

JM MOTORSPORT PRODUCTIONS, INC. - 2025 NORTH CAROLINA STATE FAIR 8 CYLINDER RULES

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 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:

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: ~~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).

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.

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.

10. DRIVER'S COMPARTMENT SAFETY ITEMS: Reinforcements are permitted inside the driver's compartment to address safety concerns only, not to strengthen the chassis. Driver's door padding is recommended. A 3" wide ratchet strap or similar device supporting the driver's seat back is recommended. 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. Max 4" for steel tube/pipe and max 6" for C channel components. Reinforcements cannot be secured to the frame/unibody frame. Upright bars may touch the floor in a maximum of two points. Upright bars must be max 6" behind the driver's seat and may be secured to floor sheet metal only. Do not beat the body down to touch the frame. 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. Upright bars cannot tie into the body mounts or frame in any way. The upright bars behind the driver's seat must be straight up & down vertical, not angled rearward in any way. One seat bar running horizontally between the uprights is permitted. A rollover 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 (max 2 windshield bars). 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. One door bar per side allowed. May run from the dash bar to within 4" of the rear hump sheet metal. Driver's door only may have an additional bar, C channel, or angle iron bolted on the outside of the door skin which cannot extend forward of dash or rearward of seat bar. Dash bar must be min 6 inches from the transmission tunnel. Door bars cannot extend further forward than the dash bar into the firewall area. Gas tank protector allowed. Any version of a gas tank protector must be well constructed with strong steel and good welds; if the inspectors feel it is a safety hazard you will cut it off and bolt the tank to the floor. GTP must float with the cage and cannot touch or connect to the car body in any way. Max 30" outside width/diameter and must be at least 6" away from packing tray. This is for safety to protect the gas tank, not to reinforce the car in any way for competitive advantage. EXCEPTION: if you do not run a slider driveshaft, the gas tank protector may touch the rear sheet metal but still must be floating and not attached to the sheet metal in any way.

11. 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 if relocated; 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; **see cage rules above detailing gas tank protector.**

12. BRAKES: All cars must have brakes in good operating condition at all times.

13. 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:

a. You may seam weld bumper with single pass weld beads. You may reinforce inside the bumper but not outside.

b. 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.

c. 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 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 of car (LF, RF, LR, RR) to create better mounting surfaces. **Instead of the angle iron you may use one piece of flat 3/8" thick plate 8" long on each frame corner of car to secure the bumper to the frame. All metal must be added on the outside of the frame only. Frame ends may be trimmed but 1st body mount may not be relocated.**

d. 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.

e. Instead of a factory bumper, you may build a homemade bumper that cannot stick out further than 6" from the outside of the frame. You will cut off any excess during inspection. Homemade bumpers must have a factory skin welded on the outside that wraps around the edges to blunt the sharp corners. If you show up with bare tube steel as a bumper you will cut it off to within 2" of the outside of the frame. This is for the safety of the other drivers.

Homemade bumpers must be flat across the front and max dimension 6" for height or depth at any spot. Must be mounted using methods described above for standard bumper.

f. Maximum bumper height is 24 in. to bottom of bumper, minimum is 16 in.

g. See section 17(FRAME) for further clarification of bumper welding rules.

14. 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. EXCEPTION: you may use a pulley protector if you remove the sway bars.

15. HOOD/TRUNK: 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. 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. Alternatively you may weld 2x2x1/4" angle iron to the body and hood/lid then chain or wire through those to secure, but angle iron may not be welded to join across body components. HOOD may be tied down in max 6 places. You are allowed to use 2 pieces of max 3/4" dia bolts in forward positions. These may run through core support and front body mounts. Rearward 4 positions on hood may use #9 wire or 1/4 inch diameter chain on each. 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 but the rear quarter panels must remain upright in stock position and not bent over the trunk lid. Speaker tray may be bent down but not welded. A single flat bar max 3x3/8" may be welded or bolted at the center of the rear window to connect the roof to the speaker tray/trunk lid. Can only be secured max 2" on both ends. To secure trunk lid you must choose only one method: Wire, chain, bolts, or weld. Trunk lid may be secured in 8 places when using wire or chain; if bolting you may use 8 bolts of max diameter 3/8" through the trunk lid and rain gutter only. If welding you may use max 3x1/4" flat steel plate in a 5" on, 5" off pattern.

If trunk lid is not open for inspection, must have 2 holes in trunk lid min 12x12" within 2" of drip rails. Tail light areas must remain open for inspection. No wedging or flattening rear of car to create a ramp.

