

JM MOTORSPORT PRODUCTIONS, INC. - MODIFIED 2026 RULES AND REGULATIONS (MINI TRUCK, MINI VAN, MINI SUV 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 Figure 8 Race/Compact Demolition Derby are not employees of JM Motorsport Productions, Inc. but are independent contractors and assume all related responsibilities. You must supply your own car. NO ENTRY REFUNDS for shows requiring PRE-ENTRY. 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. 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 VEHICLE 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.

VEHICLES PERMITTED:

- Mini Truck: Any small truck under a 1/2 ton with a 4 or 6 cylinder engine using only 2 Wheel Drive (can originally be 4WD as long as 2 wheel assemblies are disabled.) No Full size trucks, stub nose trucks, flat beds, dump beds or el caminos. Must have factory bed for year and type of truck. If you have a vehicle in question be sure to check prior to the event.
- Mini SUV/CRV: Any small to mid size SUV/CRV using only 2 Wheel Drive (can originally be 4WD as long as 2 wheel assemblies are disabled.) Must be 4 or 6 cylinders. No open Jeeps or Full Size SUV/CRV such as Tahoes, Yukons, Suburbans, Expeditions, etc. If you have a vehicle in question be sure to check prior to the event.
- Mini Van: Any small size van with a 4 or 6 cylinder engine using only 2 Wheel Drive (can originally be 4WD as long as 2 wheel assemblies are disabled.) No full size vans, stub nose vans, cube vans, broncos, suburbans, etc. If you have a vehicle in question be sure to check prior to the event.

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.

BODY/DOORS/BEDS:

- Pick between weld, chain, or wire.
- If welding: Total of 16" of weld per door on the outside seam only. Split it up how you please.
- If chain: Max of (4) 3/8inch chain per door.
- If wire: Max of (4) loops in (4) places per door.
- No body creasing.
- Inner fenders may be removed.
- Outer wheel wells must be in place. Minimum clearance is permitted but do not get carried away.
- Trucks may weld bed to cab, total of 16" weld per vertical seam.
- Truck beds must remain stock, no folding over, no wedging. Bed sides and tailgate must remain upright.
- You may run an outside driver's door plate, C channel, or angle iron. 12" wide and can overlap drivers door seam 3". (1/4" thick max). Has to be stich welded every 4". (Can't Weld Solid)

DRIVERS COMPARTMENT:

- **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.

* SUV, CRV, Minivan, and extended cab pickups: 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. NOTE: Single cab pickups do not have rear footwells so they may locate the 2 upright bars in the front corners of the inside of the bed, connected only to the bed sheet metal and not the frame. All other cage requirements expressed in this section apply.

* 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 vehicle. 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 the seat bar and not extend beyond seat bar. 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. • The gas supply must be removed from the stock area.

• Fuel Cell: For minivans and SUV, CRVs the fuel tank must be located behind the front seats and securely fastened and well covered. For small trucks the tank must be mounted in the center of the bed directly behind the cab, securely fastened and well covered. Fuel cells must be firmly secured. Electric fuel pumps are fine but an on/off switch must be in reach of the driver seat and clearly labeled "ON"/"OFF". **If you are running a MiniVan or SUV you may run the fuel tank in Stock Location if it is in front of rear axle and inside frame rails. Mini Trucks all must move the tank to the bed of the truck.**

• Trucks: A gas tank protector is highly recommended. Protector may attach to frame but may not exceed further rearward than 24" from the front of the bed. Gas tank protector must be separate from the driver's protective cage.

• One car battery only! Must be firmly secured to the passenger side floor board.

• All air bags must be disconnected and removed.

FRAME:

• Must be stock as if it came off the showroom floor. Only exception is bumper mounting and notching the rear. Notch must be behind the rear axle.

• No shortening frames other than trimming ends to provide even bumper mount surface.

• All body to frame bolts must remain stock. EXCEPTION: You may replace the front two and back two body bolts with 1/2" all thread. 3" x 3" washer max on top. (1 per side).

• Trailers hitches must be removed.

• PRE RUNS ONLY: 4 fix it plates allowed, max size 3" x 3" x 1/8" inch thick per plate. No splitting up or dividing to double plate. Frame damage must be visible.

BUMPERS:

• Any factory bumper off any car may be used and it may be reinforced with added metal max size 3 x 3 — 1/4 thick inside but remain stock in appearance on the outside. Nothing can protrude outward. You may seam weld bumper with single pass weld beads.

• Instead of a factory bumper, you may build a homemade bumper that cannot stick out further than 6" from the outside of the frame/nose cone. You will cut off any excess during inspection. Homemade bumpers must have a factory steel 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/nose cone. 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.

• Any Smith Metal Works (excluding pro class bumper) or DEC are allowed

• All factory plastic skins must be removed.

• If bolting: You may bolt bumper to the frame but nothing excessive. Bumper mounting shall not add strength to the frame.

• If welding: You may weld bumper to the frame but nothing excessive. Bumper mounting shall not add strength to the frame. No metal can be added to do so. 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. All metal must be added on the outside of the frame only. Frame ends may be trimmed to improve bumper fit but 1st body mount may not be relocated.

• If chaining: Bumper may be chained to the frame by welding/bolting, using 1/4inch chain, 12inches long max.

• We do not want bumpers falling off. You may change shocks but nothing crazy. Keep them stock as possible. EXP.(NO FULL SIZE CAR SHOCKS WELDED TO FRAME).

ENGINE/DRIVETRAIN:

• Any make or model providing the same cylinder size is used. 4 or 6 cylinder only. 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

Tailgate/Hatches/Hoods:

• Tailgate/Hatches may be secured by either chaining, bolting, weld or wire. Choose one.

Hoods may be secured by either chaining, bolting, or wire. Choose one. Hoods must be opened for inspection. 12 inch hole is required in the hood for fire suppression.

• If chaining: Max of (4) spots. 3/8inch diameter chain max.

• If welding: Max of (4) spots. 3" x 3" plates max on outside seams only.

• If wired: Max of (4) loops in (4) spots.

• If bolted: Max of (4) spots with 2" angle to angle with 3/8" bolts. If no angle used, the bolts may pass through sheet metal only with max 2" OD washers, no welding washers to body.

SUSPENSION:

• Suspension must be stock and have travel.

• Bumper height must remain as factory as possible. No lift kits, spring spacers, etc. allowed.

• Shocks must be stock.

• Coil springs may be wired or tack welded in place. Leaf Springs must remain stock.

• No Body or Suspension lifts.

• You may reinforce tie rods but must utilize factory ends. The steering column may be modified but all other steering components must be stock, not aftermarket.

TIRES:

- a. must be a rubber tire FILLED WITH AIR, minimum ID 13". 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.

REARENDS:

- Rear Ends must remain stock for the make and model of vehicle.
- You may weld rear end gears.

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.

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 ½ windshield area are permitted and recommended. Rear windshield bars NOT permitted.

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. 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.

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

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.

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.

2026 RULES