

2016 – FULLSIZE HEAVEYWEIGHT MODIFIED RULES AND REGULATIONS

IF JMMP MAKES ANY CHANGES OR MODIFICATIONS TO THE RULES, IT WILL BE NOTED ON THE ENTRY BLANK

Each and every entrant is subject to the following rules and regulations in the interest of safety and equal competition. **DISCLAIMER:** JM Motorsport Productions, Inc. does not imply or guarantee safety. Total responsibility for inspection of car safety and rule compliance is by the owner/driver, not JM Motorsport Productions, Inc. Entrants in the Derby are not employees of JM Motorsport Productions, Inc. but are independent contractors and assume all related responsibilities. You must supply your own car. Officials reserve the right to alter program or purse structure in the interest of time restraints. In the event of a tie, the money will be divided equally among the winners. NO ENTRY REFUNDS for shows requiring PRE-ENTRY. If you do not understand any of the rules or regulations, it is YOUR obligation to call our office for clarification at (716) 980 - 6533. Or you may call our Inspector James Cisco (919) 757-1151 for clarification BEFORE YOU BUILD IT.

DRIVER INFORMATION:

- ENTRY:** You MUST complete entry form as instructed. Drivers MUST be 16 years of age or older and hold a VALID PERMIT with experience. ALL drivers/pit crew members under the age of 18 MUST have a parent or legal guardian with them at the pit gate to sign a Minor's Release. Drivers MUST wear clean, long pants and long sleeve shirts when in competition (coveralls recommended). Drivers MUST wear a SNELL or DOT approved FULL FACE HELMET and some form of eye protection. Drivers MUST wear a safety belt and shoulder harness during competition. Shoulder harness MUST be a quick release type such as in any new automobile. Drivers MAY enter as many cars as there are qualifying heats UNLESS otherwise noted on entry form.
- CONDUCT:** There is no crying in demo derby! Abide by the official's decisions and mind your manners. Drivers are responsible for the actions of their crew members. Any driver or crew member not obeying the rules will be disqualified. All competition rules are described at the mandatory driver's meeting that is held 30 minutes prior to the event. Officials will shut down any car that is deemed a safety risk to drivers and spectators. (Example: throwing rubber from spinning tires or rims, doing donuts and/or creating a hazard to drivers and spectators).
- ALCOHOLIC BEVERAGES:** are PROHIBITED in the Demolition Derby, infield and pit area. Violation by any driver or crew member means disqualification of car and pit pass forfeiture.
- THE OFFICIAL'S DECISION IS FINAL:** Any participant who violates the intent of JM Motorsport Productions rules shall be considered to have engaged in unsportsmanlike conduct which could result in a fine of up to \$500 and/or a suspension of up to 5 years. All fines shall be added on to future event winners' purse. JM Motorsport Productions reserves the right to refuse the entry of any car or participant if it is felt that a participant's present or past conduct is or was not in the best interest of the sport.

INSURANCE/PIT INFO: All drivers and pit crew members entering the infield MUST purchase a pit pass and sign a WAIVER & RELEASE.

- PARTICIPANT MEDICAL INSURANCE:** Anyone signing a waiver and release form at the sign in desk and purchasing a pit pass will be covered by insurance which covers up to \$10,000 as secondary medical expense coverage with a \$50 deductible. ALL INJURIES MUST BE REPORTED TO OFFICIALS IMMEDIATELY!
- PIT PASSES:** You must be 16 years of age or older to purchase a pit pass and enter the pit area (parent or guardian must be present at pit gate to sign a Minor's Release with entrants under 18 years old.) Your Pit Pass includes your insurance protection described above. **It is NOT good for grandstand admission.**
- PIT GATE:** DO NOT BRING YOUR CAR TO SHOW LOCATION UNTIL PIT GATE OPENS. Officials reserve the right to close the pit gate one hour prior to show time if enough cars have entered to make a complete show. This pertains to all cars, including those that are pre-entered.
- PIT AREA:** A MAXIMUM speed limit of 5 MPH MUST be obeyed at all times in the pit area, parking lot and driveways. Coolers will not be allowed in the infield or pit area.
- BUILD RULES:** Unobserved items escaping detection during inspection does not make them legal. Non-conformance to the rules will be called illegal.

CARS PERMITTED: generally defined as two or four door sedan or station wagon body 2 wheel drive cars with wheelbase above 106 inches. All 4 x 4s, AWD, SUV's, vans, minivans, convertibles, T-tops, Camaros, Firebirds, El Caminos or any model with a truck bed are NOT permitted. If you have uncertainties regarding the eligibility of a specific vehicle, please call the promoter for clarification BEFORE YOU BUILD IT.

