

2024 Pro-Stock (Bash for Cash Rules)

Any year American made automobiles are welcome except limos, hearses, and checker cabs.

General Rules

1. Read all rules carefully and follow them! Any questions call Jack Fistler Jr. at (586) 531-0384. There will be no stretching or bending of any rules or you will either run in the modified class or go home!
2. You must pass inspection within 3 times or you will not be permitted to run.
3. A 12" x 12" roof sign is recommended. It cannot strengthen the car in any way.
4. Cars must be stock unless modifications are stated in the rules. Cars must have functioning brakes at all times on at least one axle. No painting of the frames, inside of the body of the car, or underneath of the car and inside of the trunk.
5. A helmet, seat belt, and eye protection must be worn at all times on the track.
6. If it doesn't say you can do it, don't do it.
7. Any controversies or protests must be brought up during the drivers meeting. We have the right to reinspect, cut, or drill any car at any time. If you are caught breaking the rules you will forfeit all winnings and/or prizes you are due. If you stretch a rule, you will lose that rule.
8. All airbags, glass, plastic, and interior must be removed before arriving at the event.
9. Any aftermarket parts must be approved by Jack. You must call and submit pictures for approval. Parts that are not approved before the derby are not permitted to run.
10. No painting of the frames, inside of the body of the car, or underneath of the car and inside of the trunk. This includes overspray. If found with paint within those areas, the car will not even be inspected.
11. All trailer hitches and braces must be removed.
12. Batteries must be moved to the passenger front floorboard. They must be properly secured and covered.
13. Patching and rust repair will be permitted only if cleared by an official.
14. Officials' decisions are final! All cars are subjected to re-inspection at any time.
15. If the car is found to have plates on the frame or body that the rules do not allow the car will not be permitted to run. There will be no option to fix this problem.
16. If you hammer/shape/weld on the frame in any manner not covered in the rules you will not be able to run. There is no fixing this.
17. You have 1 minute to make an aggressive hit. After 1 minute that car is disqualified. That is 1-minute total. An aggressive hit is solely at the discretion of the officials
18. You are not permitted to hit anyone in the driver's door. If you do, you are disqualified. If you use your driver's door to take advantage of this rule, the car that hit you is not disqualified
19. You may not get out of your car for any reason during the heat until you are out.
20. You are only permitted to have 1 fire in your car. This will result in a disqualification.
21. No sandbagging, teaming, or holding. Any of these will result in a disqualification. You can not pin to win.

FRAME & BUMPERS (NO RUST REPAIR)

1. Trailer hitches and braces must be removed.
2. No frame welding other than what is stated in the rules.

3. You may cut the flaps and tilt the frame in 1 place and in 1 direction. No seam welding on the frames permitted.

4. No shaping or hammering of the frame. You may crease, notch, or dimple the rear 15" of the frame to help the car roll.

5. Homemade front bumpers are permitted. If you choose to manufacture a homemade bumper, it must conform to the following size limits: It can be no larger than 8" x 8". The point must taper over an area of at least 32" wide and can not exceed 12" wide (front to back). The point may only extend out 4" from the flat part of the bumper. If using a factory bumper, it may be loaded or stuffed full.

6. You may mount the front or rear bumper in 1 of 2 ways:

a) The bumper may be welded to the factory shock in the factory location. If using a factory bumper shock, it must be bolted in the factory location and must have a 1½" inch gap from the frame to the shock plate.

b) The front frame may be shortened to the front edge of the core support mounting bracket hole and the bumper may be welded directly to the frame. You are not permitted to do this for any Cadillac or Imperial. The bumper shock must be removed from the inside of the frame, and you are permitted a 4" x 15" x 3/8" plate on the side of the frame for a bumper bracket that must be attached to the bumper and it must be welded to the first 15" of the frame. Do not alter the factory mount. On the back side of the bumper where it meets the frame you may use a 1/4" x 6" x 6" plate to create a flat mounting surface that must be between the frame and bumper.

c) Rear bumpers may be seam welded and loaded. No Chrysler pointed or slanted bumpers are permitted for rear bumpers. The rear bumper can not be built to ramp other cars. No exceptions! Official's decisions are final! No skins are permitted to be welded on slanted bumpers. You may have a 4" x 15" x 3/8" plate on the side of the frame for a rear bumper bracket and it must be attached to the rear bumper. It must be welded to the first 15" of the frame.. No exceptions!

d) On 1970's GM station wagons, the rear bumper must be in the factory location. No exceptions!

7. The front bumper can not be higher than 22" to the bottom of the bumper and the back bumper can't be any lower than 14" to the bottom part of the frame.

