

# **TNT Demolition Derby Motor Swap Rules**

**Any year car is allowed. Exception for 2 man team derby, each team is allowed 1 car that is either a 03 and up OR a 80s or older car excluding wagons or imperials.**

DO NOT READ ANYTHING INTO THESE RULES, JUST READ THE RULES!! If it doesn't say you can, YOU CAN'T! For any questions on Motor Swap rules please call or text Logan Sorensen @ 231-343-8868.

## **BODY PREPARATION:**

- No sedagons, you may only crease the front & rear quarters, but not wedge them. Quarter panels must remain upright. ZERO sheet metal or frame shaping, forming or folding. - After inspection you may tuck trunk to the floor with one single 90\* bend.
- Wagons ONLY if you remove your tail gate may have 6 places of wire 2 strands max must be behind axle sheet metal to sheet metal only roof to floor.
- Anything can be removed, NOTHING can be added. – All cars competing must have a hood on at all times to run.
- Fasten trunks, hoods, tail gates in 6 places, 2 strands of #9 wire (Sheet metal to sheet metal only) or 6 locations using ½ bolts with store bought washers through the drip rail in the trunk. You may also use angle no longer than 2” long and a single ½” bolt to hold hoods shut.
- Door seams may have no more than 12” of weld, vertical seam only. Drivers door may be welded solid, drivers door hits happen and are not always caught. Straps can be no wider than 3” and no more than ¼” thick.
- You may run a ¼” max door skin but it may not be welded to the rockers or belly rail. (Door skins are highly recommended)
- #9 wire or chain required in front windshield OR you may use 3” x 1/4” flat stock. 3” can be used on the dash sheet metal 3” on to the roof.

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## **BODY MOUNTS:**

- You may have up to a 6" core support spacer (it may not be welded if metal)
- If you choose to change your core support mounts with 2 of your threaded rods, you get 3 plates 1/4x 5"x 5" max, 7- 3/4 nuts, 7 -3"OD max 1/8 thick washers per threaded rod CORE SUPPORT ONLY. If core support bolts are changed, this will count for 2 of your 6 mounts.
- Body mounts and spacers to remain stock and in place. DO NOT EVEN TOUCH THEM! Exception, You may change a total of 6 body bolts out, with 5/8"x 30" long threaded rod max with 3 nuts, 3- 3/4 store bought washers and 3-5"x5" 1/4" thick plates per rod. Must be straight vertical rod only, no bends or angle pieces. Must have 1" rubber or metal spacer no larger than stock body pucks and all bottom nuts must be inside frame. If they are broken or rusted out, a double piece #9 wire or 3/8" bolt may be substituted. ZERO welding allowed to mount this rod. Rusted out body bolts may be removed and replaced with a single strand of #9 wire.
- No attaching body bolts to any part of the cage/roll over bar.

## **FRAMES:**

- You may dimple your rear frame rails only to achieve the frame to roll.
- NO welding, bolting, wiring or adding any material/substance to strengthen frames. - At Inspectors discretion frames will be drilled, wire wheeled or wiped down. - Absolutely not painting or spraying any material on frames or welds. Cars will not be inspected.
- No cold bending frames period!! All frames will be checked with a straight edge.
- 80-02 cars you will be allowed 1 4x6 1/4" plate per rail placed anywhere at your discretion crossmember forward (If you need rust repair this will count as your plate).
  - \*Pre ran cars will be allowed 3 additional 4x6 1/4" plates per rail\*
  - These plates will be awarded after the heat at the team show
- 80s and newer GMs are allowed a 12x6x1/4" hump plates.

# **TNT Demolition Derby Motor Swap Rules**

## **SUSPENSION and STEERING:**

- You may weld 2 straps per upper A-Arm 2"x2" to maintain ride height.
- You may change coil springs to a stiffer OEM passenger car spring.
- You may use store bought spring spacers (no homemade spacers or spacers on top of the springs)
- You may use a double strand #9 wire to hold coil spring to rear end. Leaf spring cars may use 4 single strands #9 wire as leaf clamps per spring stack.
- All suspension and steering must remain stock (unless a modification is stated).
- Aftermarket steering columns and shafts are allowed. 2003 and newer must run the factory rack and pinion. These components may not strengthen car in anyway at any time.
- 1" Steering column, MAX.
- Tie-rods may be reinforced in only 1 of the following 2 ways; 1) sleeve maybe discarded and pipe/solid rod tapped can be put in it's place. 2) Factory sleeve and ends maybe welded and reinforced with steel. Tie-rod ends must be factory ends and fit the spindle and drag link without reaming the holes larger. A store bought washer maybe placed over the seam of the tie rod and welded.
- Upper A-arms may be interchanged as long as there able to be bolted on. You may cut/ trim to make fit but no welding on brackets etc. A-arm must bolt on factory brackets of frame, no drilling new holes or enlarging existing holes. Example: 80-91 box ford A-arms being installed on a 98-02. Cut the mounting bar out and trim the edges of A-arms to get height.
- You may run aftermarket trailing arms IE Toast trailing arms.
- Solid trailing arms are allowed. Max size is 2 x 3 tube that is no longer than factory control arms.
- 98 up watts-links conversion will be allowed only in the following way!! Upper trailing arm brackets must be bolted in. They must be 2 separate brackets, may not be larger than 6"x 12"x 3/8" thick max. 4- 5/8 bolts, nuts and 8 washers per bracket. Brackets may only be bolted to tow package and bolts may not stick thru body.

