

FULLSIZE MIDDLEWEIGHT SEMI- 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.

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: Full size is generally defined as two or four door sedan body 2 wheel drive car weighing between 3500 and 4,800 pounds (Weight source- NADA Used Car Guide or bluebook) and wheelbase above 115 inches. **Not permitted:** Model year 1979 or older Cadillacs, Lincolns, Imperials, or station wagons. Also not permitted: 4 x 4s, AWD, SUV's, vans, minivans, limousines, convertibles, T-tops, Camaros, Firebirds, El Caminos or any model with a truck bed.

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.**

- DRIVER'S COMPARTMENT SAFETY ITEMS:** Reinforcements are permitted inside the driver's compartment to address safety concerns only, not to strengthen the chassis. A horizontal cage made of steel bars around the driver and/or roll-over bar and/or door-to-door bar are permitted and recommended but not required. Reinforcements cannot be secured to the frame/unibody frame or extend into the back seat area past the rear passenger's foot well. Bars may touch the floor in a maximum of two points. Bars touching floor must be behind the driver's seat and may be secured to floor pans only. Bars that attach to the frame or are positioned in a manner that is deemed to be intended for chassis reinforcement will not be allowed. The upright bars behind the driver's seat must be straight up & down vertical, not angled rearward in any way. A horizontal cross bar connecting the uprights at the top is permitted inside or outside the car. A Littlejohn type safety bar that connects this top crossbar to the dash bar is permitted. Be very careful in your interpretation of this, very little leeway will be granted. It is the inspector's discretion as to whether you cross the bounds of safety vs. reinforcement and you may be asked to make changes- so don't push it. Driver's door padding is recommended. A 3" wide ratchet strap or similar device supporting the driver's seat back is recommended.
- GAS TANK:** Limit 5 gallons. May remain stock in factory position if mounted in front of rear axle, must be relocated/replaced if factory mounted behind the rear axle. 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 painted white and mounted within reach of the driver. Tanks that are relocated to the interior of the car may have an additional safety cage to prevent crushing but it MUST meet all the requirements specified in rule #10 above (no steel bars/cage allowed further rearward than the passenger's foot wells).

- BRAKES:** All cars must have brakes in good operating condition at all times. No pinion brakes.
- BUMPERS:** Any factory stock car bumper the same width of the vehicle and cylinder size may be used and may be mounted with brackets and bolts consistent with the factory design. Exceptions noted below:

- You may seam weld bumper with single pass weld beads.
- Bumper may be welded to mount (shock or non-shock factory bracket) with a single bead of weld. The mount may also be welded to the frame with a single bead of weld. No stacking of welds. Alternatively you may weld the bumper direct to the end of the frame.
- You cannot use rear brackets on the front of the car. Brackets and shocks must be GM to GM, Ford to Ford, Chrysler to Chrysler etc. No homemade shocks or brackets. EXCEPTION: for direct hardnosing of bumper to the end of the frame without factory brackets- 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.
- If no welding is performed on the bumper, shock or brackets, you may have 4 loops of 3/8" chain or 8 strands of wire through or around bumper to the car body/chassis.
- 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. Must be mounted using methods described above for standard bumper.
- Maximum bumper height is 22 in. to bottom of bumper, minimum is 14 in.
- See section 17 (FRAME) for further clarification of bumper welding rules.

- 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. Alternate mounting still requires that #1 spark plug be positioned no further back than center of front wheel. No additional "protectors" permitted, nothing allowed for reinforcement of engine parts. If you are afraid of damaging something don't bring it to a demo derby.

HOOD/TRUNK: Each must be tied down in a maximum of 6 positions after inspection, using 2 strands of #9 wire or 1/4 inch diameter chain on each. 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. Instead of wire or chain, you may use 8 bolts of max diameter 3/8" through the trunk lid and rain gutter only. FIRE REGULATION: One hole is required in the hood for fires, minimum of 8 inches in diameter. TRUNK LID may be cut, folded, or removed. Mild pre-bending is allowed. NO body peening, the stock look of the cars is to be maintained. Hoods and trunks must be open for inspection OR have holes big enough to allow inspection. If the inspectors are not satisfied with the access, you may be asked to open further.

