

2024 – FULLSIZE CAR 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****COVID REQUIREMENTS, please follow all State/CDC guidelines.**

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 pursue 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:

1. **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.

2. **CONDUCT:** 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).

3. **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.

4. **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.

5. **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!

6. **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/pit crew members under 18 years old.) Your Pit Pass includes your insurance protection described above. It is NOT good for grandstand admission.

7. **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.

8. **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.

9. **BUILD RULES:** Unobserved items escaping detection during inspection does not make them legal. Non-conformance to the rules will be called illegal.

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.

GENERAL: Any year American made sedan or station wagon is allowed EXCEPT: Hearses, Limos, Checker Cabs, 1973 & older Imperials, and Ambulances. No 4x4's, AWD, SUV's, vans, convertibles, T-Tops, El Caminos or any model with a truck bed.

- Do not paint anywhere on suspension or frame. We will not even inspect your car.

- Cars must be stripped completely. Remove all decking in wagons. Vehicles must be clean of all debris. All glass removed.

- a. ALL glass, carpet, visors, interior trim panels, and both rear seat cushions MUST be removed. If front passenger seat is removed, a bar or heavy nylon strap/ ratchet strap must be installed from the driver's door to the passenger door, directly behind the driver 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.

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.

- You must have a working seat belt. Lap or shoulder is fine.

- You may remove anything, NOTHING can be added!! Exceptions outlined below.

- Any tire may be used in this class!

- Any stock wheel can be used in this class, Weld in center allowed, beadlocks allowed. No (2) piece wheels!

- All cars must have working brakes.

BODY: You may remove body bushings and suck body tight to frame. 3/4inch body bolts max! Body bolts may not exceed through the frame, must be inside the frame only. Nut and plate on top. Maximum plate size is 4" x 4" x 1/4" inch.

- You may weld the driver's door all the way around, all other doors 6" on/6"off. 3" wide x 1/4" thick strap max.

- Doors must be chained or wired if not welded.

- Body creasing will be allowed on the rear quarter panels and front fenders only other than this there will be Zero crease enhancement, Zero sheet metal forming, shaping or folding.

- Side Rear quarters must remain upright in factory location, not beat down IF CAR IS PRE RAN QUARTERS MUST BE PULLED BACK UP AND BE UPRIGHT WHEN THE CAR TAKES THE TRACK. NO WEDGE CARS, NO EXCEPTIONS!

- You are allowed (4) 3/8" bolts per wheel well to hold inner and outer fenders together only.

- Rust repair is limited. Patched metal must be the same thickness as floor boards or body. Max 1inch overlap to good metal outside rust area. Do not abuse this rule or you will cut!

- No welding of interior body seams.

- You may run a driver's door plate. Can overlap the driver's door seam 3". (1/4" thick max).

FRAMES: ABSOLUTELY NO WELDING ON FRAMES ALLOWED. Exceptions: You may weld frame seams A arms forward single pass 3/8" max bead on full frame cars. Unibody cars may weld frame seams from firewall forward and may weld engine K frame to main rails.

- No re-stubbing or clipping frame.

- Frames must appear completely stock in appearance. No frame shaping. All factory frame holes must remain open. Absolutely no metal may be added inside the frame.

- You may notch or dimple the frame in multiple locations per frame rail. Notch or dimple must be between back of rear humps and back bumper. NO EXCEPTIONS.

- IF SHORTENING THE FRONT FRAME SECTION, you may shorten it to the front edge core support mounting hole. On Cadillac's A MINIMUM OF 20" OF FRAME MUST REMAIN. MEASUREMENT TAKEN FROM FRONT OF FACTORY COIL POCKET LOCATION TO THE BACK OF THE BUMPER.

- Coil spring cars may have a 22"x6"x3/8" rear hump plate, Full frame leaf springs cars get 12" x 6"x 3/8 hump plate, unibody leaf spring cars may have a 22"x6"x3/8" rear hump plate, metric gm's may have 32"x6"x3/8" hump plate, plate must be on the outside of frame facing the wheel and must be clear of any rear end bracing by 3". Plate must be located between the 9 and 3 o'clock on frame rail.