CAR APPEARANCE/CLASS: Both front doors MUST be painted white and be free of all lettering. EXCEPTION: If JMMP is pre-assigning your number by mail, please wait for paint instructions. Cars will not be permitted into the pit area unless painting is completed and dry. Driver/Sponsor lettering on other areas is permitted if it is in good taste (remember, it's a family show). ALL lettering and numbers MUST be neat. CLASS: The official's decision on what class you will run in is final and is not strictly confined to the engine size, weight or wheelbase. The officials will determine the best competitive mix of cars per heat after inspections are complete. Many cars are equipped with different displacement engines and therefore the engine size is not the only acceptable method for determining which class the car will compete in.

PRIMARY BUILD RULE: "Stock" is defined as remaining in the same state as a manufacturer's showroom equipped model. No extra welding, no additional bolts, no additional modifications for the purpose of strengthening will be permitted. See all exceptions noted below. Don't assume that you can do it just because you don't see it spelled out in these rules... the PRIMARY BUILD RULE means you cannot do it unless it is specifically stated as one of the exceptions below.

1. DRIVER'S COMPARTMENT SAFETY ITEMS: Reinforcements are required inside the driver's compartment to address safety concerns. A horizontal cage made of a single row of steel bars around the driver with a roll-over bar, Littlejohn type bar, and protection for the fuel tank is required as defined below. Reinforcements may be secured to the frame/unibody frame as defined below. Max diameter of any single bar/pipe piece is 4 inches, bars may not be stacked or combined. Diagrams for visual aid will be available on the promoter's internet access sites and may be provided individually by request if needed. Cage components may be comprised of a single dash bar mounted from side-to-side horizontal with the ground that may touch the floor in the center at the transmission hump minimum 5" above the plane of the driver footwell PLUS an upright bar on each side of the car angled straight up-and-down perpendicular to the ground, located inside the car and in between the driver seat and where the rear seat was that are connected to the floor/frame PLUS a single bar across the top of the roof that is connected on either end to the two upright bars, PLUS a single bar running side-to-side behind the driver seat 12" above the floor and below the level of the driver's shoulders connecting the two upright bars PLUS a single bar along the inside of both driver and passenger doors connecting the dash bar to the uprights behind the driver seat PLUS a fuel tank protection bar that forms a square halo around the fuel tank made up of 3 bars plus the seat bar as the fourth leg; this may touch the floor behind the fuel tank and must be max 24" wide across (it may not pass through the floor to the frame). The Littlejohn type system should be at or near the center of the car and may be a single bar welded to the dash bar running up the windshield area to the top of the roof and then connected with a single bar to the center of the roll over bar.

2. GAS TANK: Limit 5 gallons of gas. Stock tank must be replaced; with professionally made metal tank (no gas cans or similar style will be permitted) all plastic tanks must be in a steel box. All tanks must be SECURELY mounted in the area between the driver's seat and the back of the rear passenger's seat. Must be covered with a metal firewall. No rubber tie downs permitted. If using an electric fuel pump, it must shut off with ignition/toggle switch mounted within reach of the driver and painted white. See #1 above for instructions on safety bars around the tank. **FUEL LINE:** must be double clamped at each end, no inline filters permitted inside the vehicle. All fuel lines running through the car must be metal or inside metal conduit.

3. BRAKES: All cars must have brakes in good operating condition at all times; modified/aftermarket parts OK

4. BUMPERS: Any factory stock car bumper may be used. Exceptions noted below:

- Bumper may be welded to a mount (shock or non-shock factory bracket). The mount may also be welded to the frame in a location consistent with the factory design in front of the control arms and must make contact with the bumper. Y frame designs may stuff shock inside frame. May use one factory bracket or shock per corner of car, that makes 4 total on the car. Alternatively you may weld the bumper direct to the end of the frame. You may use a STRAIGHT piece of pipe in place of a factory shock on the front only, it may be a single piece per corner, it may be max 2.5" OD with max 1/4" wall thickness, it may be welded inside or alongside the frame rails but NOT contoured to them, the pipe must be mounted IN FRONT of the control arms and NOT OVERLAP them. INSTEAD of the pipe you may contour a single strip of 3" wide by 1/4" thick steel along the outside of the frame rail from the bumper back to just before the A arm. For direct hardnosing of bumper to the end of the frame without factory brackets or shocks- some frame contours do not have suitable surfaces for mounting. Two pieces of angle iron (max width 2", max length 3" per piece) may be used on each frame corner of car (LF, RF, LR, RR) to create better mounting surfaces. No homemade shocks or brackets other than what is allowed above specifically.
- You may fully seam weld factory bumpers, you may add material to the inside only of a factory bumper. You may not stack bumpers or join two different bumpers together, you may not add material in any way that increases the height, width, or depth of the factory bumper.
- Maximum bumper height from the ground is 22 in. to the bottom of the bumper; minimum is 14 in.
- Instead of a factory bumper, you may use a single piece of hollow square steel tube as a bumper. Maximum size of tube is 3 inch x 3 inch square cross section, 1/4 inch wall thickness. Tube cannot extend more than 4" past the outside of the frame rails. MUST be open at both ends with no material added inside. MUST be one single piece, flat across with no contours. Factory skin must be added to the outside (frontal) surface to appear as a "stock" bumper. All work must be fully visible to the inspectors. DEC brand bumpers permitted. Either must be mounted using methods described above for standard bumper.

