

**JM MOTORSPORT PRODUCTIONS, INC. - 2026 – 8 CYLINDER MODIFIED RULES AND REGULATIONS -  
WORLD'S LARGEST DEMOLITION DERBY®**

**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, except youth events.** 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, #6 below. 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 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.

- PARTICIPANT MEDICAL INSURANCE:** Anyone signing a waiver 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, (Exception: If we are having a youth event, minimum age will be 12) parent or guardian must be present at pit gate to sign a Minor's Release with entrants/pit crew members under 18 years old or if we are running YOUTH events. 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.

**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. 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.) It is recommended that each car be equipped with a dry chemical extinguisher within the reach of the driver.

**9. CARS PERMITTED: 1980 AND NEWER.**

- Any two or four door, hardtop, **STOCK** 2-wheel drive car or station wagon, **1980 AND NEWER ONLY** with a minimum wheel base of 89 inches and a maximum weight limit of 4,800 pounds. (Weight source- NADA Used Car Guide or bluebook) all 4 x 4s, AWD, T-tops, Camaros, Firebirds, El Caminos and rear engine vehicles of ANY weight are NOT permitted. Exception: all-wheel drive cars will be permitted providing front or rear drivetrain is disconnected.
  - Primary Build Rule: Car must be **stock** (see exceptions noted below, or on the entry). Stock means manufactured showroom equipped
  - Each car must have the original VIN number plate. If removing Dash board, all sharp objects must be covered with spray foam.
- CAR APPEARANCE/CLASS:** Both front doors MUST be painted **white** and be free of all lettering. Driver/Sponsor lettering on other areas is permitted if it is in good taste (remember, it's a family show). ALL lettering and numbers MUST be neat. Car number must appear on both front doors and the roof.
  - FAN BLADE:** Must use electric or plastic, metal blades will not be permitted.

**CAR PREPERATION:**

- All glass, mirrors, plastic, chrome, moldings and flammable materials must be removed. No broken glass in doors.
- The car must be free and clear of loose debris in the driver's compartment and trunk.
- All air bags must be removed. Drain air conditioners and radiators before arriving at the track. All trailer hitches must be removed.

**Cage and Gas tank protector**

- Cage may be sheet metal to sheet metal only. Bars must be single bars not doubled or stacked. All cage bars must remain 5" from the fire wall and floors at any point including transmission and driveshaft tunnels. The back bar may not be any further back than the kick panels. Front bar may not contour the body. It must run straight across. All bars must be inside the driver's compartment except the roof bar. All cage bars must be a minimum of 2"x 2"x1/4" and be no bigger than 4"x 4" except side bars. Side bars may be c-channel up to 6". Side bars can be no longer than 60". If side bars are used, you must have both front and back bars. If side bars are not used, mounting plates 6"x 6"x1/4" may be used on ends of the seat bar and dash bar. Side bars cannot go any further forward than the crossbar and cannot contour any part of the sheet metal. Two 2"x 2" down bars will be allowed from side bars and must be bolted or welded to the body (cannot attach to the frame). Down bars must remain completely in front of the rear crossbar and behind the front inside door seam, must be straight up and down. If down bars are even with or behind the crossbar you will be required to cut them and not be allowed to replace them. You may use a 4"x 4"x1/4" plate where the down bars attach to the body. This is for driver protection only! A roof bar or halo may be used. It must go straight up and down and may be bolted or stitch welded to the roof in 3 spots with 3/8 bolts or 3 one-inch welds. The halo must come off the rear seat bar. Max 3"x 3" bars or 6" c-channel. If you cannot weld, then bolt!! Cage and halo are for driver's protection only and may not strengthen the car in any way. Do not get carried away or you will have to cut! No floating plates, 9 wire, chain, etc. can be used between the cage, body or frame!!!!
- Two windshield bars max 2"x 2"x1/4" tubing or 3"x 1/4" flat or 3/8" chains may be attached from the roof to the cowl area (no more than 3" on the roof and no more than 3" on the cowl).
- Roof signs may not attach to the halo bar. Gas tank protector may not attach to the halo cross bar.
- Gas tank protector may be used. Gas tank protector may be tight to the package tray but may not be attached to the package tray in any way. Tank protector may be only 32" wide where it meets package tray!!!! and no longer than 32" for station wagons. Tank protectors cannot be used as a technical advantage. The tank protector may not go any further back then where it touches the package tray.