- 1980 — 02: You are allowed to cut tabs and tilt at the crush boxes or cold bend or cut and weld back with a single pass, must be in front of factory cross member. Max spacer at core support is 8", no added metal. 03 and up NO TILTING!

- All cars must use the factory core support mounts. There is to be no welding of angle iron or pipe to the side of the frame to mount your core support. This mount is considered a body mount.

- Mount may be replaced with 1 inch all thread that may run through the top side of hood.

- Core support and core support mount must be in factory location.

- Fresh or Pre Run Cars: You are allowed 4 plates total. 4" x 4" x 1/4" thick plates only. No splitting up or dividing to double plate. These plates can be anywhere on frame but can't act as kicker or gusset and can't attach to the body and can't be on crossmember. These plates must remain square they can not be stretched or manipulated to be longer. These plates must be painted white.

- Pre Runs: You are not allowed any additional plates after your 4. You get your choice when to put them on. (4 plates total on car)

SUSPENSION/STEERING: No suspension modifications allowed. Must remain strictly stock. Suspension must travel. Only exceptions below.

- No aftermarket or gm lift spindles.

- You may weld A-arms down 1 strap per side of A-arm 1/4" thick 2" x 4". If welding a-arms down the a-arm must appear stock. Do not deform or alter a-arm. ONLY THE STRAP IS ALLOWED.

- You may run an aftermarket steering column. Steering box may be replaced but must be in factory location.

- Aftermarket ball joints are permitted. Only welding permitted is to weld in ball joint sleeves, no added metal. Sleeves permitted but nothing homemade. No square tubing ball joint sleeves.

- Aftermarket tie rods permitted, no heim joints. Must have factory style set up with ball joints.

- Leaf cars may run leaf clamps (Max 4 per side) 1/4" thick, 2" max width, 3/8 Bolts.

- Factory leaf sedans or factory leaf wagons (7 leaf max, no leafs on top of main leaf, no leafs above rear axle, 2" stair step, 3/8" max thickness).

- You may run 1" inch all thread in rear for shock (factory location). Factory shocks must be run in front, no all thread.

- If not using all thread for shock in rear you may use 1 chain on each side from the package tray (not around frame rail) straight down around the rear end. (No welding links to frame rails).
- 2003 and up Fords: All 03 and newer cars must use a factory aluminum engine cradle and steering rack. THIS MEANS THE OEM RACK AND CRADLE, NO AFTERMARKET AND NO TRUCK SWAPS OR OTHER OEM SWAPS. OEM FOR 03 AND NEWER ONLY WILL BE ALLOWED. 03 and newer Fords will be allowed to use the old-style spindles and upper A-arms. NO ADDED METAL.
- Reinforced factory or aftermarket/homemade rear trailing arms (both upper and lower) are OK. Trailing arms may be lengthened or shortened to achieve correct pinion angle. Factory bolt hole sizes must be used in all control arms. 2" x 3" Max.
- 1998 and Newer Fords: Watts link kits are permitted. If using a watts link aftermarket or homemade it must bolt to the package tray utilizing only 1/2" maximum bolts. You MAY NOT bolt through the package tray to the body. NO WELDING TO PACKAGE TRAY. Watts link uppers must be two separate pieces. Lower may be a max of 2" x 3" 1/4" square cut for desired pinion angle and mounted in one fashion. A bracket on the inside of the frame in factory location may be welded but lower 2" x 3" must bolt to that bracket. LOWER CANNOT BE WELDED IN ANY FASHION. Upper watts link uppers cannot exceed 8"x8", lower brackets can be a max of 3"x3" x 1/4" thick and 6 inches long.

DRIVETRAIN: You may run any motor and transmission. Any exhaust system is allowed. Any electrical system mods needed for ignition, starter, fans, fuel pump, etc. allowed.

