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 20 minutes prior to the event. Officials will shut down the meet if necessary to ensure the safety of drivers and spectators. Owners are encouraged to be on site, using 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 at least $500 and/or suspension of up to 5 years. All fines shall be added on to future event winner's prize. JM Motorsport Productions reserves the right to refuse entry to any car or participant if it is felt that a participant's past or present conduct is not in the best interest of the event.

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 at your Minor's Release. 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 do not make them legal. Non-conformance to the rules will be called illegal.

CARS: Any independent body that is mounted securely to the frame. The frame must be made of body sheet metal only. Any steels or other materials used shall be of such thickness as 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.

10. SAFETY BAR: A horizontal crossbar connecting the uprights on 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 rule; it is specifically stated as one of the exceptions below.

10. DRIVER'S COMPARTMENT SAFETY ITEMS: Reins 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/body/frame or extended into the rear seat area or past the passenger's foot well. Bars placed on the floor may be of a maximum two inches. Bar touches must be held by 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 and/or up/down vertical, not angled rearward, parallel or angled forward. A horizontal crossbar 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 levey will be granted. It is the inspector's discretion as to whether you cross the bounds of safety versus 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. Any piece of steel stock or fabricated with a single seat weld of a tank. 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 directly to the end of the frame. 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. The wire must not exceed ½" in diameter. One hole is required in the Demolition Derby, infield and pit area. Fire extinguishers are mandatory.

DRIVER INFORMATION: If you do not understand any of the rules or regulations, it is YOUR obligation to call our office for clarification at (716) 448-5100 / Jay's cell (716) 583-8293 or Ron's cell (716) 915-0006.

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. Drivers MUST wear a SNELL or DOT approved FULL FACE HELMET and same 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.

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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 with the spirit of this rule and you will not have a problem during inspection.
   c. Body mount bolts may be replaced with max ½” 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 1/3 inch. 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 18".
   e. On model year 1980 or newer cars, the front half of the frame may be pre-bent or "hot tilted". The bend should be no further rearward than the transmission crossmember. A maximum 4” long spacer is allowed on 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 22 inch rear bumper plate. This can be bolted or welded on. It may run across the bumper or be a plate contoured to the bumper. 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 packs and weld the K member to the frame, if doing so then must hard nose the bumper dir ect to the end of the frame with no bumpers on either brackets. Amount of weld used on K member subtracts from the total 18”.
   h. 70’s GM or Ford may weld factory bumper bracket 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 seam 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. Any tire may be used providing it is a rubber tire FILLED WITH AIR, minimum ID 13”, maximum OD 31”. Inserts permitted. No bead locks. No split rims. Maximum six tires. Maximum bumper height is 22” in. to bottom of bumper, minimum is 14 in.

19. DOORS:
   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.

20. TRANSMISSION:
   a. 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 hood and not in driver’s compartment.

21. AXLE DIFFERENTIALS:
   a. slider type drive shafts permitted.
   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 wheel sizes if swapping axles.
   e. no other reinforcements allowed.

22. EXHAUST PIPES:
   a. 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.

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

24. GLASS:
   a. 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 strips mounted in front windshield area with strong mesh over 1/8 windshield area are permitted. Rear windshield bars NOT permitted.

25. HEATING/COLDING SYSTEM:
   a. Any make or model may use a radiator or 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. From MUST be removed from ALL air conditioning units per Federal regulations.
   d. 1/16th inch plated 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.

26. IGNITION SWITCH: (NOT WIRING) Complete ignition switch may be relocated.

27. INTERIOR/EXTERIOR:
   a. All glass, carpet, visas, 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 simplify be assumed to be hiding weld or other reinforcement work. Painting the exterior sheet metal panels is allowed but you will be not 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:
   a. All sunroofs must have glass removed and covered/fastened with sheet metal of same strength as roof material. Vinyl roof covers are NOT to reinforce the chassis in any way. Replacement of 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 hood and not in driver’s compartment.

21. DOOR:
   a. All sunroofs must have glass removed and covered/fasted 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 protesting 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 JMMMP prior to awarding any prize money. THE ITEMS OF 1–2 ABOVE REPRESENT THE ONLY EXCEPTIONS TO THE PRIMARY RULE BUILD RULIF 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.

B. Drivers may maneuver forward or backward. Deliberately driving 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.

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 in 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 Method: Some identification colors cannot be seen.

REPAIR ALLOWANCE: Special rule for repair of cars. To repair frame damage, steel plates maybe added providing the repair is not stronger than originally manufactured. If repairing before the feature the car owner must meet with the inspectors immediately after the Qualifying round has concluded to examine and discuss the damage that is to be repaired. The number of plates and location of the repairs.