



2024 “Bash Style” Class Rules

This derby class is open to any American made hardtop model stock car or station wagon. No commercial vehicles, convertibles, coupe utility, pickups, SUV's, four-wheel drive or foreign type car. No pre 1973 Chrysler Imperial's or LeBaron's. 1974 and newer are allowed. Previous ran cars are allowed, but must meet the rule, chrome, exterior mirrors, lights, grills, gas tanks, trailer hitches, rear seats and flammable material. All preparations must be done prior to coming to event.

No silicone, undercoating or painting of frames, interbody panels, inside trunks or tailgates, paint may only be on outside of vehicle body and bumpers. Your paint must be dry by inspection. Bumper height on new cars will be strictly enforced, you cannot manipulate any surface to gain height. All vehicles with down bars will need to be cut prior to arriving. No welding of interbody seams or quarter panels. No welding body to frames. **All Drivers are responsible for complying with rules as stated below.** If you have questions, please contact Blane Williams 530-693-2799.

Bumpers and Brackets

1. You can use any 5-mph bumper or homemade bumper on any car.
2. Bumper seams may be fully welded. No filler rod is allowed.
3. Bumpers may be trimmed and/or flipped.
4. Homemade bumpers may be made from 4" W X 6" H X ¼ inch mild steel square tubing, must be hollow all the way through. You must (mandatory) cap the end of the tubing on each side with ¼ inch metal, must have a 1-inch hole for inspection. Bumper cannot go past the width of the fenders and must be square with no sharp points on the ends. You may put a point on the square tubing (metal must be placed on front side and not placed on or overlap the top or bottom), must be ¼ inch flat plate. Measure from the center of the square tubing 4 inch out from the center to start your point (the point may not be flat, must come to a point). The length of point may be a maximum of 12 inches per side. Must have 2 holes drill in it. The point must be hollow. Homemade bumpers cannot extend past the end of tire of each front tire on either side.
5. Bumpers may be installed using 6" L X 6" W X ½ inch thick flat mounting plates, must be welded to the bumper sideways then welded to the bracket. Plates may be welded to the brackets.
6. Brackets may be 16" L X 4" W X ½ inch thick flat plate or 16" L X 2" X 4" X ¼ inch thick square tubing/channel or 16" L X 4" X 2" X 3/8 inch thick angle iron.
7. Front bumpers may have two 16" L X 2" W X 3/16 inches thick flat strap. Straps must be vertical position and welded 4 inches to the bumper and 4 inches to the core support to help hold the bumper on front bumper only.
8. No angle/corner gussets on bumper brackets to the bumper.

9. Any stock automotive brackets are allowed; bumper shocks may be collapsed and welded, no filler rod.
10. Maximum length of stock or homemade bracket must be 16 inches long front and rear.
11. No mix matching automotive brackets. No modifications to automotive brackets, if you cut it off, leave it off. Do not use automotive stock and homemade brackets together.
12. Homemade brackets may only be welded to the outside of the frame, unless they came on top of the frame originally. Stock automotive brackets may be welded to frame in any position. Cannot be touching the A frame plates with a 1" gap.
13. Non 5 mph compression bumpers may be welded to the body up to 36 inches, ½ inch thick filler rod or 2" X 1/8-inch-thick flat strap may be use, no added metal allowed.
14. 5 mph rear bumpers may be welded to the body up to 18 inches, ½ inch thick filler rod or 2" X 1/8-inch-thick flat strap may be use, no added metal allowed.
15. Bumpers may be no higher than 20 inches from the bottom of the bumper. Used car bumper height; will be at the official's discretion.
16. No part of the bumper may be connected or welded to the suspension or suspension parts.

Radiators, AC Condensers and Core Supports

1. All core supports must remain in factory location no relocating core supports.
2. Radiators must be stock automotive radiators. Radiators must be brass, copper or aluminum.
3. No homemade steel radiators or steam tanks.
4. Radiator must be in stock position. Radiators may not be welded in.
5. Ratchet straps, bailing wire or bolts may be used to secure radiator. No radiator protectors.
6. You may only use one AC condenser in front of the radiator, if used.
7. The AC condenser may be bolted with 4, 3/8-inch-thick bolts, with washers no bigger than 1 inch or welded 6 inches per side with 2" X 1/8-inch flat strap no longer than 3 inches and no more than 4 per AC Condenser.

Engine, Cradle and Transmission

1. Engine swaps are allowed. Engine setbacks are allowed.
2. Engine cradles are allowed. Cradle must be welded to center cross member, not to the frame rails. If your vehicle did not come factory with a cross member, you may weld it to the spring pockets.
3. Aftermarket engine cradles are allowed. No full-size engine cradles. You may only use the front motor plate that connects to the heads and lower cradle with the pulley protector. ½ inch header flanges are allowed and can only connect to the front plate and to the back of the heads. No mid plates are allowed. No part of the lower cradle can go past the middle of the oil pan.
4. You may cut a hole, 12" L X 12" W in the fire wall for the distributor. Hole must be properly covered.

