



Gold Rush Nationals – Compact Teams

www.ultimatederby.com

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General Rules

1. ALL RULES WILL BE FOLLOWED, OR YOU WILL NOT RUN.
2. Any American made RWD or FWD vehicle with a max wheelbase of 108". 4 or 6 cylinder engines maximum
3. All drivers must sign the driver's paperwork, or they will not drive in the event.
4. Driver must wear a seat belt, helmet, FIRE SUIT JACKET (no more exceptions to the fire jacket rule).
5. All Drivers and Crew Members must attend the drivers meeting.
6. No hot rodding in the pits, keep it at an idle. This will be the quickest way to be DISQUALIFIED.
7. You are given 1 minute to make an aggressive hit. After 1 minute that particular car will be disqualified. You are only given 1 minute in total, not 1 minute to get started and 1 minute to hit. Whether a hit is aggressive or not is at the sole discretion of the officials.
8. No drivers are allowed alcohol - **PERIOD**. If you are wearing a driver's band and drinking any form of Alcohol -**YOU WILL BE DISQUALIFIED**.
9. Cars will be re-inspected before any prize money is paid out. The cars will be re-inspected by the UD staff only. Everyone else will stay back until cars are deemed to be legal.
10. There is a \$250.00 protest fee, and you must be a driver in the main event to protest another car. Driver must have cash in hand directly after the feature in order to protest. If the car is found to be illegal it will be disqualified.
11. Any complaints that a driver has about another car prior to the start of the first heat will need to be addressed in the drivers meeting in specifics. If nothing is said, we don't want to hear about it after the show.
12. Any questions, give Nick a call. If these rules or a phone call to us does not say you can do it THEN DON'T. We can't stress enough to call first.
13. Judges decisions are FINAL!!!

IF THE RULES DO NOT SAY YOU CAN DO IT THEN YOU CAN'T!!!!!!!!!!

Car Preparation

1. No Fresh Paint or Undercoating on the frames at all. No buffing or grinding frames or bodies except where welding is specifically allowed in these rules.
2. All cars must be stock, unless modification is stated in the rules.
3. All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.
4. All trailer hitches and braces must be removed.
5. Batteries must be moved to passenger front floorboard. They must be properly secured and covered.
6. You must have a number in Bright colors on each front door and must have a 15"x15" sign on the roof of your car with car number on it for judging and recognition of the car. You cannot use the roof sign to strengthen the car.
7. All cars must have working brakes when you cross the ramp. If the car is not able to exhibit the ability to stop it will not be inspected.
8. NO welding other than what is mentioned in this set of rules. If your car is found with any weld, other than what is allowed, and you refuse to fix it to the judge's satisfaction, you and your car will not run!!

Cage & Inside of Car

1. Absolutely no interior body seams may be welded.
2. All cage material must be a max of 6"x6" tube. Nothing bigger
3. No double stacking of bars permitted
4. Cage may consist of one dash bar, 1 drivers door bar, 1 passenger door bar, and 1 back bar.
5. Side bars may be no longer than 60 inches.
6. Dash bar may not start any further back than front door seam.
7. All cage material must be 4 inches off the highest part of the floor (if tunnel is the highest measure of that)
8. May have a center bar, it must remain 4 inches off the floor.
9. Dash bar must be 4 inches away from the center of the firewall.
10. Rear bar cannot be further back than rear kick panel (if you don't know what this is, I suggest call)
11. Gussets are permitted in corners of cage but must be 4 inches away from all sheet metal.
12. GTP will be permitted. These must be no wider than 24 inches wide and no taller than 24 inches. GTP may be tight against rear sheet metal, But No welding or bolting will be permitted. GTP must be vertical straight up and done, absolutely no angle will be permitted on this. Must be 4 inches off rear floor.
13. After market pedals, battery boxes and trans coolers must be mounted at least 2 inches away from firewall. These are not there to help the car in any way. Cannot connect to cage and floor. One or the other. Inside door plates are permitted, no thicker than 1/4 thick, and must be welded to door bars, and inside rocker panel, these may not extend past drivers and passengers door seam. They are only there for protection.
14. Rollover/halo is permitted. Max size 6"x6" tube. Must go straight up and down. These must start no further back than
15. your back bar. (it's for protection not strengthen) You may run bars from rollover/halo to GTP, These bars are to be 4 inches away from all sheet metal, and may not go above the 24 inches that's aloud for GTP.
16. 4 down legs are permitted, all of these must be mounted between the front dash bar, and the rear back bar. None of these will be permitted to any part of the GTP. (They either go to back bar/dash bar/ or side bars) must be straight up and down.