SUSPENSION:

- 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.
- Rear suspension needs to be working with travel and bounce.
- No leaf spring conversions on factory coil spring cars.
- You may tack weld top and bottom of coil springs to hold them in.
- Any 5 lug rear-end may be used. No full floaters, no bracing or reinforcement.
- Leaf spring mounts may not be moved from factory mounting position.
- Max of 3/4" diameter U-Bolts.
- On leaf spring cars, no more than 7 leaves per side and must stair step in length at least 2 inches front and back. No flat spring packs. No leaves on top of main leaf. No leaves thicker than 3/8inch. Max leaf length is 65", minimum leaf length is 53".
- Only 4 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.
- Upper and lower rear Control arms may not be reinforced, no homemade control arms.
- Nothing can connect the frame or body to the axle other than factory suspension components.
- Other than the above exceptions, 98 & up FOMOCO'S must utilize rear Watts link suspension AND entire front suspension, steering, crossmember, etc. as equipped from factory.

CONTINUED ON BACK

17. **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. On cars with rubber mounts separating the body and frame, a rubber or a solid spacer must be present. The stock rubber portion may be completely removed and replaced with a solid spacer of minimum size 2" diameter and 1" thick. The purpose of this rule is to allow the builder to improve the body mounts while allowing a gap for the officials to inspect frame seams, etc. Stay within the spirit of this rule and you will not have a problem during inspection. EXCEPTION: if you are willing to remove the body bolts and jack the body away from the frame to allow inspectors to inspect to their satisfaction, you may do so and delete the spacers. It is suggested you show up early for inspection if this is your plan as you will not be granted extra time to put the bolts back in before the show starts.
- 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 3" diameter.
- d. You are allowed to seam weld any 18 inches of the front frame seams top, bottom, inboard, or outboard. Weld is a single pass with a bead no wider than 3/8inch. Front frame section is defined as from the firewall forward. Non shock cars can be made shock cars, but the welding it requires takes from your total 18inches.
- e. On model year 1980 or newer cars, the front half of the frame may be pre-bent or "hot tilted". The bend point should be no further rearward than the transmission crossmember. A maximum 4" long spacer is allowed at the two front body mounts to accomplish this. Mounts may not be relocated. Any welding performed in this operation will subtract from the 18" total allowed, so be careful how you do it.
- f. 1980 and up GM's may run a 22inch rear hump plate. This is can be bolted or welded on. It may run across the hump or be a plate contoured to the hump. Plate is allowed on the outside of frame. They must be welded on in a 9 o'clock to 3 o'clock manner.
- g. Pinch frame Mopar may remove body pucks and weld the K member to the frame, if doing so then must hard nose the bumper direct to the end of the frame with no bumper shocks or other brackets. Amount of weld used on K member subtracts from the total 18".
- h. 70's GM or Ford may weld factory bumper shock bracket to the frame and hardnose bumper, then weld 18" of frame seams.
- i. Y-Frame Mopars can put shock inside the frame, close frame up and weld 18 inches of seams up top and bottom. No other seam welding on frame is permitted with this method.
- j. ALL factory frame holes must remain OPEN

18. **TIRES:**

- a. must be a rubber tire FILLED WITH AIR, minimum ID 13", maximum OD 31". Inserts permitted. No bead locks. No split rims. No studded tires.
- b. ALL wheel weights MUST be removed.
- c. Valve stem protectors allowed; 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.

19. **DOORS:** Both front doors MUST be painted white and be free of all lettering. EXCEPTION: if JMP is pre-assigning your number by mail, please wait for paint instructions. You may weld, chain, or wire in a maximum of 3 places per vertical seam. If welding, total of 12" weld per vertical seam permitted (that's three 4" welds per vertical seam for the mathematically challenged, don't test it unless you like cutting in the pits). This is the only welding allowed on the car body.