5. No distributor guards are allowed. No Header protectors are allowed. No Carburetor protectors are allowed.
6. Motor mounts may be welded to the frame. No rear motor mounts or head straps.
7. 2 head straps from heads down to the frame are allowed, may not be kicked back, but may be kicked no further than 3 inches in front of the furthest point of the A frame.
8. Head straps may only be welded to the frame a maximum of 4 inches and may be only a 2" X 2" X ¼ inch thick flat strap or angle iron. You may not add platform under the motor mount. Head straps may only be welded straight to the frame.
9. 1957's and newer Ford's and Mercury's may weld 6 inches to inside of spring pockets to make a motor mount platform, metal may only be 4" X 2" X ¼ inch angle iron, if they have no motor crossmember.
10. Electric fuel pumps are allowed, must a shut off/kill switch for fuel pump.
11. Transmission coolers are allowed.
12. Homemade cross members are allowed maximum 2" X 2" X ¼ inch thick square tubing. No bolting the cross member for the transmission to the body or welding the body on a full frame car.
13. Standard transmissions are allowed.
14. Transmission adapter plates may be used to bolt different transmission on and may not connect to the cradle or header flanges and must not be used as a mid-plate. Must not go past the size of the motor.
15. No transmission skid plates are allowed. No reinforcing of transmission. Transmissions pans may be homemade with metal no thicker than a ¼ inch and may not extend pass the transmission bolts. It may not connect to the ultra-bell, transmission tail shaft, and must be 2 inches from the cross member.
16. If you run a stock transmission with no ultra-bell, you may run 3/16 X 1 ½ inch flat strap from the oil pan to the transmission pan, may be weld (2 inches to each pan) or bolted on, one per side is allowed.
17. No transmission braces are allowed. No carburetor protectors are allowed.
18. You may use a steel or aluminum ultra-bell and a steel tail shaft. Ultra-bell may only be bolted to engine and transmission. The steel tail shaft may only be bolted to the transmission and not connected to the oil pan.
19. Slider drive lines are allowed.
20. Aftermarket gas or brake pedals and cable shifters are allowed. May only be bolt to the floor. Cable shifter may be bolt to the floor or transmission.

Suspension

1. Stiff suspension is allowed. A-frames may be welded maximum 12 inches per side (of the car) to the frame, with 2" X 2" X 3/16-inch flat strap. Must be the size stated or you will not be eligible to race.
2. Center and sides of A-frame may be beat down and welded, if as along you are able to still see underneath it.
3. Tie rod stiffeners are allowed. No welding metal in the springs to raise the car. Spring/Twist spacers may be used.

4. No strut bars to the A frame to the frame in the front of the car.
5. No re-enforcing suspension. Suspension parts may be swapped if they bolt on and they must be stock car automotive parts (no truck or RV parts).
6. Aftermarket weld in ball joints and aftermarket tie rods are allowed. No aftermarket spindles.
7. Steering box plates MUST bolt onto the frame, NO thicker than 3/8" plate AND no more than 1/2" past the bolt holes on the steering box.
8. 2003 or newer Crown Victoria's with aluminum cross member may use aftermarket cradles are ok as long as they bolt in with 4 5/8 bolts with 2-inch washer and angle iron can only go more than 1-inch past bolt holes. No frame repair welded to bolt in cradle. All suspension brackets must be bolted on.
9. Leaf springs must be stock. No aftermarket springs. If you are missing leaf springs you may use other leaf springs equal to what's missing to replace what is missing.
10. You may shorten leaf springs a maximum of 12 inches per side or you may build 9 pack leaf must be stock length to that car must be made out of stock car springs not truck or motor home spring. Must have at least 1 1/2 inch stagger from each spring.
11. No leaf on top on main leaf. No tape or welding on springs, no motor home leaf springs or truck leaf springs.
12. 5 spring clamps per spring are allowed, no wider than 2 1/2 inches, no welding clamps to the frame. You can drill hole throw spring where you shorten it to bolt it together with 1 5/8 bolt with 2 washers one per side instead of using a clamp so the spring don't pull out. No welding leaf springs at all.
13. No coil leaf conversions.
14. Homemade shackles are allowed on any leaf spring cars to replace factory ones. Must be no bigger than 6" X 2 1/2" X 1/4 inch thick flat strap, and may only be bolted to the frame, not welded.
15. Coil springs in the rear may be welded to rear end. You cannot bolt the springs through frame to the body on coil spring cars, unless you use it as your extra body bolt, it may go through frame.
16. Homemade trailing arms are ok must be 2x2 1/4 inch square tubing max and must be hollow. Trailing arms on coil spring cars may be reinforced. You may weld up and reinforce original trailing arms only. Add metal may not be bigger than size of trailing arms. ZTR brackets are allowed with factor trailing arms.
17. You may have 2 bump stops in the rear only, no bigger than 2" X 2" X 1/4 inches square tubing, welded to the rear end only and must be vertical, no metal connecting the bump stops together All cars may weld the bump stops to rear end to frame in back with stated metal no extra metal.
18. You may use the bumper brackets or A-arm to weld the K-frames on Chryslers, other than that no K-frame welding.

