

GSA/CDDA

2021 MODIFIED RULES PROTECTOR CLASS

The auto demolition derby is open to men and women. In fairness to all contestants, the following rules and regulations shall prevail. THESE RULES WERE DESIGNED WITH COMMON DERBY TERMINOLOGY IN MIND DO NOT THINK OUTSIDE THE BOX.

DRIVER ENTRY

Drivers must be at least 18 years of age or if 16 or 17 years of age must have notarized permit by parent/guardian. Driver must furnish his/her own car. Entry fee \$40.00 for driver and \$25.00 per pit person unless stated different on schedule. All drivers and pit persons must sign waiver of release of liability before entering pit area or track. NO ONE UNDER 13 YEARS OF AGE allowed in pit area or on track. Entries will be accepted up to one hour prior to race time. You must be there at least one hour before show. IF YOU ARE NOT IN LINE TO BE CHECKED IN AT LEAST AN HOUR BEFORE START TIME YOU WILL BE CHARGED AN EXTRA \$50.00. All driver and pit people must attend meeting prior to race time.

PRIZE MONEY

Prize money is different for each show. Prize money will be on the schedule.

PARTICIPANT REGULATIONS

2003 and newer Vics must have stock cradle (No reinforcement of stock cradle). No jeeps, trucks (Ranchero & El Caminos are considered trucks), convertibles. No Carryalls, Hursts, Limos or Imperials or Imperial sub frames allowed. NO deliberate driver's door hits. If a driver does not hit another active car in one minute that car/driver shall be disqualified. No sandbagging – otherwise risk the chance of disqualification. Cars must move when hit or show visible damage. Driver must remain in his/her car with helmet on until car is removed from track or officials tell you different. Make sure helmet strap is fastened.

PREPARATION OF CARS

Pre denting & tucking is okay. Slogans, advertising or painting may be placed anywhere on the car except front doors. MANDATORY- You must have a readable roof sign with number (you are only allowed one roof sign). NO profanity. All glass, chrome, pot metal, lights, carpet, head liners, back seats, fiber glass (anything flammable except front seats must be removed before reaching the exhibit area. DO NOT BREAK GLASS DOWN IN DOORS!! Trunks must be empty of all debris, spare tires, rims, parts etc. Car must be clean of all glass. NO ether or any other assisted re starts.

9 WIRE

Unlimited 9 wire allowed for repair on used cars. But, none can go around cage or halo bar on used car. Fresh car may have two spots per window. 4 wraps per spot allowed.

INSIDE OF CAR.

No body lining or shaping of any part of the interior or trunk floor

GAS AND BRAKE PEDALS and BATTERIES

Floor mounted gas and brake pedals must be mounted with 4 bolts only and cannot be mounted in any way for reinforcement of car and must be at least 4" from any body mount bolts or plates. Battery box will be a minimum of 4" away from body mounts. 2 12v batteries max. Must be placed in a secure position and be covered with floor mat, inner tube or something nonflammable.

Batteries must be securely fastened down.

ENGINES & TRANSMISSION & DRIVE SHAFTS

Any engine or transmission may be used in any car but must be mounted within 3" of stock position. Motor mounts may be welded. Maximum 4x6 motor mount plates. If stock motor mounts are used, motors may be chained. You may tie motor down with 2 chains with 2 links welded to the engine cross-member/cradle or 2 straps 1" wide 3" weld to engine cross-member/cradle or wire in addition to motor mounts. Transmission coolers are okay. High pressure hydraulic line recommended for this. Keep safety in mind when installing. Officials may disqualify you if they think installation is unsafe. Drive shaft- any drive shaft okay.

TRANSMISSION CROSSMEMBER

OEM transmission cross member or 2x2 OD 1/4" maximum replacement. You may weld or bolt a 2" angle iron to inside of frame, 5" maximum to facilitate the mounting of cross member. Center mount may not exceed a normal transmission mount bolt area 6" maximum. No additional bracing allowed.