5. ENGINE: Any make or model providing same cylinder size is used. MOTOR MOUNTS: Engine may be secured to the frame by any method that does not strengthen any other components with exceptions noted below. Alternate mounting still requires that #1 spark plug be positioned no further back than center of front wheel. For alternate mounting methods, you must choose a package below. Pulley protector is allowed if sway bar is removed. Modified accelerator pedals OK.

A PACKAGE: stock mounts, lightly modified stock mounts, or basic lower engine cradle only. No distributor protector, no cage/reinforcement around the transmission, no bars/reinforcement around the carburetor or top, front, or back of engine. Two kickers are allowed to run from the dash bar to the frame: must be welded to a 4"x4"x1/4" plate that is welded direct to the frame in the area on top of the frame behind the upper control arms and in front of the fire wall. One kicker per side, must be a single piece of tube with max diameter 4 in.

B PACKAGE: full engine and transmission protection package with no kickers. Any protective cage around the transmission must attach to the transmission only, not the frame or body. Engine mounts/cradle should attach to the frame in 2 places only and transmission mounts/cradle should attach to the frame in one place only. Incidental contact between the protective cage and the sheet metal of the body is OK, but may not be joined by weld, bolts, or any other method.

6. HOOD/TRUNK: Each must be tied down using weld, bolts, #9 wire, or 1/4 inch diameter chain in any combination. When using bolts, chain or wire it is permissible to weld one (1) flat washer of max OD 2" to reinforce the location that the wire passes through the sheet metal of an outer body panel.

TRUNK: if welding, may be welded with 3" wide by 1/4" thick flat strap all the way around. Wire, chain, or bolt may be done in 8 places. If bolting the lid, max diameter 3/8" bolts may pass through the lid and rain gutter only. One hole minimum of 8 inches in diameter cut on top. Lid may be cut, folded, or removed. Prebending is allowed, dish/canoe of the center is allowed, fenders must remain upright at the sides from rear windshield to tail light panel and not flattened or wedged. Max 1 rear window bar allowed; can be welded or bolted to the top of trunk lid and roof only and may not connect to the roll over bar in any way or go beyond the first 6" of the roof. Rear window may be 9 wired to the package tray in 2 places instead of the single bar. Two 8"x8" inspection holes are required in the top of the trunk lid near the fenders. In addition to any method above, two threaded rods of max diameter 3/4" may pass through the frame and the top of the trunk lid.

HOOD: Needs to be used. If using wire, chain, or bolts must be open for inspection and must have a hole of at least 144 square inches cut in the center of the hood; EXCEPTION may be closed for inspection if the hole in the center of the hood is minimum 30" x 34". Wire or chain may be done in 6 places. If bolting the lid, max diameter 3/4" bolts with 4" plates may pass through sheet metal only in 4 places in addition to the two allowed through the core support for a total of 6. If welding, a hole needs to be cut minimum 30" x 34" in center of hood. If welding, you can only weld 6" on and 6" off using max 3" wide by 1/4" thick flat strap. Must be individual pieces and not one solid strip from windshield to bumper.