20. **ELECTRICAL:**

- a. Maximum one car battery permitted. Car battery may be relocated to the passenger side floor, providing it is securely mounted and covered.
- b. All air bags must be disconnected and COMPLETELY removed regardless of state of charge.

13. **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. Shifter may be modified but must have a rounded or tee end to avoid injury. Transmission lines may be bypassed; transmission cooler must remain under the body/hood and not in driver's compartment.

14. **AXLES/ DIFFERENTIALS:**

- a. no slider type drive shafts.
- b. differentials may be welded.
- c. front drive axles may have retainers added to prevent CV joint separation.
- d. No heavy truck axles/ full floater axles. Maximum 5 lug wheels if swapping axles.
- e. no other reinforcements allowed.

15. **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 a maximum of 12 inches in height.

16. **FENDERS AND INNER / OUTER WHEEL WELLS:** These items must be in place; minimum tire clearance work is permitted, don't get carried away. Plastic inner wheel wells may be removed.

17. **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. Up to 2 steel straps mounted in front windshield area with strong mesh over 1/2 windshield area are permitted. Rear windshield bars NOT permitted.

18. **HEATING/COOLING SYSTEM:**

- a. Any make or model radiator may be used in factory location only. Radiator may be bypassed but not removed. Use of spray foam is allowed within reason; if it impedes the inspection process you will be asked to remove it.
- 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.

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

20. **INTERIOR/EXTERIOR:**

- a. ALL glass, carpet, visors, interior trim panels, and both rear seat cushions MUST be removed. If front passenger seat is removed, a bar must be installed from the driver's door to the passenger door, directly behind the front seat for extra support.
- 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. If 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.

21. **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.

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 must identify specific rule violation and also 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.

THE ITEMS # 1 - 21 ABOVE REPRESENT THE ONLY EXCEPTIONS TO THE PRIMARY BUILD RULE! If you do not see it spelled out, that means you CANNOT do it.

COMPETITION RULES

A. **Safety belts, helmets, impact resistant eye protectors, pants, shirt, and shoes to adequately protect participants are required.** Driver can be disqualified at any time if either belt or helmet is removed, driver's side door comes open, or car catches on fire during a heat. Official's discretion applies and direction will be provided during the pre-race driver's meeting.

B. Drivers may maneuver forward or backward. Deliberately ramming a driver's door is not allowed and can lead to disqualification. A time limit is set by the judges and explained during the driver's meeting. Failing to make competitive contact with other live cars within the time limit can lead to disqualification.

C. **Vehicles must have brakes at all times and boundaries must be observed.** A driver exiting the competition area boundary is subject to disqualification at the official's discretion.

D. The event format is described on a separate document and is subject to be altered on the day of the event at the promoter's discretion.

E. A \$100 protest fee is required to contest another car. **PROTEST MUST IDENTIFY SPECIFIC RULE VIOLATION IN WRITING.** (See Protest explanation above)

F. Decisions by the officials are final. **Aggressive behavior towards the officials will not be tolerated and law enforcement personnel will be present to deal with those who cannot control their behavior.**

G. **No Teaming:** Same identification colors will not be permitted on vehicles.

2016 NC STATE FAIR REPAIR ALLOWANCE: Special rule for repair of pre-run cars, applies to Championship round only: To repair frame damage, specially marked steel plates will be made available for purchase. The car owner must meet with the Inspectors immediately after the Qualifying rounds have concluded to examine and discuss the damage that is to be repaired. The number of plates and the location of the repairs will be logged and reviewed for accuracy during inspection on Sunday, 2016 before the Championship round. **NO OTHER PLATES WILL BE ALLOWED** beyond the specially marked and documented ones provided to the car owner on Saturday night. This provision exists specifically to aid those that are attempting to qualify for and then compete in the Championship using the same car.

JMMP FULLSIZE MIDDLEWEIGHT MODIFIED 2017