- Lower engine cradles will be allowed. Only lower engine cradles, no full cradles, no distributor protectors, no halos, no skid plates, no transmission protectors. Cradle can not in any way tie into or touch the frame or body.
- Pully Protectors are allowed; if running pully protector you must remove sway bar.
- Only lower motor mounts may be welded to cradle only. You may use two 3 / 4" thick 6 x 6 spacers to raise the engine for steering components clearance. You may extend off back of cradle but nothing excessive. Nothing can be welded to frame.
- 2003 and up Fords: You may run a Smith Metal Works bolt in engine mounting system or equivalent. Bolt in only no welding.
- You may run aftermarket motor mounts. Nothing may add strength to car!
- No Steel bell housings. No Steel tail housings.
- Ultra Bells allowed. Ultra Bell can only be attached to pump.
- Any 5, 6 or 8 lug rear end. Rear end may be braced but can not add ANY strength to the frame or body. INSPECTORS HAVE FINAL DECISION, YOU WILL CUT IF IT ADD STRENGTH TO FRAME OR BODY.
- Floor shifters, headers, and gas pedals are allowed. None may strengthen the car in any way.
- Slip/telescoping drive shafts are allowed
- Pinion Brakes are allowed.
- You may have 2- 3/ 8" chains attached from engine to frame cradle. For safety only.
- A maximum of (one) 2" x 2" straight square tubing may be used for cross member. This cannot strengthen the car in any way!
- You are allowed 4" x 4" (6" long) angle to help mount crossmember, must be center of crossmember not to strengthen the car. This angle can only be used at the frame rail.
- Cadillac tails can not be mounted to cross member, it may touch or rest on top but can not be attached in any manner, want to see movement. Notching cross member and wedging tails inside will not be permitted.

DRIVERS COMPARTMENT: 4 point cage is highly recommended! Maximum 60inch side bars, 4inch diameter max. Cage cannot extend farther than 6" behind the driver seat. Only (4) down bars are allowed. Down bars can attach only to floor sheet metal and can not pass through the body and must be 4 inches away from the firewall. Down bars must be completely vertical. Roll over bar is optional but recommended. Can only be welded to back seat bar or sidebars. Not to the floor! Roll over bars must be completely vertical. Cage has to be 4" off firewall and 6" off floor.

- A front windshield bar is mandatory! 2 windshield bars from roof to cowl area. Cannot be welded. Maximum size: 3" wide, 1 / 4" thick.
- A rear window bar is PERMITTED. 2x2x1/4 tubing and a 6x6x1/4 mounting plate max. It can only attach 6 inches onto the roof (measured from rear window opening) and 6 inches onto the front of the trunk lid and must correlate with the 6" on 6" off. Wagons ARE NOT PERMITTED a rear window bar. Rear window bar has to be 2 inches away from the gas tank protector and can not be tied into halo bar.
- Gas tank and battery must be moved and firmly secured. Aftermarket fuel cell or gas tank behind the seat, battery in the passenger floor board. Nothing may be mounted in such a way to strengthen the car. Boat tanks must be securely mounted and properly covered.
- You may have a 32" wide gas tank protector 3" x 3" max tubing. It must butt up to front side package tray only, not top, bottom or back and can not be bolted or welded to anything. You may have 1 diagonal bar on each side coming off halo or rear bar to gas tank protector but must be below the bottom of window opening.

BUMPERS: You may use any stock bumper off any car.

- **HOMEMADE BUMPERS ARE PERMITTED BUT MUST MEET THE FOLLOWING SPECIFICATIONS. MUST NOT EXCEED 8" X 8". IF IT HAS A POINT THE POINT MAY NOT EXTEND MORE THAN 4" FROM FLAT FRONT OF BUMPER. POINT MUST TAPER OVER 32".** Homemade Points that step out then taper over 32" will not be allowed. BUMPERS MAY NOT BE SLEEVED AROUND FRAME RAIL. BUMPERS MAY NOT BE BUILT BACKWARDS AROUND RAIL. BUMPERS MUST START AT FLUSH MOUNTING POINT AND BE BUILT FORWARD. NO AMISH POINTYS OR REPLICIA POINTYS.
- You may collapse bumper shocks and weld a single pass around the shock.
- Factory Bumpers may be loaded but everything must remain inside of the factory envelope.
- You may hardnose bumpers.
- **HARDNOSEING:** You may hardnose the bumper. If you hardnose you may only square the end of the frame off. Nothing Excessive!!
- You may weld a bracket on the outside of the frame only. Bracket or shock can not be extended, can only be 12 inches long if using factory bracket. You may only bolt or weld 8 inches (single pass only) back from the end of the frame rail, not the length of the bracket or shock. Judges' decisions are final on this. Please call if something is in question.
- If not using factory bumper bracket you may use a 4" wide x 8" long x 3/8" thick plate on outside of frame to mount bumper but you can not use both.
- You may only use front bumper brackets to mount the front bumper. No rear brackets will be allowed for any style car.
- No shocks may be inside the frame UNLESS it came that way from the factory.
- Rear bumper may be hardnosed but no shortening and will be allowed a 4" x 8" x 3/8" plate from rear of bumper or a factory bracket (not both).
- Rear bumper must be square or rectangle in form (2" minimum). Example 2" X 6" is okay.
- No ramp style bumpers coming to a point.
- Maximum bumper height is 21 inches to bottom of bumper. Minimum bumper height is 14 inches to bottom of bumper. If using a pitched bumper bracket it is measured 14 inches to the bottom of frame rail.