8. You may have a 6" x 22" x 3/8" hump plate on coil spring cars and may be straight across or contoured to the frame and must be centered in the hump. On leaf sprung cars, you may have a 6" x 11" x 3/8" hump plate straight across or contoured and it must be welded on the outside of the frame towards the tires. No chain or wire to the humps or frame is permitted. No exceptions!

9. Shortening of the rear frame, body, and unibody is not permitted in any way.

BODY & CAGE

1. Doors may be welded 5" on 5" off with no thicker than 1/4" x 3" x 5" material or can be fastened shut with #9 wire or banding. The driver's and passenger's front door may have a door skin no thicker than 1/8" and may be welded all the way around.

2. The trunk lid must be from the same make and model of the car and must be a trunk lid (no hoods). You can fold the trunk lid over or push it down. You may cut the speaker deck out or leave it in. If you choose to cut the speaker deck out, you can not weld the deck lid to the package tray. The deck lid is being measured 12" from the top of the rear quarter panels in the center of the deck lid in 3 spots starting from the back of the deck lid up. Two (2) 8" x 8" inspection holes must be put in all deck lids within 2" of the trunk strapping and in the center of the side quarter panel strapping. This is mandatory. No welding the deck lid to the trunk floor. Body creasing is okay. Deck lids may be welded with 3" x 5" x 1/4" plate 5" on 5" off.

3. The hood can be bolted down in 6 places. 4 spots from sheet metal to sheet metal and 2 front body mounts that may extend through the hood. You are allowed four 4" x 4" x 1/4"

brackets. If using wire, you may use 8 double strands of #9 wire. Two may go around the bumper and/or the frame. Hoods must be open for inspection (12" x 12" hole over the carburetor). The hood brackets can not be any larger than 4" x 4".

4. Factory body mount bolts may be changed to 5/8" bolts. There must be a 1" gap between the body and the frame. You can use steel spacers, hockey pucks, or a stack of washers but nothing used may be bigger than 3" in diameter. Body washers inside of the car can be no bigger than 3" in diameter. The front 2 body mounts may be 1" and extend up through the hood. You may weld a 3" x 3" x 1/4" washer to the top side of the frame but only centered over the body hole (1/4" thick).

5. No seam welding will be permitted on the body or frame. Repairing sheet metal is limited to where the battery box and gas tank are and the driver's area of the floorboards of the car.

6. Front body spacers may be 10" tall and welded to the core support frame mount and must remain below the core support and not welded to the core support whatsoever.

7. You may have a bar in the dash area and a bar behind the seat. You can have one bar per side connecting the dash bar and the rear bar. Side bars may be inside of the car or inside of the doors. A 6" x 6" x 1/4" roll over bar is permitted with two 6" gussets. No kickers are permitted. You can have 4 down legs welded to the frame mounted to the side or dash bar inside the drivers department of the car no larger than 2" x 2" x 1/4" and they must be straight up and down with no gussets. Gussets are permitted in the corners of the cage but must be done at the corners only. The bars must be no bigger than 6" x 6" x 1/4" in diameter and no longer than 60". You can use a 1/4" x 10" x 10" plate to attach the bars to the center of the door post sheet metal. No exceptions! No kickers are permitted. You may have a gas tank protector no wider than 32". It may touch the package tray sheet metal and it can be welded to sheet metal only with 2 welds or 2 1/2" bolts. The 2 1/2" bolts can go all the way through the package tray. On a non-package tray car, the gas tank protector can not touch the rear end in any way. The gas tank protector must stay inside of the car body.

8. The dash bar must be 5" from the firewall and the rear bar can be no farther back than where the kick panel meets the seat. All bars must be 5" off the transmission tunnel.

9. The original gas tank must be removed and replaced with a boat style tank or fuel cell. If it is a plastic fuel cell it must be in a steel structure. It must be moved inside of the car behind the driver's seat but no further back than the rear axle. Batteries must be moved to the passenger side floorboard and securely fastened. These must be covered with a rubber or nonflammable material.

10. You may use expanded metal no thicker than 1/8" or a factory air condenser on the core support in front of the radiator. This may be attached with four 3/8" bolts or four 1" welds.

11. You may have 2 front window bars no bigger than 3" x 1/4" strapping. They can't be welded more than 6" on the roof and firewall. You are permitted 1 rear window bar that can not be any bigger than 2" x 2" x 1/4". It can not be welded more than 6" on the roof and 6" from the top seam of the deck lid. These may attach to the sheet metal no more than 6" on the roof and deck lid. On a wagon, you may have one rear window bar and it must be in the center of the tailgate no more than 6" and can not be attached to the rear bumper.