CONTINUED ON BACK

7. STEERING/SUSPENSION/BRAKES: Must remain stock. Exceptions noted below:

- a. Front suspension may be made solid by bolting the upper control arm or welding one 3x6x1/4" thick plate from the upper control arm to the top of the frame only.
- b. aftermarket shocks that attach to factory locations permitted; car is not required to bounce
- c. Leaf spring conversions on factory coil spring cars are permitted on rear axle. Use a max 3"x3"x1/4" plate to mount the leaf springs, max 8 total (2 per mount, 4 per leaf pack). You may tack weld top and bottom of coil springs to hold them in.
- d. Aftermarket/modified spindles, ball joints, tie rods OK. A single bolt may be used in place of the ball joint. Factory sourced control arms required and must be in original mounting locations. Steering columns may be modified. Steering box may be swapped but must use factory mounting to frame. A 1" hex nut may be welded behind the upper ball joints to protect them from breaking.
- e. Any braking system is allowed, must work and meet officials' discretion for their safe design and operation
- f. Leaf spring mounts may be moved from factory mounting position.
- g. 03 & newer FoMoCo may convert front cradle to an older design by grafting in the factory engine crossmember/cradle from other cars. Must remain consistent with factory location for crossmember and steering components. Weld or bolt in only, no added steel, do not fabricate new coil spring pockets- weld the suspension solid instead.
- h. On leaf spring cars, no more than 9 leaves per side and must stair step in length at least 2 inches front and back. Flat spring packs OK. No leaves on top of main leaf. No leaves thicker than 3/8inch. Max leaf length is 65", minimum leaf length is 53".
- i. Max 8 leaf clamps per side of car. These clamps can be no wider than 1 1/2" wide steel with 3/8" bolts and leaves cannot be welded together.
- j. Upper and lower rear control arms on coil spring systems may be modified
- k. Nothing can connect the frame or body to the axle other than suspension components.
- l. Watts link conversions permitted on 98 & up FoMoCo. Must be performed using the same design as a 79-97 FoMoCo as far as how it attaches to the frame for size, shape, and location of mounts within reason. Leaf spring conversions allowed per rule c above.

8. FRAME: Must remain stock. No welding, cutting, or contour work permitted. Exceptions noted below:

- a. Frame may be notched and/or dimpled in the portion of the frame from the rear axle to the rear bumper.
- b. Factory frame seams may be welded with a single pass.
- c. Body mount bolts may be replaced with max 3/4" diameter bolt or threaded rod. Washers on either end of bolt/rod holding the body to the frame may be maximum 6" diameter. Stock location for body bolts only. Two extra body mounts may be added in the location of your choosing; suggestion would be from frame to trunk lid or through wagon tailgate. Body pucks/rubbers may be deleted or replaced with a solid spacer max 3" diameter.
- d. 4 patch plates of max size 3" by 3" by 1/4" thick may be welded to the frame in the location of your choosing.
- e. The front half of the frame may be pre-bent/tilted. The bend point should be no further rearward than the transmission crossmember. Weld is permitted for this but must be done with no added metal; suggestion is to make clean cuts along existing seams and then re-weld. A spacer is allowed at the two front body mounts to accomplish this. Front mounts may be relocated.
- f. A 22inch rear hump plate is permitted. This is can be bolted or welded on. It may run across the hump or be a plate contoured to the hump; it is allowed on the outside of frame only. They must be welded on in a 9 o'clock to 3 o'clock manner.
- g. Factory holes in the frame may not be closed or covered up. No material is to be added to the inside of any frame.
- h. You may graft two different frames together with a butt weld joint only. Do not overlap or patch the seam.
- i. Rearmost frame cross piece may be sectioned and re-welded to draw the rear frame rails closer together.
- j. Unibody cars may weld the K frame to the main rails.
- k. You may use a homemade cross member. Cross member must run from side to side with nothing extending towards the crush box or cowl area. Cross member may not be any bigger than 2in x 2in. Factory cross member bracket may be replaced with a 3 inch piece of angle iron. This is for cross member mounting, not frame strengthening. Cross members must be installed in same manner as factory, interpretations due to frame grafting per rule "h" above should be cleared with the Head Official prior to building. Please call with questions.

9. TIRES/WHEELS:

- a. must be a rubber tire, minimum ID 13", maximum OD 31". Inserts permitted. No split rims. No studded tires.
 - b. reinforced wheels permitted, may not protrude.
 - c. Valve stem protectors permitted; must be small pieces of steel that are welded on the wheel securely and do not protrude. Protecting your valve stem is OK but something that can puncture someone else's tire is not.
 - d. All inner and outer wheel weights must be removed.
- 10. DOORS:** Choose one: weld, chain, or wire. Chain or wire in maximum 3 places per door seam. Weld permitted on outside of all door seams using max 3" wide by 1/4" flat strap. Driver's door may be reinforced as needed; must not protrude or be sharp and must not violate the competitive limits of other rules.

11. ELECTRICAL:

- a. Maximum three batteries permitted. Battery should be relocated to the passenger side floor, must be securely mounted and covered.
- b. All air bags must be disconnected and removed

12. TRANSMISSION: Any make or model. Mounting method may deviate from stock provided that the design is used only to mount the transmission and NOT to reinforce the chassis in any way.

