

2026 ProStock Mini Rules

RWD cars can be no more than 106“ wheelbase and FWD cars can be no more than 109“ wheelbase. No full frame cars are permitted. You are permitted any legal car combination on the team in the 3 Man Prostock Mini heat at the Bash for Cash. The teams in the feature at the Bash for Cash will be invited back the next year. Fresh cars only at the Bash for Cash.

General Rules

1. Read all rules carefully and follow them! Any questions call Stan Johnson at 937-508-1516 . 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 through or you will not be permitted to run.
3. A 12“ x 12“ roof sign is recommended. It cannot strengthen the car in anyway.
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 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 to the event.
9. Any aftermarket parts must be approved by Smash It (Tim at 740-272-1188). 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 plate 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.
22. If you flip someone on their side or completely over **intentionally**, you are out. No exceptions!
23. You must strap your helmet. If your helmet falls off during the derby because you did not strap it, you are out. No exceptions!

BODY

1. The doors may be welded all the way around on outside of the body only with 1/4": x 3" wide strapping. No excessive overlapping of the strapping is permitted. A door skin from seam to seam on the driver's door only may be added for safety.
2. Deck lids and tailgates may be welded with a 5" on 5" off rule using 1/4" x 3" wide pieces of steel or #9 wire or banding in 8 spots. The deck lid, tailgate, and quarter panels must be in the original location. Up to half the deck lids may be folded down in the trunk. Trunk lids may be dipped along with the speaker deck. Deck lids can be dipped a maximum of 12". This will be measured off of the rear quarter panels. The speaker deck can be removed, but the trunk lid can only be welded to the quarter panels and taillight assembly. Nothing may be welded inside of the trunk even on a praran. Deck lids must be factory for the make and model of the car.
3. Hood may be #9 wired in 8 places or bolted in 6 places. The bolts may be 5/8" in diameter and **only welded 4" below the hood**. The front 2 body mounts may extend through the core support and used as the front 2 of the 6 hood bolts. You are permitted a maximum of 1" all thread. You can not sleeve the all thread with anything from the top of the frame to the top of the core support. A 12" hole minimum must be in the hood.
4. No interior body seam welding is permitted. Doors can be welded on the outside of the body only. On praran cars, the doors may be repaired back to stock. Rust repair is limited to the floor boards and roofs only. Patch metal can not exceed factory thickness. Rust holes must be visible if patching is done.
5. You may have a window bar or wire in the windshield area. It can be no thicker than 3/8" and no wider than 3". You may use 2" x 2" pipe but it can not be solid.
 - a. Front Window Bar
 - i. Option #1: The front window bar can go from the top of the windshield to the bottom of the windshield area sheet metal to sheet metal. It may be welded 6" to the top and bottom of the window area.
 - ii. Option # 2: The front window bar can attach to the roll over bar down to the front cage bar. The window bar can not go past the front cage bar.
 - b. Rear Window Bar

- i. Option #1: The rear window bar may be welded 6" on top of the window area and be welded to the floor directly above the rear axle with a maximum of 4" x 4" plate on the floor.
- ii. Option #2: The rear window bar may be welded 6" to the top of the window area and be welded to the speaker deck/front of the trunk lid with a maximum of 4" x 4" plate. The rear window bar must have a 1" gap from any cage components.

6. Hoods must be open for inspection. (12" x 12" hole over the carburetor)
7. Cars may not be smashed flat. If the car is tucked, the rear quarter panels must stay at the factory height. Deck lids must be in factory location above the rain channels.
8. You can add a piece of angle (4" x 4" x 1/4" max) to the top of the core support but it can be no longer than 1" wider than the radiator. No other metal is permitted on the core support except a radiator guard in front of it with four 2" welds to mount it. No radiator protectors or holders are permitted. No other metal is permitted to be welded to the core support.
9. The original gas tank may be removed and replaced with a boat tank or fuel cell. It can be moved inside of the car behind the driver's seat but no further back than the rear axle. If the fuel tank is in front of the rear axle you may leave it in the stock location. No stock fuel tanks permitted inside of the car.
10. Batteries must be moved to the passenger side floor board and securely fastened. If the battery holder is mounted to the cage it must be 6" off the floor and it can not connect to the cage or body mount.
11. Aftermarket pedals, shifters and transmission coolers are permitted but can not strengthen the car in any way.
12. No wire or straps can be attach from the roof to the floor in rear seat area.

13. If the sun roof hole is present it must be covered with factory sheet metal.

CAGE

1. You may have a 4-point cage surrounding the driver's compartment with a roll over bar. Bars can be a maximum of 6" in diameter and must be sheet metal to sheet metal only. The dash bar must be 5" away from all sheet metal. The bar behind the seat can sit no further back than 12" from the rear of the driver's seat and it must be at least 5" off the floor. This will be measured from the highest part of the floor/driveshaft tunnel. You may use a rollover bar from the front side of the roll bar across the roof down to the dash bar. This may not connect to sheet metal. Door bars may be no farther forward than the **front bar** and extend into the rear doors. On 4 door cars, they must stop 2" from the back of the door. On 2 door cars, they must stop 3" from the rear wheel well. On the body, the rear of these bars must be free floating and may not attach to the body.
2. No angling of the roll over bars is permitted. Must attach to rear seat bar.
3. You may have gussets in the cage in the corners. They must be within 6" of the corners of the bars only. No other gussets will be permitted.