DISTRIBUTOR PROTECTORS/ ENGINE CRADLES/MID PLATES

MATERIALS FOR THIS 1" OR LESS

DISTRIBUTOR PROTECTORS are allowed but must be no wider than 12" and Distributor protector cannot be more than 3 inches max away from distributor cap. May not be welded, bolted or connected to body, hood or frame (MUST BE A MINIMUM OF 6" FROM DASH BAR ON ALL CARS USED OR NEW). Forward supports must be inside normally positioned headers and not extend past the water pump. AFTER MARKET ENGINE CRADLES are allowed. Cradle to mid plate may be connected but in no way connected to frame. It can be no further than 8" from original mounts. Must connect to frame as a standard mount would. If you run a pulley protector must be 3" from sway bar. Mid plate must have gap between it and fire wall. Mid plate to be no wider than 27". If you have no distributor protector you may weld two 1.5" diameter rods one on each side from dash bar to top-side of frame. Must be at least 3" behind a-arms welded to top side of frame only.

RADIATORS & FANS

May be removed but not relocated. OEM style radiators only. NO homemade or tube style. AC condensers if left in may be retained by four 3x6x1/4" straps max and eight 3/8" bolts with 1" washers. Straps may be welded to core support. Core bolts must be vertical. Instead of condenser you may run expanded metal-3/16". No more then 6-2" welds or 6- bolts to fasten.

GAS TANKS

Maximum of 10 gallons of gas. Gas tanks must be placed in back seat area and properly secured. Tanks must be secured so there is no movement. Do not use bungee cords for this. If tank is not secure you will not be running. Tanks must have secure caps and be leak proof. Lines must be leak proof. Stock gas tanks in cars must be removed or have holes punched in them and be washed out. NO PLASTIC TANKS ALLOWED!! NO PLASTIC GAS TANKS ALLOWED!! NO PLASTIC GAS TANKS ALLOWED!! EXCEPTION- plastic racing fuel cells are allowed. You must have a metal or tin shield between gas tank and driver. This may be mounted with screws.

CAGE/HALO/FRONT & REAR WINDOW BARS

Cage may be constructed 1 of 2 ways:

(EITHER OPTION – If you choose to run a center bar or other components, there must be a minimum of 5” off transmission tunnel.)
OPTION 1- Cage is allowed 2 side bars max. Size 8” tubing or channel. Max of 3 cross bars allowed no larger than 5 inches diameter, no curved dash bars, must be a minimum of 6” from center of fire wall, must be minimum of 10 inches from floor. No higher than bottom of side windows. Rear bar may attach to front side of inner fender may not be shaped in way. Must be 4” off of backseat panel. 4 down legs allowed 4” wide maximum. All down legs must be welded to side bars only & may not be within 7” of body mount bolts or body mount plates. OPTION 2- You are allowed 2 side bars 60” max and 2 cross bars (no curved dash bars minimum of five inches from firewall). You are allowed a gas tank protector 6x30”, must be 4” off floor, 8” off roof straight up, may have 2 bars connecting halo max, must be at least 1” from backseat panel. Panel may not be modified may attach to 2nd bar. 4 down legs as stated in option 1 (option 1 & 2 cage must be left in same position as it was when passed inspection).

HALO BAR- may be added to cage 5” diameter max. May go to floor pan sheet metal not to frame. Must remain vertical, NO TILTING. Must be within 12 inches of driver’s seat. May only be attached to roof with 2 bolts.

FRONT WINDSHIELD BARS-only 2 1/2 x 1/4” max. 2 bars only. May not extend more than 4 inches past windshield opening.

Cannot not be directly behind distributor protector. No cross bars. Bars are to be a minimum of 16” apart. Cannot attach to halo bar. Flat Strap ONLY. Must remain 4” away from mid plate and any other engine cradle component.