BUMPERS FRONT/REAR

1. Any loaded oem bumper may be ran
2. Any replica oem bumper may be ran
3. Homemade style bumpers may be run. Max size for these will be 6"X6" tube. If you add a point to these it may be no longer than 6 inches over a 32 inch span. So, the overall point will be 12 inches MAX measured from the back of the bumper. (call for clarification)
4. No double stacked bumpers.
5. Absolutely NO SHARP POINTED BUMPERS. IF I FEEL ITS UNSAFE TO OTHER DRIVERS YOU WILL REMOVE POINT.

BUMPER BRACKETS FRONT/REAR

Front bumper bracket will be 1 of 2 options:

Option 1

You may use a 4" tall 3/8" plate 16 inches long welded on any outside part of frame. This must attach to front bumper. It may have the bend in the middle, Can't be any taller than 4 inches. It also must be welded to only one side of frame, may not beat it over the corner of frame.

Option 2

1. You may use a 4" tall 3/8" plate 10 inches long welded on any outside part of frame. This must attach to the front bumper. It may have the bend in the middle, Can't be any taller than 4 inches. It also must be welded to only one side of frame, may not beat it over the corner of frame. With this option you get 2"x2" kickers coming off dash bar to behind the A arm or strut tower. This may be no further forward than rear most part of A arm / Strut tower. 1 for drivers' side 1 for passenger side of car. (Call for questions).
2. Rear bumper bracket you may use a 4" tall 3/8" plate 10" long. This bracket may be welded to any outside part of frame and must attach to rear bumper. You may also go with the FACTORY OEM BRACKET to the car you are running. Do not add a different shock or bracket from another car to your rear frame.

FRAME

1. No frame swaps. The frame must be factory for your car.
2. Unibody vehicles may cut the frame off flush with the front edge of the core support. Do not cut back into core support or remove any part of core support. Full frame cars may square off front edge to the forward most part of core support mount. DO NOT cut into the hole. (If asked to remove all thread to see hole you must do so)
3. No shortening the rear rails or center of the vehicle.
4. You are only allowed to weld the factory frame seams from the front side of the firewall forward with a single 1/2" bead. On a unibody car you can weld the cross member (K-member/sub frame) seams OR the main unibody seam but do not weld the two together. No welding of inner fenders, strut towers or anything else.
5. Coil sprung cars will be allowed 20" hump plates. 1/4" thick 3" wide contoured to the frame. They must be centered in the rear axle no cheating to one side or another.
6. Rust repair- Call before fixing any rust on the frame. The rust can be cut to a piece cut exactly to the hole size, it may be butt welded in (same thickness). NO RE STUBBING CARS AT ALL
7. No frame shaping is allowed.
8. No tilting or altering of the frame in any way.
9. Do not shape your humps.
10. You may run 4 loops of #9 wire or 1 loop of 3/8" chain from frame rail to frame rail underneath the back of the vehicle, behind rear end. This may go around the frame, or it may go through a factory hole in frame, or you can weld 1-3/8" chain link to the inside rail of the frame to run the wire through. This wire may pass through the trunk floor if you choose.
11. If you choose not to run wire or chain on rear frame rail, you may weld a piece of 5/8 all thread to the rear section of frame. This may be welded 4" (do not spilt welds up) total on rear frame rail. (One piece per side of car). This all thread may go through the trunk. You get 1 nut and 1 4"x4"x1/4" washer for this. This all thread may not come in connect with hump plates.

SUSPENSION AND STEERING

1. Do not re-engineer the way the steering components mount to the frame.
2. Aftermarket stock replacement ball joints and tie rod ends are allowed. Tie rod tubes may be reinforced.