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## Fuel Cells

1. Original gas tanks must be removed completely, no factory tanks inside the car. Fuel cells or approved marine style tanks only. No plastic tanks!
2. Tanks must be behind the front seat area and must be securely fastened with chains or bolts or both! Zip screws are not acceptable!!!!
3. You may use an electric fuel pump, but it must have a kill switch clearly marked.
4. Please use good fittings and clamps. Make sure they are tight. No car will run with a fuel leak.

## Brakes and Steering

1. A working hydraulic brake system is required! You must be able to stop!!!! Anyone losing their brakes during the event will be disqualified.
2. Steering may be altered from the steering box to the steering wheel.
3. After market tie rods may be used. You must use an OEM center link or drag link. Factory tie rods may be sleeved with  $\frac{3}{4}$ " pipe or have  $\frac{1}{2}$ " rod welded to them. 03 newer Fords must use direct bolt in steering rack.

## Tire and Rims

1. Any tire may be used doubled, foam filled, or solid. No recaps, studded tires or liquid/concrete filled tires will be accepted.
2. All wheel weights must be removed.
3. Valve stem guards are allowed and cannot stick out past the wheel, or they will have to be removed.
4. Small centers and CFP style replica centers and 1  $\frac{1}{2}$  inch lip guards will be allowed.
5. No bead locks or full centers allowed.

## Body and Frame

1. Any rust repair must be approved ahead of time. Call to see what options you have.
2. All body mounts must remain in stock location. If OEM body mounts are used, the portion of the body mount between the body and frame may not be modified. This includes the metal cone inside the rubber mount. If you choose to replace the OEM body mounts, you can only use a rubber hockey puck. No plastic or metal spacers. They must be positioned in a factory location and with the same intent as the factory installs them. Body Bolts may travel through the top of the floor. Body mount bolts may be replaced with max  $\frac{5}{8}$ " and max length of 8". A washer no larger than 4"x 4"x $\frac{1}{4}$ " may be placed on the top (inside the car where the bolt sticks through the floor) and the bottom of the bolt inside the frame. No welding washers to floor or frame. Do not add or relocate body mounts and or body bolts. Full size subframe cars and pinch frame cars may replace OEM mounts with hockey pucks. There must be a 1" space between body and frame. Do not modify the hockey pucks in any way.
3. Notching and pre-bending will be allowed. Do not weld notches back together. Body creasing or enhanced body lines are allowed; however, the quarter panels must remain vertical.
4. You will be allowed one  $\frac{3}{8}$ " chain in back window area. No more than six links on the roof and no more than 6 links on the trunk lid area. It can be fastened with a max 3  $\frac{3}{8}$ " bolts on roof and three  $\frac{3}{8}$ " bolts on trunk lid.
5. You are allowed two spots of #9 wire inside car sheet metal to sheet metal only no more than double wrapped.
6. Do not paint or undercoat frames inside or out. Do not grind or buff frames. If you weld on the frame other than what is specified, you will be loaded.
7. Tilting cars will be allowed. You can only use one of the following methods in one spot per rail.
  - a. You may cold bend.
  - b. You may hot tilt at the crush boxes. If you choose this option, you can only use  $\frac{1}{2}$ " bead of weld to weld it back together.
  - c. You can hot tilt on side rails.
8. You will be allowed to use one of the following core support spacer options.
  - a. 6 hockey pucks
  - b. 2" x 2" x 6" tubing welded to the factory body mount location. This cannot be welded to the core support.
  - c. 2" x 2" x  $\frac{1}{4}$ " by 12" long tubing welded to the side of the frame at the factory core support mount location. This cannot be welded to the core support.
9. A one-inch threaded rod may be used at the core support and may go through the hood for the body bolt. If it goes through the hood it will count as a tie down. No more than 2" space at the fire wall.
10. No frame welding
11. No vehicle can be shorter than 20 inches from spring bucket to back of bumper (applies to vehicles with no defined body mount) all others can be shortened to the front of the body mount hole.
12. We will allow 4 additional plates in this class. The plates must be 4"x4"x $\frac{1}{4}$ " and the plates must have 4-90-degree corners. You may bend the plate (i.e. taco plate) or contour a plate to the frame. Plates can have a max  $\frac{1}{2}$ " bead of weld and must be 1" away from any other plates, and bumper plates.
13. Any foreign material in the frame (steel, concrete, foam, etc.) will result in automatic load. No fix given.