REAR WINDOW PROTECTOR-will either be 9 wire or max of 3/8 chain not welded solid. You are allowed two 3” max retaining plates to attach rear window protector. Must be vertical

FRONT & BACK BUMPER

All bumpers and brackets must be of passenger car origin, May reinforce the inside of bumper but must remain stock appearing. DO NOT CUT AND FORM FACTORY SKIN. OUTSIDE OF BUMPERS MUST BE STOCK APPEARING. OEM skins must be on front. Back of bumper may be straight but no taller than factory front skin and no deeper than 11” from point to backing. Any bumper larger, must be totally stock and loaded on the inside of the bumper (Example: Chrysler Bumpers). End of bumper must be same width as center of the bumper. No homemade points. No reconfiguration of stock bumpers. All brackets / shocks must remain in one piece and have stock appearance do not cut shock or bracket apart. You may choose not to use shock / bracket. You may use on pieces of 3/8” thick by 4”- wide plate maybe formed to frame instead of shock. Bumpers must be mounted in front of core support bolts. All bumpers and brackets must be passenger car origin, no rear brackets on front. All brackets and shocks must be mounted outside of frame unless factory shocks were mounted inside of frame (Example: 80’s Ford). Cadillacs and Y frame Chryslers must be mounted outside frame. Bumpers and brackets may be welded solid to frame; no plate may extend any further back than 6” in front of the suspension shock bolt and only be welded to one side of frame- plate must be flat to frame. Bumper height from ground 16” min. Rear bumper height will be measured from the lowest part of the frame, not bumper. 22” max from bottom of bumper. For front of cars you must use front bumper brackets no rear brackets on front (OEM) anything excessive will not be allowed.

HOODS/CORE SUPPORT

If hoods are removed or fan blade showing, belts must be cut or fan blade removed. Hoods must have two holes cut in them for fire extinguishers. Not directly over carburetor. You may use 6 all-thread no larger than 1” with washers no bigger than 6” outside diameter. Only two may go through the frame (THESE 2 MUST BE ON THE OUTSIDE OF RADIATOR SUPPORT. Must go through core support bolt-holes. Spacers no bigger than 3” of material may be used. Spacer must stop at bottom of core support. May be welded to top of frame.) Caddies and Chryslers must mount the 2 all-thread through frame as a GM or Ford would be. NO WELDING ON HOODS THEY MUST OPEN FOR INSPECTION. You may use SAE 3/8 bolts with washers no larger than 1 inch outside diameter around header holes, fire holes no more than 20 bolts for this. You may weld all-thread to side of frame vertical, but not to the spacer. No welding of spacer to core support or bumper.

TRUNKS

You can use four 1” all-thread with washer no larger than 6 inches outside diameter. 2 may go through frame. You can use 10 SAE 3/8 bolts with washers no larger than 1 inch outside diameter around lip of trunk lid (must be on drip rail) or ten 1 inch welds around trunk lid. If you don’t bolt you may weld trunk lid. Weld 6 inches leave 6”. 3” strap max. Tucking or V’ing of trunk is allowed. NO WEDGING. Quarter panels must remain vertical within 3” of OEM position. 1 trunk lid per car.

BODY

Creasing of body allowed but cannot be welded or bolted. Cannot be doubled creased. NO adding of skins. May patch rust hole but must be visible for inspectors. No other body seam welding except what is stated in the rules. NO SEAM WELDING. Creasing is on outside only.

DOORS

All doors and wagon gates must be chained, wired, or welded shut. All doors except wagon gates may be welded solid outside only. You may use a 3” strap for this. Wagon gates may weld four 3” plates or bolt 4 places with 3/4” all-thread with washers no bigger than 4” outside diameter. Driver’s door can have outside skin added attached 3 inches past front door opening.

SEDAGON

You may sedagon a pre ran wagon but cannot but cannot exceed 4-3/4 all thread with 6” outside diameter washers. Also may use 10 - 3/8” bolts with washers no bigger than 1” outside diameter. Or weld 10- 1” spots along with 4 all thread. None can go to frame. You cannot exceed this.

FENDERS

You may trim fenders. You can bolt fenders. 10 bolts per fender with bolts no bigger than SAE 3/8 bolts with washers no bigger than 1” outside diameter, or weld 1” leave 1” but not both. REAR QUARTER PANEL CONSIDERED FENDER.

