have metal added to it.
- Bumpers can be cut down for clearance but cannot have any sharp edges.
- Bumper ends can be folded in and lightly welded.
- Bumpers can be lightly seam welded but cannot be loaded.
- Bumpers may NOT have points or protruding objects.
- (1) 4" x 6" x 1/4" plate may be lightly welded from the top of the bumper to the top of the frame per side of vehicle. These plates may not attach to K-frame/engine cradle. This plate must contact the bumper.
- (1) 10" bumper "shock" or tube may be used inside of front frame on each side of vehicle. Material must attach to back on bumper and not extend past 10" inside frame. This shock may be welded and only attached to bumper and unibody frame, no welding these to K-frame/engine cradle.

Drivetrain

- Radiator must mount in factory location or be removed.
- Stock OEM style radiator only.
- NO homemade radiators or reservoir tanks allowed.
- Electrical fans are allowed.
- Engine, cradle & transmission must be stock for the make and model of the car. Do not change or reinforce engine cradle!
- Headers or exhaust stacks through the hood are allowed.

Drivers Compartment

- A driver's door bar behind the seat going from post to post is encouraged.
- A rollover bar/post is required, (2) rollover bars are preferred and must be higher than driver sitting in driver's seat. You are allowed to have a kicker bar from each rollover bar but cannot go further forward than the rear firewall (speaker deck area). **Bars may not extend through rear firewall or into trunk area!**
- Safety bars must be securely fastened to the body, bolting and welded recommended.
- Driver's door protection is mandatory. You cannot have enough driver door protection. **A T-post is NOT driver door protection.** It is strongly suggested that drivers doors are foamed and have a plate on the outside if not running a cage. We cannot stress enough how important this rule is. If using channel, angle, or another similar material for exterior door protection, the ends of this material MUST be trimmed at an angle to stop ends from protruding and easily being ripped off or puncturing into other vehicles.
- You are allowed a bar on the passenger side. This bar can be on the inside or outside of car but not both. Max size of the bar is 2" x 6".
- Fuel tank may stay in stock position if located in front of the rear axle. If fuel tank is behind the rear axle it must be removed, and a steel tank or aftermarket fuel cell must be used.
- If fuel tank is left in stock position you must add at least (1) additional strap around tank to secure to the vehicle. Strap must be tight to tank, double wrap #9 wire, seat belt, ratchet strap, or 1/8" strap steel allowed.
- Pump gas only. No exotic fuels allowed.

- If windshield is removed, a chain, 2" x 1/4" flat bar, cable, or #9 wire must be used in the front windshield area from the cowl to roof. This is for driver's protection. If flat bar is used it may be welded or bolted 4" maximum onto cowl and roof and may not be attached to cage or engine.
- (1) automotive type battery allowed. Battery can be relocated to front passenger seat or floorboard area. Battery must be securely fastened and covered. If battery is left in stock location spray foam may be used to secure.
- Driver's window net may be used. If used, net must be web-style and have a quick release.
- No steel screen or solid material of any kind to be used on the driver's door window area.
- An ignition switch must be used. No bare wires will be allowed.
- No steering knobs allowed.
- No starting fluid inside the car allowed.

If you have any questions with the rules, CALL FIRST. Do NOT assume anything, do NOT play the grey areas. The official's decision is final. Call Todd Sorenson at 231-425-6990 for building questions.

Driver door protection must be sufficient and you need to have lots of it. We cannot stress that a T-post is NOT driver door protection. You MUST have something better than a T-post for driver door protection.