TRUNKS: Trunk lid must remain in stock location.

- If welding you may pick between 3 options. 1. (6) 3inch length angle to angle with one 3/8inch max bolt per fastener. 2. Tuck trunk, (4) fasteners on top, (2) inside trunk, (fastener's can only attach to body only). 3inch LENGTH MAX ANGLE TO ANGLE WITH ONE 3/8inch MAX BOLT PER FASTENER. 3. Weld 6 on 6 off, 3" x 1/4" strap max. Pick one or the other, not all.
- If chaining, you're allowed 3/8inch chain in (6) spots.
- If wiring, you're allowed (4) loops in (6) spots.
- If chaining or wiring: 3/4inch washers may be welded to body for chain/wire to run through. Washers cannot bridge seam from trunk lid to fenders or body.
- Absolutely no wedging. You may V or dish trunk but it must remain 8" off of floor pan and the quarter panel must remain upright.
- Wagons may have a max of (4) fasteners. Pick one from above. Fasteners can only go through the body. Nothing can attach to the bumper.
- If the trunk will not open, a 12 inch hole must appear for inspecting. You may use (4) 3/8inch bolts with 1 1/2inch washers to hold the inner and outer trunk lid together only; these bolts cannot fasten trunk lid to body.

HOOD: Hood must remain in stock location and Hood must be open at time of inspection.

- A 12 inch hole must appear in the hood for fire suppression. (2) 6inch holes okay. You may use (4) 3/8inch bolts with 1 1/2inch washers to hold inner and outer hood liner together only; these bolts cannot fasten hood to body.
- If bolting, you're allowed (6) 3inch max length angle to angle with one 3/8" max bolt per fastener.
- If chaining, you're allowed 3/8inch chain in (6) spots.
- If wiring, you're allowed (4) loops in (6) spots.
- If chaining or wiring: 3/4inch washers may be welded to body for chain/wire to run through. Washers cannot bridge seam between hood and body or fenders.
- You may replace 2 of the 6 points of hood attachments with 1 inch max threaded rod. Rod may replace the body bolt and run through the top of core support and mount through hood. (max (4) 4"x4" plates can be used).

RADIATORS: Radiators must be in stock location. Any model of radiator allowed. Water tanks allowed but must fit in stock envelope and location and may be fastened to the body with bolts only. You may protect the front of the radiator with condenser or 24" wide by 1/8" thick pleated steel or expanded metal or 1/8 core support guards connected by 6 — 1" welds or 6 — 3/8 Bolts.

- Radiator must hold water. No alcohol or antifreeze allowed. No foam filler will be allowed around the radiator.
- You may secure the radiator with two options: 1. Two ratchet style straps. 2. Two pieces 3/8inch max threaded rod behind radiator. This rod only may be sleeved. (Rubber hose). This rod only may run from top to bottom of core support. It may not go through the hood! Pick between 1 or 2 but not both. NO EXCEPTIONS!!
- Transmission coolers are allowed.
- No radiator guards allowed. Nothing may be added in core support area.

PROTEST: \$100 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.

NOTE: NO REFUNDS. If you do not understand any of the above rules or regulations, it is YOUR OBLIGATION to call.

FULLSIZE/JMMP 2024/ NORTH CAROLINA