16. SUSPENSION:

a. Front suspension may be made solid by bolting the upper control arm to the frame with a single bolt max 3/4" dia, or welding two 3x3x1/4" thick plates from each upper control arm to the top or side of the frame.

b. Tie rods must have factory type ends, no heim joints. Rod itself may be reinforced with angle or tube but must have a factory type end. No aftermarket spindles, sway bars, center links, or mounts.

c. Front ball joints may be welded. Other than the ball joints, two plates for A arms, and tie rod reinforcement, absolutely no other welding allowed on front suspension components.

d. Modified steering columns allowed.

e. Rear suspension may be made solid by welding a single chain max 3/8" to the hump plate or frame in center of the outside of the hump and to the axle. Max 4 links welded to the frame. If not welding you can loop the chain under the axle and around the frame. Max 2 chains total. Instead of chains you can use max 3/4" allthread in place of the factory shocks. You may tack weld top and bottom of coil springs to hold them in.

f. Leaf spring mounts may be moved from factory mounting position to under the frame, but must be a swinging shackle bolted through frame, not welded to it.

g. Max of 3/4" diameter U-Bolts.

h. 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".

i. Max 8 leaf clamps per side of car. These clamps can be no wider than 2" wide steel with 3/8" bolts and leaves cannot be welded together.

j. Upper and lower rear Control arms may be reinforced or made from max 2" tube but must be bolted at either end, not welded.

k. Nothing can connect the frame or body to the axle other than factory suspension components.

l. 98 - 02 FOMOCO may replace rear Watts link axle mounting with 97 & older style components. ZTR style brackets are OK but control arms must meet rule "j" above. Upper brackets must be bolted through the existing package tray and package tray may not be sectioned/replaced with piece from 97 & older frame. Lower brackets can be welded on with single pass weld OR bolted to frame but bolt cannot pass through both sides of frame to create a pin. Max lower bracket size 3x3x1/4"

m. No leaf spring conversions on factory coil spring cars.

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 and may not cover up frame holes to impede inspection.

d. You are allowed to seam weld the front frame seams top, bottom, inboard, or outboard. Weld is a single pass with a bead no wider than 3/8inch, no stacking of welds, no filler material allowed. Front frame section is defined as from the firewall forward, no other seam welding is allowed, no other welding to front suspension components is included in this rule.

e. On model year 1980 or newer cars, the front half of the frame may be pre-bent/cold tilted or cut/hot tilted. The bend point should be no further rearward than the transmission crossmember. A maximum 8" long spacer is allowed at the two front body mounts to accomplish this. Mounts may not be relocated. No metal may be added when cut tilting, you may re-weld with single pass beads only and no stacking of welds.

f. 1980 and up models 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 the 4 body pucks from the K member mounts and weld the K member to the frame.

h. 70's GM or Ford may weld factory bumper shock bracket to the frame and hardnose bumper.

i. 73 & older Y-Frame Mopars can put shock inside the frame, close frame up and weld.

j. ALL factory frame holes must remain OPEN for inspection. Do not weld or bolt washers/plate to cover frame holes.

k. you may repair a bent frame with a plate max 4x4x1/4" in max 4 places, only 1 plate per corner of the car. Inspectors must be able to see obvious damage to the frame to justify the patch.

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: Doors must be secured with wire, chain, or weld. If welding the outer door seams only may be welded with 4x4x1/4" flat strap. If not welding you may use wire or chain in max 8 places per door.

20. ELECTRICAL:

a. Maximum two car batteries 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.

21. 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. Modified crossmember must be bolted to frame similar to factory design and made from max 2" tube. Shifter may be modified but must have a rounded or tee end to avoid injury. Transmission lines may be bypassed; if transmission cooler is mounted in driver's compartment it must be completely covered for safety.

22. AXLES/ DIFFERENTIALS:

a. slider type drive shafts allowed, see cage rules for important note.

b. differentials may be welded.

c. front drive axles may have retainers added to prevent CV joint separation.

d. any automotive rear axle allowed. Housing may be braced but mounting method must adhere to all rules described.

23. 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.

24. 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. If trimming fenders, max 4 bolts 3/8" diameter may be used per wheel opening to hold inner and outer together.

25. 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/wire/chain mounted in front windshield area with strong mesh over 1/2 windshield area are permitted and recommended.

26. HEATING/COOLING SYSTEM:

a. Any make or model radiator may be used in factory location only. Radiator may be bypassed but not relocated. 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.

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

28. 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.

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.

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