TIRES/RIMS

14 ply fork lift tires ok. Do not exceed this. For those that don't have these, tire inside of tire is ok. Field tile inside of tire okay. Foam filled tires okay. V-tread tire okay. NO liquid filled tires. No split rims, NO paddle tires. Tires screwed to rims okay on backside only. Valve stem protectors are ok. Rims may be solid. NO solid tires.

OLD IRON LEAF FIXING

6 leaf springs max. 2.5” wide, 2” stagger, longest spring 5 ft. No thicker than 5/16. 4 clamps per side. Must be mounted as factory leaf springs would be mounted. Wagons must be done as factory.

LEAF SPRING SPECIFICATIONS

Converting coil springs to leaf is allowed but you must follow these rules. Cars that can be converted must be 80 or newer body styles NO EXCEPTIONS. Springs must have at least a 2.5" stagger, no more than 4 clamps per side, no more than 6 springs per side (car springs only). Springs must be no more than 2 1/2 inches wide, longest spring must be no longer than 5 foot, with thickness no more than 5/16. This will be checked with a 5/16" wrench.

Main leaf must be top leaf.

LEAF SPRING MOUNTING

Front spring must use factory suspension hole (trailer arm hole). Reinforcement of this hole must not exceed 3 inches of center of this hole and must be done on outside of frame only and using metal no thicker than the frame. Any reinforcement found on inside of frame will be cause for immediate disqualification. No reinforcement for leaf spring hanging. Washers no bigger than 4 inches, outside bracket no longer than 8 inches total. No welding except what it takes to mount the brackets. This conversion must be as close as possible to OEM style mounting. Example: mid 70 style GM wagons and Chryslers. If officials find you went beyond how factory leaf springs are mounted on factory leaf cars you will not be allowed to participate and no refund of entry fee. NO FLAT SPRUNG CARS.

REAR ENDS

Must be of OEM origin, eight lug max. Floater allowed. Braces are for the sole purpose of strengthening rear end housing only. Trailing arms may be lengthened or shortened. Must be of passenger car origin and may be reinforced. Watts link conversions on newer Fords. You may convert a watts link to a standard 4 link system in the following way; Use the upper and lower trailing arm brackets off an older Ford. No shortening of trailing arms, no positioning brackets to strengthen front down legs of the rear hump. Must mount in the stock location. Use upper mount tray out of older car but must leave 2 inches of original factory package tray to weld to. May not be welded to frame. Do not re-weld seam. Welds may only weld to tray package.

A-ARM/TIE RODS/BALL JOINTS/SPINDLES/FRONT SPRINGS

Tie rod ends must be factory OEM (passenger car origin) Turn buckle may be reinforced with sleeve. After market tie rod ends allowed but NO HIEM JOINTS. May weld in ball joints with the sole purpose of retaining ball joints in factory position only. Must be OEM screw in ball joints ALLOWED. NO AFTER MARKET SPINDLES OR HUBS

A-ARMS must be positioned on factory frame brackets in accordance with year of frame. You may weld, bolt or chain down your a-arms. You are allowed either 2 straps 2x3" max nothing may contact frame (do not weld whole a-arm down) or 1-chain, or 1 bolt. All straps, bolts chains must be in middle of A- arm. All attachments must be made to spring bucket only. OEM car springs only no doubled fronts.