## Hoods, Trunks, and Doors

1. Hoods must have a 10"x10" hole on each side of the air cleaner for fire personnel. Hood trunk cutout bolts may be used. Max. 6 per hole, no larger than  $\frac{3}{8}$ " bolts and 1  $\frac{1}{4}$ " washers. If you are using an engine driven plastic fan, (NO METAL FANS) the hood must cover the fan and extend 6" past the fan blade. You will be allowed 6 tie downs in total for your hood. Hood may be secured in these ways.
  - a.  $\frac{3}{8}$ " chain
  - b. 3 strands of #9 wire
  - c. Angle iron no larger than 2"x2"x $\frac{1}{4}$ " by 4" long with one  $\frac{1}{2}$ " bolt per location.
2. Doors and trunk lids may be secured in four places per vertical seam by one of the following options
  - a.  $\frac{3}{8}$ " chains
  - b. 3 strands #9 wire
  - c. Or 4-3x3x $\frac{1}{4}$ " plates per vertical seam.Location of chain #9 wire or plates do not need to remain on vertical seams but must adhere to total count.
3. Drivers' door may be welded with 3" x  $\frac{1}{4}$ " flat. Or a door skin max  $\frac{3}{8}$ " thickness may be used on the driver's door or inside the car welded from cage to the rocker. Skin cannot extend 3" past the driver's door seams.
4. No post cars will be allowed 1  $\frac{1}{4}$ " x 4" strap from door seam to the roof. It can be welded no more than 3" onto the roof and no more than 3" on the door.
5. All hoods must open or be removed for inspection. You cannot weld hood to car.

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6. All rear inner decking panels must be removed from station wagons. All body seem to be visible for inspection whether a fresh car or pre run. All trunks must have an 8" x 8" hole cut in for inspection.
7. Trunk lids cannot be any closer than 8" to the trunk floor including pre runs. Wedging or lowering of trunk area will not be allowed. Trunk lids may be cut or bent to tuck. Quarter panels must remain vertical and factory height. If you tuck the trunk, it must go straight up and down to the trunk pan.

### Bumpers

1. Any year OEM bumper is permitted. You may cut or bend bumper ends for clearance. If cutting make sure ends are not sharp.
2. You may use a loaded seam welded bumper on the front only.
3. A homemade may be used 8" x 8" max size. A point will be allowed max depth 4" across 32" the bumper cannot be wider than front tires and ends must be capped. The back of the bumper cannot be any further back than the factory core support. Replica bumpers must meet dimensions of no more than 8" tall 68" wide. Point no more than 13" from back of bumper and must span over 36" or more. Replica and homemade bumpers must meet above dimensions or will have to cut or be loaded, call if you have any questions.
4. A 3" x 6" x 1/4" tube may be used for the rear bumper. All corners must be 90 degrees. NO WEDGE REAR BUMPERS!!!
5. You have 3 options for bumper plates.
  - a. ONE 4" x 8" x 3/8" plate per rail and no bumper brackets or shocks.
  - b. 2 - 3" x 6" x 1/4" plates per rail. These plates cannot touch or be welded together and have no bumper bracket or shock.
  - c. Factory bumper shock or bracket. Shocks may be collapsed and welded. No welds past 6" from back of the bumper.
 These plates must be attached to the back of the bumper all welds can be max 1/2" wide.
6. If hard nosing the front bumper. No bumper shocks inside the frame unless factory inside the frame. Shocks may be compressed and welded. No cutting or changing shock. It must remain factory. No welding past 6" from back of bumper and this will count as one of the allowed bumper plates. Shocks may be moved to the outside of the frame and welded no further than 6" from the back of the bumper. If using a bumper shock, you will be allowed one 3" x 6" x 1/4" plate. No homemade bumper shocks will be allowed.
 

\* Hard nosing bumper will be allowed to the end of the frame. Not to the top or bottom. Bumper cannot be built around the frame rails. Any questions call.
7. If hard nosing a car, you may only shorten rails to the beginning of the core support mount hole or 20" from spring pockets on cars without defined core support mounts.
8. All bumpers must have 2- 3/8" chains or two spots of #9 wire (max 3 strands) from bumper to sheet metal or you may weld one closed link on frame or bolt through factory hole in frame. If the chain or #9 wire passes through hood or trunk lid; it will count towards hood or trunk tie downs. No welding bumpers to bodies.
9. Maximum bumper height is 22" and minimum is 15".