Competition/modified shifters OK; a bar down the center of the inside of the car connecting the dash bar to the seat bar is permitted for mounting cable style shifter or other competition components; it may not touch the floor. Transmission lines may be bypassed; any transmission components such as cooler and hoses that are moved to the passenger compartment must be completely shielded from the driver with metal shield. If the original trans tunnel is removed/sectioned from the car the transmission should have a blanket/shield to protect the driver from exploding components or hot fluid. PLEASE be smart about it for your safety and our peace of mind.

13. AXLES/ DIFFERENTIALS:

- a. any drive shaft OK
- b. differentials may be welded
- c. front drive axles may have retainers added to prevent CV joint separation
- d. heavy truck axles/ full floater axles OK.
- e. Housing may be braced and reinforced but reinforcements may not touch the frame

14. EXHAUST PIPES: May remain stock and extend beyond the driver's seat. Muffler and converter may be removed. Cars may have upwardly directed exhaust stacks through/above hood.

15. BODY: Fenders must be in place at the start of the event. May perform tire clearance work, may use 4 3/8" bolts per wheel to hold inner and outer fender together, may not protrude. Inner wheel wells may be removed. Fenders may be shaped by peening but may not be folded over and welded. Panels may not be doubled. SPECIAL RULE FOR FRONT WHEEL DRIVE 6 CYL CARS ONLY: a piece of 2" wide by 1/4" thick angle iron may be welded across the top of the core support only, extending from fender to fender.

16. GLASS: All glass MUST be removed, including headlights, plastic taillights, bulbs, mirrors and windshield. Broken glass anywhere in the car (doors, body panels, trunk, etc.) must be removed or the car will not be admitted.

17. HEATING/COOLING SYSTEM:

- a. Any make or model radiator may be used in factory location only. Radiator may be removed and bypassed. Use of spray foam is allowed within reason; if it impedes the inspection process you will be asked to remove it. All engine cooling components must remain under the hood.
- b. Heater system may be bypassed or removed.
- c. Freon MUST be removed from ALL air conditioning units per Federal regulations.
- d. 1/16th inch pleated steel or expanded metal may be used across core support to protect the radiator. May wrap around radiator.
- e. All antifreeze must be drained and replaced with biodegradable coolant substitute and/or water.
- f. Electric fans OK, solid mount plastic fans OK, clutch mount metal fans OK, solid mount metal fans NOT OK. Metal fans must be covered by the hood or a shroud.
- g. Sheet metal water tanks may be used in place of radiator. Must be similar size as factory radiator and mount in the same location. Only mounting method allowed is to attach to core support with max 4 bolts max diameter 3/8", no welding to body.

18. IGNITION SWITCH: (HOT WIRING) Complete ignition switch may be relocated.

19. INTERIOR/EXTERIOR:

- a. ALL glass, carpet, visors, interior trim panels, and both rear seat cushions MUST be removed.
- b. Fiberglass/plastic front/rear clip and grill parts and all loose materials, mirrors, wheel covers, sharp hood ornaments, trailer hitch/hitch brackets and all soft chrome molding MUST be removed.
- c. All dirt and loose pieces of glass MUST be swept / vacuumed out of car and doors.
- d. Door handles may be left on the car.
- e. After dash is removed all sharp edges must be covered.
- f. Painting the frame, engine compartment, or inside of a car can make it difficult for officials to discover illegal reinforcements. Therefore, cars with non-factory paint on these areas will simply be assumed to be hiding weld or other reinforcement work. Painting the exterior sheet metal panels is allowed but you will not be allowed to claim you had an overspray accident on your frame etc. Officials may elect not to waste time attempting to discover exactly what you did under the paint and instead you will be asked to either do extensive torch work or load up and go home. You will not like the torch work you will be asked to do so it is strongly recommended that you take care when painting the outside of your car and remove overspray from the prohibited areas before arriving at the competition.

20. ROOF: All sunroofs must have glass removed and covered/fastened with sheet metal of same strength as roof material. Vinyl roof cover may be removed.

THE ITEMS # 1 - 20 ABOVE REPRESENT THE ONLY EXCEPTIONS TO THE PRIMARY BUILD RULE! If you do not see it spelled out here, that means you CANNOT do it.

PROTEST: \$100.00 MUST accompany each written protest and MUST be submitted within THREE minutes of completion of event. If officials find the protested car to be illegal, the fee will be returned. Protest MUST apply to winners only and pertain to a RULE VIOLATION that, in the opinion of the officials, gives the car an advantage. ALL winning cars are under OFFICIAL PROTEST by JMMP prior to awarding any prize money.

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