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Brackets may not strength frame or body. NO WELDING AT ALL OF UPPER BRACKETS.

-98 up watts-links LOWER BRACKET Conversion. Only 1 way will be allowed to mount lower trailing arm bracket. 1 piece of square tube 3"x 3"x 3/8"x 3" long max per side of frame may be used. Cut the square tube to make a C channel. It must be welded to the inboard of the frame at the point you want your trailing arm mounted. Drill your hole thru the tube and only 1 thickness of the frame. Bolt your arm into place. No other bolts will be allowed to mount this bracket. No factory mounting brackets will be allowed to mount the trailing arms.

### **DRIVETRAIN:**

- ANY drivetrain & transmission (manual transmissions allowed, you may run a "slide over" trans brace but it must be free floating OR using the factory crossmember mount, no mid plates, OEM transmission case only). If you chose to run a steel bell you will not be allowed a trans brace behind the bell.

-You may run a basic front plate and lower engine cradle (defined as being nothing above the heads) with pulley protector no distributor protector, but it must be mounted to the car with OEM style mounts (i.e Aftermarket mounts with rubber bushings allowed). No midplates allowed!

-You may run a carburetor protector; it may not go past the middle of the distributor. IF it does go past the carburetor, you must cut the fire wall out 5" past the widest part of the engine.

-You may run engine chains, max 2 links per side welded to the engine cradle only.

- 2003 and newer Crown Vics may run a bolt in cradle, as long as it does not alter the factory steering or cradle. (03 nation or Cory Budde design, shown below).



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## **REAR AXEL:**

- Any rear end allowed.
- Rear end brace will be allowed. Rear end brace must be more than 5" from any part of the frame.
- Pinion brake is ok.
- You may run 3/8 chain around rear end back to the frame with only one link per side welded back to the frame for ride height control. Any extra chain links or weld on the frame will cause you to run working suspension.

## **DRIVERS COMPARTMENT:**

- 4-point square cage only, (1) down leg in the center of each front door welded to sheet metal only nothing to the frame. Max 60" cage over all measurements, must be mounted horizontally and 6" off floor. Gussets may be placed only in the interior of 4-point cage. Any part of the cage must be at least 3" off of the trans tunnel or trans brace. And 10x2" max door bar size, 4" square tubing or equivalent max for all other parts of cage.
- Gas tank mount may be welded to back bar. Back bar and fuel cell/tank must be minimum of 1" from rear sheet metal and 4" off the doors, no taller than 10" above the tank. See below for mounting fuel tank/ cell to floor.
- Halo bar allowed is allowed, 2-1/2 bolts with 1/2 store bought washers to attach to roof. The halo bar may only be attached to the back seat bar or sidebars, not to floor.
- Drivers door must be padded.
- Stock gas tank and batteries must be moved and secured. Tank behind the seat, Battery centered in the passenger front floor.
- Nothing may be mounted in a way that strengthens the car.
- Transmission coolers are allowed. They must be mounted inside 4 point cage area. Or on cage must be tight to cage if mounted on back bar.

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## **BUMPERS:**

- You may hardnose front and rear bumpers if desired, but no shortening rear frame. Follow rules below if using a shock.
- You may run any bumper OEM bumpers. They may be loaded. You may run replica bumpers. Bumper brackets (in factory location) maybe weld continuously to frame 4" from the back of bumper only. In addition, you may plug weld the shock tube inside the frame. Example: welding the factory bolt hole to the shock tube. Plug welds shall be NO further than 6" from the backside of bumper (ie: Crown Vics).
- If you are not running a bumper shock, you are allowed a 4"x 6" x 1/4" plate off the back side of the bumper. One plate per frame rail. Absolutely NO front bumper shocks on '03 and newer Ford models, you may only use the plate option.
- You may only run the bumper shocks that came factory on the car.
- You may shorten 80 and newer fords up to the front of the core support mount. Do not remove or move the core support mount. Your front bumper may also hard-nosed.
- Any car where the bumpers cannot be mounted in this manner. The driver must call and have mounting method Pre approved. Rear brackets on rear and front brackets on front. - Or you may chain, 2 pieces of chain per side BOLTED from the mount to mount to hold on the bumper.
- Bumper height must be 14" to 24" measured to the bottom of the frame at the back and front body mount location.
- Bumper must appear stock from the stands with no spikes or protruding items.

## **TIRES & BRAKES:**

- No tires taller than 30". 4 wheels max per car. Any tire combination as long as they are round and rubber. You may use aftermarket centers with various bolt patterns, solid centers are fine. Welds must be approved by judges on rear tires. Stay off the area of the rim the tube touches, except to weld your center into the rim.
- Valve stem protectors allowed. Valve stem protectors may not extend more than 6" from valve stem. Not allowed to be a rim protector. Inner bead locks

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must not extend past stock tire bead area, not to exceed 2" wide. 1" outer lip ring allowed on outside bead.

- Doubled or foam filled tires allowed.
- All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.
- You may not change tires after inspection, ride height will be measured with your competition tires only.

Simple rules, simple build, keep it that way. Again, do not get "creative" or read into these rules, let's get back to the basics. If it is not clearly described above, it is not allowed. If it doesn't say you can, YOU CAN'T!! Again, If you have any questions, please Call or Text Logan Sorensen @ 231-343-8868.