### Engines Transmission and Drive Shafts

1. You may run any engine you choose. Do not strengthen the frame or crossmember with mounts. Engine mounts may be bolted or welded to crossmember only. A 6" x 6" x 3/8" pad may be used to raise motor or relocate mounts. Pad may only be welded to engine crossmember. This is only for engine mounting purposes and not to strengthen a car. A factory-style rubber mount or aftermarket HD style mount must be used. It must contain the rubber or polyurethane bushing. No solid engine mounts.
2. A lower H cradle with front plate and pulley protector will be allowed. Cradle cannot be welded to the car in any way. No aftermarket fan shrouds allowed.
3. A 2" x 2" x 1/4" tube may be used for transmission crossmember. It may only contact frame in two spots that must run straight across from frame rail to frame rail. You may use a piece of 3" x 3" x 1/4" by 6" long angle iron to hold the transmission crossmember. One per frame rail on the inside of the rail. Must remain within 6" of the factory location. On caddies and fords with crossmember tails crossmember cannot contact these tails. A OEM or OEM style replacement transmission mount must be used. No solid transmission mounts allowed.
4. Aftermarket shifters, pedals, switches, transmission coolers, electric fans, and throttle linkages, slider drive shaft, simple trans adapter/ block saver, and aluminum ultrabell will be allowed. Transmission braces are not allowed. Do not use full plates under floor, attach to frame, or strengthen car in any way with them.
5. Water only in the cooling system. Drain antifreeze before arriving at track. Any cooling system may be wired or bolted in. No welding. Water boxes are allowed max size is 28" x 31" and must be bolted in with four 3/8" bolts and 1 1/4" washers, to core support.
6. You may use expanded metal, a plate with holes cut in it max 3/16" thick, or OEM condenser in front radiator. These may be wired or bolted with 6 - 3/8" bolts or 6 - 1" welds.
7. Exhaust may exit through the hood or under the car. Some type of air cleaner must be used no open carbs allowed.
8. Two batteries per car are allowed. Batteries must be covered and mounted in a metal battery box on the passenger side of the car. Bolt battery box to floor or cage no zip screws allowed. Batteries must be secure.
9. 03 and newer Fords are allowed to use the Catskill fab, Smith Metal Works, or similar bolt on rail mounts for use with factory cradles to mount engines. Do not modify them or change them. Do not weld them to the frame, use them as they are intended.

### Suspension and Rears

1. Any non- braced rear may be used max of 8 lugs. Factory brackets or Postal Mopar style brackets may be used four - 1/2" bolts max. Any OEM upper and lower control arms may be used. A simple tubular or 2" x 2" x 3/16" control arm may be used. Factory size bolts for the car you are running must be used. The Ford 98 and newer stock arms may use a reinforcing kit. Arms may be shortened to adjust pinion angle by cutting and overlapping a max of 2" and welded together. Rear suspension may be solid. You may sleeve shocks with pipe, or use 1" all thread for shocks with a store-bought washer to the package tray. You may use a chain to hold suspension height, but it cannot be welded to the frame.
2. Pinion brakes may be used on all rears. Use only necessary welding to attach and do not get carried away. Watts style cars may be converted using Catskill Fab, or ZTR brackets. Upper mount cannot be welded to the frame and must be smaller than 6" x 6". Lower trailing arm mounts can be no larger than 6" long. They can be welded to the frame with 8" of weld or 4 - 1/2" bolts. Bolts cannot go through the frame and function as a pin. No bolt weld combinations.
3. Front suspension may be solid using torsion adjustments, spring spacers, and strut spacers. Two 4" x 4" x 1/4" allowed per a-arm. One strap on either side of a-arm. No additional metal or chain may be used. Struts, and spring spacers must be an OEM option for a car.
4. Ball joints, a-arms, spindles, etc. must be an OEM or OEM replacement part. No welding any suspension parts to the frame, other than in the a-arm rule. No plating or adding metal to strengthen parts.
5. Factory leafed cars must have factory spring packs with correct stepdowns. No more than two replacement clamps per spring pack. 1/4" x 2" by 5" long max.
6. No suspension conversion. Except airbags to coil springs.
7. You cannot weld anything to the axle tube.

### **Rust repair must be approved ahead of time! No welding on frame or body other than what is stated in the rules.**

**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 our office for clarification at (716) 648-5100.