3. A-arms-
 - a. Must be factory for the vehicle you are running
 - b. May be seam welded.
 - c. Must be bolted on in a factory manner.
 - d. May be welded or bolted down but may not be reinforced.
 - e. If bolted, you may use 1 3/4" bolt per a-arm if choosing to bolt.
 - f. If welded, you may use 2-2x4x1/4" straps per a-arm. This strap must be welded to the a-arm and cannot be farther forward or backward than 1" past the widest part of the a-arm.
4. Struts must be factory for the vehicle you are running. Must mount with factory mounting brackets and be stock appearing. You may reinforce the inside of the strut and are allowed
5. (1)2x4x1/8" strap to weld on each strut used for height, weld to strut only.
6. Steering box, pitman arm, and idler arm are interchangeable with vehicles that are legal for this class. Must bolt on in factory manner.
7. Spindles and hubs must be stock for a vehicle that is legal in this class. You may weld 1- 6"x 3/4" rod to the back side of the spindle.
8. Sway bar must be mounted in stock location and stock manner. No welding of sway bar or mounts
9. No leaf spring conversions- PERIOD.
10. Leaf springs must be made of stock spring material with a 1" stagger, front and back. No springs can be as long as the main leaf. You can have a total of 7 leaf springs per side, no thicker than 5/16" thick and 2 3/4" wide. The main leaf must be the top spring in the spring pack and the lead spring must go down from longest to shortest. You can reclamp springs, 4 clamps per side.
11. Homemade clamps cannot exceed 2x4x1/4", while using up to 1/2" bolts. Must have a 2" arch in your springs. Must mount leafs to the factory mounting brackets. Brackets may be welded on, do not relocate them.
12. Coil springs can be changed to a stiffer spring or put spacer in sagging coil springs. You can wire, or chain springs to rear end to prevent springs from falling out.
13. Rear shocks may be replaced with 1" max all-thread. And must be mounted in stock shock location or directly through spring and through floor.
14. You can loop chain or wire (1 loop of 3/8" chain or 4 loops #9 wire) from rear end to frame in one spot on each side. Must go around frame, do not bolt chain to the frame. We are going to allow you to weld 1 link of chain per side of frame if you choose to weld the chain instead of wrapping it around the frame.
15. You may use rear end of choice but must be no more than 8 lugs. Braces are welcome, may not extend more than 3" past the housing. Brace must not reinforce your frame.
16. All rear control arms may be replaced with 2"x2" tube. These must bolt in factory location with factory size hardware.
17. Fwd cars may replace all rear control arms, with 2"x2" tube but must all bolt up factory. Fwd May also have homemade rear struts but must bolt in factory manner and not reinforce car in anyway. If you don't use 2"x2" tube for control arms, you may plate factory control arms to the car you are running with material no thicker than 1/4".
18. Slider drive shafts and CV shafts are permitted.
14. Bumper height not to exceed 22" to the bottom of the bumper to the ground and be a minimum 14" from the ground to the bottom of the bumper or frame.

TIRES / WHEELS

1. Any tire and wheel combo
2. No foam filled tires on drive tires, fwd may have on rear, rwd may have on front.

MOTOR / TRANSMISSION / CROSS MEMBER

1. You may use a 4- or 6-cylinder engine of your choice, must be mounted in stock location in a stock manner.
2. Motor mounts can be replaced but must remain factory style. Reinforcing of the mounts is permitted but must still have a bolt as a pivot point. Mounts (other than upper FWD) must go to engine crossmember, not to the frame. Top side FWD mounts may be welded on one side but must pivot on the other (do not weld the mounts together).
3. Full engine cradles are allowed but must be 6" from any cage components and 6" from the core support.
4. All engine cradle components must be 3" away from the frame rails and body on RWD vehicles, a minimum of 1" away from the frame rails and body on FWD cars and may not strengthen the frame in any way. Pulley protectors are allowed but may not extend your water pump. Only 12 inches may contact the firewall.
5. Transmission brace, aftermarket bell housing, aftermarket tail shafts, and skid plates are allowed.
6. Transmission braces must be contoured to the transmission. On FWD cars, must be a minimum 1" from frame. Transmissions and braces must be a minimum of 4" from any cage components.
7. The factory transmission cross member must be in the stock location for the vehicle you are running. You may replace the transmission cross member on RWD cars with one straight piece of 2"x2"x1/4" max tube. Tube can be welded with a single piece of angle iron (8" long 2"x2", 1/4" thick max) to each side of the frame. You must remove the stock mount if you run the angle iron.
8. The transmission cross member is the only way the transmission may be tied to the frame.
9. Transmission may be bolted (may not be welded in any way) to the cross member with 2-5/8" bolts with 1.5" washers or you may wrap a chain around the transmission to the cross member.