12. You may have four 1/2" bolts per wheel well.

SUSPENSION

1. You are permitted 1" all thread for front shocks but only one per side with a 3" x 3" washer on top of the cone and a 3" x 3" washer on the bottom side of the lower control arm. The washers can not be welded. All nuts must be standard.

2. Any tie rods may be used. On an '03 and newer, you must use the factory rack and pinion. No rack and pinion protectors are permitted. Any rear end is permitted. If you run a rear end brace, it can not reinforce the frame or be any wider than 10". Any rear end component must be 5" away from all sheet metal and frame.

3. Watts link conversion kits are permitted. You must use 1/4" x 2" x 2" square tubing or 2" round pipe for the rear trailing arms. For the upper and lower mounting brackets, the uppers must be mounted to the package tray and the lowers must be mounted on the side of the frame. It can not be mounted inside, on top of, or on the bottom of the frame and can be no larger than 7" x 7". If you are using a watts link conversion kit all factory trailing arms must be removed.

4. You can weld the front upper A-arms down using a 1/4" x 2" x 4" piece of steel on the front and back side of the upper A-arm. No other welding is permitted on the upper Arm. No welding on the lower A-arms is permitted.

5. No spacers or other metal permitted in, on top of, or around the coil springs or inside of the frame on the coil springs. No aftermarket coil springs are permitted.

6. Rear coil springs may be wired or chained. Solid suspensions are okay. All suspension components must remain factory stock. No modifications will be permitted. Cars do not have to bounce. You can change out the factory rear shocks for 1" all thread with a standard nut. The shocks must be straight up and down and only go to A to B. No exceptions!

7. Leaf spring cars must remain factory springs. You can not change coil spring to leaf spring setups. Leaf spring cars can change leaf springs with no more than 7 springs 5/16" thick springs. No exceptions! The main spring must be on top. Springs must be stair stepped 1". No exceptions! No more than four 3" x 4" x 1/4" clamps per leaf pack. The rear end must sit on top of the springs. No exceptions! You can change out the factory rear shocks for 1" all thread with a standard nut and must run straight up and down. No exceptions! No more than 2 aftermarket shocks on the rear end.

8. Any tires are permitted. You can have 4 bolts per wheel well that can not be any larger than 1/2".

9. On '03 and newer Fords, you must use the factory aluminum cradle and suspension components or you may use a Smash It approved bolt in the cradle but must have a 1/2" gap from the cradle to the inside frame rail. No exceptions! You may use 80's style spindles and only 80's style spindles. You can not tilt an '03 and newer Ford. All suspension and steering components must be stock except tie rods. You can have a homemade drag link from spindle to spindle with the tie rods welded to it.

10. No aftermarket spindles are permitted. You may reinforce the factory spindle. If you use aftermarket ball joints the collar you weld in or bolt in can only be 1/2" bigger than the ball joint. You may have a 2" x 2" x 3" x 1/4" ball joint protector. You can not have any bolts or heim joints for ball joints. No exceptions!

11. If you run a sway bar it must be mounted in the factory position. The ends can be heated and bolted to the lower A-arm with no bigger than a 1/2" bolt. It must have a 1" gap from the pulley protector. No welding of the sway bar is permitted.

12. Any rear end is permitted with a rear end brace. Bracing can not strengthen the car in any way. Any rear end component must be 5" away from the sheet metal and frame.

ENGINE, TRANSMISSION, & DRIVETRAIN

1. Any car motor of choice is permitted. You may use the frame mounts that have a rubber style bushing like a factory style mount. ZTR or equivalent mounts are permitted. Approved solid motor mounts are permitted no longer than 7" long and must be welded to the frame cradle only. No exceptions! No chains on the engine are permitted.

2. The transmission cross member can be a factory one or 2" x 2" square tubing only. It must be straight.

3. The angles for the cross member can't be longer than 7" x 2" x 2" and must be within 12" from the factory location. The cross member must sit on top of the cross member bracket.

4. Lower Engine cradles, a front plate, and pulley protectors are permitted. You can have two 2" x 2" pieces of box tubing going from the midplate to the lower cradle.

5. Transmission braces, aftermarket bell housings, aftermarket tail shafts, midplates and slider driveshafts are permitted. Mid Plates can not strengthen the car in any way and can only be 1" past the engine block. Distributor protectors, fan guards, and halo bars are not permitted.
6. Aftermarket gas pedal, brake pedal, steering column, and transmission cooler are permitted. These must not be mounted in a way to strengthen the car.
7. No skid plates are permitted.

FIX-IT PLATES

1. All fresh cars are permitted four 4"x4"x1/4" square fix-it plates. All pre-ran cars are permitted six 4"x4"x1/4" square fix-it plates. Once plates are put on, they may not be cut off and moved. There must be a 1" gap between the welds of these plates.