

2019 – MIDSIZE MODIFIED RULES AND REGULATIONS

**IF JMMP MAKES ANY CHANGES OR MODIFICATIONS TO THE RULES, IT WILL BE NOTED ON THE ENTRY BLANK
EVERY FAIR IN EVERY STATE HAS DIFFERENT RULES, MAKE SURE YOU READ THE ENTRY FORM**

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) 648-5100 / Jay's cell (716) 583-8201 or Ron's cell (716) 955-0006.

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:** 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 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 14 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.

SAFETY AND CAR SPECIFICATIONS: All cars must pass a safety inspection and comply with the official's decision on make/model, to be safe and equally competitive. Unobserved items escaping detection during inspection does not make them legal. Non-conformance to the rules will be called illegal. All permitted LEGAL exceptions or changes to the rules will be noted by JM Motorsport Productions on the entry blank or this rule sheet. It is recommended that each car be equipped with a dry chemical extinguisher within the reach of the driver.

CARS PERMITTED: MIDSIZE: generally defined as 5 or 6 cylinder engine, stock 2 or 4 door, hardtop, sedan, hatchback, or station wagons between 2800 lbs — 3500 lbs (Weight source-NADA Used Car Guide or bluebook) with the exception of pre-1989 Chrysler Imperials, and all 4 x 4s, AWD, SUV, vans, mini vans, T-tops, convertibles, Camaros, Firebirds and El Caminos of ANY weight are NOT permitted. Primary build rule: means stock manufacture showroom equipped. 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.) 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 came 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.

- DOORS:** 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. All doors must be welded, chained or wired 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. If all doors are welded, a roll cage must be installed.

DRIVER'S COMPARTMENT: 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 backseat 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 recommended. A 3" wide ratchet strap or similar device supporting the driver's seat back is recommended.

- GAS TANK:** May remain stock in factory position, No more than 3 gallons of gasoline permitted. The fuel gauge must work and read under a ¼ of a tank or there MUST be a sheet metal screw in the stock fuel tank that can be easily removed to check fuel level. This screw must be inserted on one side of the gas tank, three (3) inches up from the lowest part of the tank. If stock, tank MUST be chained or wired up through the car or trunk floor. A protective cover (rubber, metal or plastic) no thicker than 3/16 inches, may be placed around the gas tank secured by a chain or wire. (Reinforcement is for the gas tank protection only. The plate or cover cannot be secured to the frame or any other part that would strengthen the car). **MODIFIED TANK:** If using a relocated/modified tank it must be steel or tank must be in a steel box SECURELY mounted in the center area behind the driver's seat and forward of the back of the rear passenger's seat. Must be covered with a metal firewall. No rubber tie downs permitted. If using an electronic fuel pump, it must be located under the hood/body and must shut off with ignition/toggle switch 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 #9 above (no steel bars/cage allowed further rearward than the passenger's foot wells). **FUEL LINE:** If fuel line runs through the inside of the vehicle fittings must be double clamped, no splicing and all lines must be reinforced with metal conduit, pvc or double rubber hose.

- 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 may be used, providing it is from the same cylinder size 1980 and newer 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 existing factory 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. Piston type mounts may be lightly welded to prevent separation. No stacking of welds. Alternatively you may delete all factory mounts and weld the bumper direct to the end of the frame.
- No substitute mounts or brackets from a different car. No homemade shocks or brackets. EXCEPTION: for direct hard nosing 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 (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 2" 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 inches to bottom of bumper, minimum is 14 inches.

- 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. Firewall may not be sectioned or deleted during mounting, new position of engine should be equivalent to factory stock. 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 4 positions after inspection, using 4 strands of #9 wire or ONE 1/4 inch diameter chain on each hole. Chain or wire may be connected or wrapped around bumper. 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. 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:** Suspension MUST be stock, and move up and down freely. Car MUST sit at stock height, a maximum 22 inches from the ground to the center of the front and rear bumper.) Frozen shocks are illegal. Coil springs may be wired or tack welded by mount, leaf springs must remain in stock configuration. A maximum of two clamps allowed on each leaf spring pack. No leaf conversions allowed.

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16. **FRAME:** Must remain stock. No welding at all other than what is provided for bumper mounting. Exceptions noted below:
 - a. Frame may be notched and/or dimpled in the portion of the frame behind the rear axle."
17. **TIRES:** (Exception: All 6 cylinder cars running in the 6 cylinder class may run donut (space saver) tires or P rated DOT approved tires only.
 - a. CAR/TRUCK TIRES: P, ST or LT rated DOT approved tires only. Officials must be able to read ALL digits and wording; make of tire, tire size and ply. Donut (space saver) tires are allowed. DOT approved mud & snow tires are allowed.
 - b. No recaps, studded, farm, ATV or industrial implement tires.
 - c. No doubled/stuffed tires, official will check tires on top cars after the event and will pull any money and finishing positions. Inner tube is permitted providing tire/tube is filled with air only—NO liquids or solids inside tire.
 - d. 5 lug wheels maximum.
 - e. ALL wheel weights **MUST** be removed.
 - f. 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.
18. **ELECTRICAL UNITS:**
 - a. Maximum one car battery permitted. Car battery may be relocated to the passenger side floor, providing it is secured and covered.
 - b. All air bags must be disconnected and removed.
19. **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.
20. **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.
21. **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, a maximum of 12" through/above hood.
22. **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 maybe removed.
23. **DASH BOARD** may be removed; all sharp edges must be covered.
24. **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 ½ windshield area are permitted. Rear windshield bars NOT permitted.
25. **HEATING/COOLING SYSTEM:**
 - a. Any make and model radiator may be used. Radiator may be bypassed but must remain in place.
 - b. Heater system may be bypassed or removed.
 - c. Freon **MUST** be removed from ALL air conditioning units per Federal regulations.
 - d. Radiator may be bypassed, but if used must remain in original position and not relocated to other areas.
 - e. All antifreeze must be drained and replaced with biodegradable coolant substitute/water.
 - f. Electronic fans OK, solid mount plastic fans OK, clutch mount metal fans OK, solid mount metal fans NOT OK.
26. **FAN BLADE:** No solid mounted fans, must have fan shroud or cover. Electric or clutch type fans only.
27. **IGNITION SWITCH: (HOT WIRING)** Complete ignition switch may be relocated, provided it is accessible within 16" of steering wheel.
28. **INTERIOR/EXTERIOR:**
 - a. ALL carpet, visors 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 welds 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.
29. **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.

DRIVER 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 pertains 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.

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