BODY

1. Body shaping is allowed to the exterior of the vehicle only. All panels must remain in factory position. Rear quarter panels and taillight valance must remain vertical.
2. You can patch rust holes in sheet metal with sheet metal only. Do not cut rust out; weld 2" beyond rust max.
3. You may use up to 4-1/2" all thread to mount your radiator. This may pass through the bottom of the core support. You may use 2"x6" 1/8" thick flat steel welded to the core support to run your all thread through.
4. No radiator or fan protectors allowed.
5. Body bolts can be replaced with up to 1" bolts.
6. K-Member cars are allowed to bolt the K-member to the frame solid with no spacer (no welding). May have 1-2x3x1/4" washer inside the frame and 1-4x4x1/4" washer on top. Bolts must be up inside the frame. K-Members must be the factory one for that car.
7. If running a core support spacer, must be 2x2x1/4" tubing welded to either the frame or body not both.
8. Absolutely no body mounts may be moved or added.
9. Core support may not be relocated and must be bolted in factory location only.
10. Hoods must have at least a 12" square hole in case of a fire. You are allowed 16-3/8" bolts with a washer of 1.25" to bolt hood seems.
11. You are allowed 6 spots to hold your hood on. Your core support all thread may go through the hood and will count as 2 of the tie down spots. You may have up to 1" all thread, no longer than 8" overall. All other tie down spots must be sheet metal to sheet metal only with a washer no bigger than 4"x4"x1/4" flush/level with the hood to support the hood pins. 4" max floating washers to keep the hood shut. Front All thread may not be sleeved. All thread/nuts only!!! Nothing inside the front frame rail.
12. Fenders may be bolted back together with no more than 6-3/8" bolts with a 1.25" diameter washer. No rolling your fenders and welding them. If you wrap or fold your fenders around the front of the core support, do not exceed 43/8" bolts with 1.25" washers to bolt together.

13. Do not alter the firewall in any way.
14. For safety all cars must have (1) 2"x2", max of 2 bars total, piece of square tubing can go from the halo bar to the top side of the dash bar and no portion may extend past the dash bar. (These are for safety only not strength).
15. Rear Window Bar is allowed. Must be 2"x2"x1/4" tube or 4"x3/8" flat plate. rear window bar may be welded 5" on roof with a 5"x5"x1/4" pad and welded straight down to above rear axle / rearend assembly with a 5"x5"x1/4" pad. This must be straight up and down. It must be 4" away from GTP halo. This may NOT be connected to any part of rearend or rear assembly. NO part of this is to be welded to speaker deck, or any other sheet metal other than what's stated. (This is for safety not strength). All rear window bars will now be in the same location for all cars.
16. You may weld your doors shut with no larger than 3"x1/8" flat strap (do not overlap). Only exterior seams may be welded. If you choose to bolt or wire or doors shut, must be done in a minimum of 6 locations. Trunk/hatch may be welded 5" on 5" off with 3"x1/8" strapping. Do not double or overlap. Gas cap door may seam welded only. NO plates
17. You may fold the tops of the doors over and weld the inner to outer (no added metal).
18. You are allowed to skin the driver's door with 3/16" thick sheet metal for safety reasons. It may not extend further than 3" past the door seams.
19. You can fold hoods or trunk lids over. Do not slide your hood or trunk lids forward or back, trunk must remain on hinges. Trunk lids may be shaped but must remain 8" off the floor.
20. Do not remove the speaker deck.
21. Wagons must remove all rear decking and seat components. If you choose not to run a rear bumper on a wagon, you may drop the tailgate straight down welded to the body only.
22. When mounting the radiator, you may NOT reinforce the core support in any way.
23. No radiator guards are allowed. Radiator must be mounted in core support in factory location only. You may have 1/8" expanded metal that cannot extend past the front body mount bolts. May be attached with six 3/8" bolts or four 1" welds

QUESTIONS THAT CAN BE AVOIDED

****** NOTHING INSIDE OF FRAME, NO BUMPER SHOCKS, NO PLATES, NOTHING.**

****** REAR WINDOW BAR IS NOT TO BE ATTACHED TO TRUNK OR HATCH ******

NO SLEEVES ON FRONT OR REAR ALLTHREAD.