4. You may use 2 down legs to the frame from the rear bar down to the frame. These must run straight down. No angling of the down legs is permitted.
5. You may use a floating gas tank protector that comes off the back bar but it can not be wider than 24". The gas tank protector or holder may go all the way back to the sheet metal. The gas tank protector must stop at the sheet metal in front of the rear axle and the rear seat meet on the floor. If any part of the protector is over the flat behind the seat it will be removed. You may run 2 bars from top of protector to roll over bar thru windows. A center bar from the rear seat bar to the dash bar is permitted. You may use a bar from the roll over bar on the roof across the front roof down to the dash bar. Door bars may not extend farther forward than the firewall.

FRAME

1. Trailer hitches and braces must be removed. No plating, pinning, heat treating, or stuffing the frame of any kind. Do not paint the frame. No welds on the frame is permitted. The K-member may exceed a single pass. No weave passes or building the weld up is permitted.
2. No frame creasing or hammering is permitted. No tilting of subframe allowed. You can notch or crease the rear frame. This is to help the rear of the car roll not to strengthen the frame. Frame welding is limited to the front and rear bumper areas. You may do one of the following but not both: you can weld 1 factory seam per side on the body from the firewall forward or 1 seam per side on the K-member with no metal added. The front frame may be shortened to the front side of the core support. The core support must remain in the stock location.
3. If a frame section needs to be replaced or repaired (rust) you must call first. On pre-ran cars, if the frame is shortened in the rear and the bumper is replaced the bumper shocks may not be located closer than 6" from the hump plate.
4. The angles for the cross member can't be longer than 5" and must be within 12" from the factory location.
5. For coil sprung cars, you may use a hump plate. They may be 1/4" x 6" x 16" centered in the hump. They will be measured from the top center of the hump and must start no lower than the center of the frame. Hump plates must be at least 2" from the rear end housing. On leaf spring cars, you may use a 1/4" x 6" x 10" hump plate to be measured the same way. These hump plates may contour the frame or run straight a
6. You may clip pre-ran cars with a single butt weld with no metal added. You must use the same make and model of the frame. All factory holes in the frame must remain open. No welding these holes shut is permitted. To clip a car, you must call to get approval. Cross hump. Hump plate must remain flat plate. No bending of the plates over the top or bottom of the frame.
7. The front mounting points on the K-members may be welded to the body of the car. No more than a 3" welded area per rail is permitted. No metal added. They may be bolted solid.
8. The sway bar and the bracket may be welded to the frame. This must be in the stock location and must only be welded to the bottom of the frame.
9. You are permitted 1 double strain of #9 wire per side from the body to the subframe.

BUMPERS

1. Homemade, replica, and Chrysler pointy bumpers are permitted. If using a factory bumper, it may be loaded or stuffed full.
2. Bumpers may be no lower than 14" and no higher than 20" from the bottom of the bumper. This will be strictly enforced. Bumper seams may be welded. Metal may be added to the bumper. This must be done on the inside of the front bumper only. Rear bumpers may be seam welded. No metal may be added to the rear bumper.
3. Bumper shocks and bumper brackets may be welded to the frame. Bumper brackets and/or shocks must be no longer than 12" in length and welded to the inside or outside of the frame. If it is welded to the outside of the frame, they must be on the side towards the outside of car. The rear bumper shocks must be mounted in the factory configuration (no angling up through the trunk floor). They will be measured from the back side of the bumper back. You can hard nose the front bumper. If no bumper shock is used, you may use a 2" x 6" x 1/4" plate to weld the bumper to the frame (2 per mounting point). These plates must be on the side of the frame. They are not permitted on the top or bottom of the frame. You may weld the shock to the frame. Factory bumper shocks can only be 12" from the end of the frame and may not be moved back on the frame. You may use 2"x 2" x 12" long square tubing for shocks.

ENGINE, TRANSMISSION, & DRIVETRAIN

1. Only 4 and 6 cylinder engines are permitted. No engine cradles or protectors are permitted. Chains on the engine are permitted. Solid or aftermarket mounts are permitted.
2. The oil pan and transmission pan may be plated. The plate used may be only 1" wider than the pan they are welded to. They may not be connected in any way.
3. No steel bell housings are permitted.

SUSPENSION

1. You may modify tie rods. Valve stem protectors are permitted. A-arms must remain in stock configuration but can be plated. Any tires are permitted. Rear trailing arms may be homemade but no bigger than 2" x 2" square tubing or pipe.
2. Upper A-arms may be welded down with a 1/4" x 2" x 2" piece of steel on the front and back side of the upper A-arm and you may plug weld the center of the A-arm. Lower A-arms may not be welded. Cars do not have to bounce. Solid suspension is permitted. Coil springs in the rear may be welded, wired, or chained to the rear end. Lock shocks can not be welded to hump plates.
3. Rear end protectors may be used but may not be used to strengthen the car in any way. Leaf spring cars may replace broken springs with factory 1/4" leaf springs only. No more than 5 springs are permitted. They must have a 2" stagger and be mounted in the factory location with 4 clamps per side. You can not change coil spring to leaf spring set ups.
4. The idler arm must be bolted factory to the frame. No bolts will be permitted all the way through the frame. The sway bar may be welded to the bottom of the frame in the factory location. You

may use a 1 1/2 " x 4" bracket or a 2" square tubing or pipe to weld to the sway bar to attach to the frame. You can not move the sway bar. It must be mounted in the factory location.

5. On front wheel drive cars, you may reinforce the rear axle assembly with 2" x 2" square tubing, 2" angle or 2" wide flat plate. Factory rear subframe must remain in stock location. This may not in any way reinforce the body of the car. Nothing bigger than 2" x 2" may be used and the 2" x 2" can attach to the rear hubs. Strut tubes or all thread may be taller than the speaker deck. You are only permitted a 6" corner gusset on the rear end. Trailing arms can be mounted no further than the factory mount point.
6. 5 or 8 lug rear ends 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.