FRAMES

If your frame is painted or doctored in any way it will not be inspected welding on frames is allowed from in front of the a-arm forward. Top seam only. Do not exceed 1/2" weld. You can weld 12" max behind a-arms and no further back than front of front door not to exceed 1/2" weld. (I do not care how you split this up but do not exceed 12"). No added metal. No concrete. Do not reinforce frame. Notching of frame is permitted. Plates allowed on fresh cars max. 4-5x4x1/4 flat plates. You can add 2 more plates' 5x4x1/4 to a pre ran car but you can only have a total of 4 plates on front of car. The front of the car is considered from the firewall forward. Must have at least 4 inches between patches and all other brackets and welds. If plate-cover is a factory frame hole the plate will have the same size hole in it. (Do not cut these patches into a bunch of little ones). You may run a chain from frame to frame in the back. ABSOLUTELY NO UNDER COATING OR PAINTING ON FRAME. Cross member may be welded but not reinforced. If you re-sub frame car it must be model to model. Mopar and Caddies can close in the Y on the front part of frame but cannot add metal to do this. NO FRAME SQUARING. YOU CAN SHORTEN FRAME BUT ONLY IN FRONT OF THE TWO FACTORY CORE SUPPORT MOUNTS. ZERO TOLERANCE FOR ANY RECONFIGURATION OF CORE SUPPORT MOUNT HOLES (THIS MEANS NO MOVING MOUNTING EARS ON FORDS (STOCK WELDS MUST BE VISIBLE) OR DRILLING NEW HOLES FOR CHEVY CORE SUPPORT MOUNT HOLES)

HUMP PLATES

Maximum thickness 1/4". Maximum length 14 inches. Must be in center of hump on outside of frame only. With a 3/8 inch inspection hole drilled through plate and frame. Plate must be cut to contour to frame. ONLY COIL SPRING CARS ARE ALLOWED TO DO THIS.

BODY MOUNT BOLTS

Body mount rubbers may be removed. Mount bolts may be replaced with 3/4 inch. You may add two extra body mount bolts anywhere you want but do not exceed this. If extra body mounts are horizontal, bolts cannot be longer than 7". Bottom body mount washers must be inside frame or removed for inspection. If you use all thread 2 nuts 2 washers. If you use bolts 1 nut 2 washers.

Body mount washers 5 x 3/16" maximum.

WELD RULES

NO WELD anywhere on car may exceed 1/2" single pass, this includes all repair plates. All brackets, seam welds and GAPS WILL BE MEASURED WITH THE WELD.

SAFETY RULES & REGULATIONS

1. Cars must have 2 bars attached to center of windshield from roof down to dash area to prevent hoot from coming in. Cannot be attached to halo bar.
2. Radiator overflow hoses must be pointing at ground and fastened so they cannot shoot water towards officials or drivers.
3. Header pipes must be pointing straight up cannot be aimed toward front of the car.
4. Note: if you have a hole in the firewall, it should be covered.
5. Safety belts required.
6. DOT approved helmets mandatory. Any driver using an open face helmet will not be covered by insurance if a facial injury occurs.
7. Safety glasses or shield recommended.
8. Mandatory you must wear long pants and shirt. Fire suit recommended.
9. 2 fires you are out unless fuel fire then one fire you are out.
10. No alcoholic beverages or drugs allowed in pit area or track.
11. No pit persons allowed on track.

12. Note: Management does have the right to disqualify a car/driver at any time. Any person on track or causing trouble and not complying with rules will be asked to leave. We can have you escorted off or have you arrested and can be banned from running or being in pit area at future GSA events. Protests must be made no later than 5 minutes after heat in question. No protest will be taken after feature event and only drivers may protest. Officials will re-inspect the top cars. Anything done to car to make it illegal after inspection will be disqualified.

13. If you reinforce anything besides what is stated in these rules it can be considered illegal and you will not run. Official's decision is final.

Protest fee is \$500.00 and limited to only one aspect of car being protested. Only a driver can protest a car. If something is found the person protesting will get their \$500.00 back and prize money will be taken away from the person who is being protested. If nothing is found then the person who is being protested will receive the \$500.00. REMEMBER ONLY DRIVERS MAY PROTEST A CAR & MUST TAKE PLACE WHILE IN ARENA.

NOTE: DECISION OF JUDGES ARE FINAL! INSPECTION WILL BE THOROUGH USING SCOPE, DRILLS, ETC.

If you have any questions please call or text:
Chad @ 785-479-0996

INSPECTION OF CAR ON DAY OF EVENT TAKES PRECEDENCE.

*** * * WHEN IN DOUBT...CALL BEFORE YOU BUILD! * * ***