Hood

1. You can use 4 hood bolts with a maximum 6" X 6" X 1/4 inch thick gussets, bolts may only be a maximum of 1 inch thick, washers may be no bigger than 3 inches and must be free floating.
2. If hood bolts are not use, 4 chains may be used, no more than 1/2 inch thick is allowed.

3. 2 All threads 1 inch thick with no pipe or square tubing may be used to replace front body bolts, and must go vertically through the hood, not through the fender then the hood. If you do not go through the body bolt location you may weld a maximum of 2 inches, with no filler rod or added metal to the side the frame next to the body bolts, then vertically through the hood. You may weld all threads to the top of the core support with a 4" X 4" X ¼ inch flat plate only. You can put 2" X 2" X 1/8-inch-thick square tubing to replace rubber under core support may not be weld to all thread or core support, made only be spacer.
4. The 4 hood bolts or 4 chains can be used in combination with all threads.
5. 8, 3/8-inch-thick bolts, with washer no bigger than 1" inch are allowed to bolt the inner to the outer, when hole is cut out for headers and carburetor.
6. A hole is required in hood above the carburetor in case of a fire.
7. NO welding the inner to the outer of hood.
8. Hood must open for inspection.
9. No putting bigger hoods on cars, all cars must run original stock hood to car.

Safety Bars

1. 2 Side bars may be no bigger than 15" X 2" C channel, must be 3 inches from firewall and may touch front of the rear hump/wheel wells, and have a 5-inch gap from the floor. Side bars are mandatory.
2. 3 Cross bars may be no bigger than 6" X 4" square or circle tubing.
3. Front cross bar must be 10 inches from the firewall and cannot connect to firewall. Front cross bar is mandatory.
4. Middle cross bar must be behind the driver's seat, within 6 inches of the seat. Middle cross bar is mandatory.
5. Rear cross bar must be placed behind gas tank and straight across and in front of the rear hump/wheel wells and may only be welded to the side bars. No down bars are allowed.
6. Halo bars are allowed and must be within 6 inches from the middle cross bar or driver's seat location. Halo bars must be in vertical position (90°). Halo bar may be welded to cross bar only, not to the floor. 5-inch maximum material may be used as a bar.
7. 2 bars from the halo bar may go behind the driver's seat and must angle down towards the 3rd bar of the cage and only welded to the top of the 3rd bar and must be 2" X 2" X ¼ inch square tubing. The bars must angle to halo bar and cannot be welded in a vertical position (90°). □SAFETY
8. Adding posts are allowed, if the car wasn't made originally stock with posts. Posts may be welded to door bar to the top of the car.
9. Halo bars CANNOT be used in combination with adding a post.
10. NO welding cage to frame and floor of cars.
11. 2 front window bars are mandatory. 2 bars may be used in rear windows. Window bars may not be welded to the trunk or hood. Bars must be positioned in window seam area. 2 inch maximum material may be used as a

bar. You may use 3-inch gussets to mount the window bars.

12. NO front and rear kicker bars.
 13. Driver's seat may be welded to the floor and cannot be welded or bolted to the frame. No plate is allowed under driver's seat.
-

Batteries

1. 2 automotive type batteries are allowed for the motor. Motor batteries are only allowed on front passenger floor. Batteries must be properly covered.
 2. Third battery may be used for transmission cooler or electric fan only.
 3. Batteries must be securely bolted to the floor in a battery tray. No milk crates may be use.
 4. No welding battery tray to door bars. No bolting batteries trays to cross member or frame.
 5. No battery trays can cover any body bolts or be welded to safety cage rust car or not.
 6. Batteries must be properly covered.
 7. Battery trays cannot be welded to the firewall. Must have at least 4 inches from firewall.
-

Gas Tank

1. Gas tank may be no bigger than 10 gallons.
 2. Gas tank may be bolted or chained securely to the floor, but not to the frame.
 3. Gas tank must be place behind the driver's seat.
 4. Gas tank must be bolted in securely before inspection or you will not run. □SAFETY
 5. Gas tank must have a secure cap. All gas lines and fitting must be leak proof (PUMP GAS ONLY).
-

Doors

1. All doors may be welded solid with ½ inch thick filler rod or 2" X 1/8-inch-thick flat strap.
 2. Driver's door may have 10" X ¼ inch flat plate fully welded to the middle of the door with no filler rod or added metal, no more than 3 inches pass each door seam, no square tubing or C channel.
 3. No welding the inside of the doors.
 4. The window opening on the doors may be pinched and welded or you may use 2" X 1/8-inch-thick flat strap to weld and fill the gap. If flat strap option is used, you must drill a hole in it for the thickness to be measured.
-

Trunk lids or Deck lids and Tailgates

1. Trunk lids may be welded a maximum of 6 feet, with ½ inch thick filler rod or 2" X 1/8-inch-thick flat strap.
2. Trunk lids may be tucked in (50% in stock location) and welded to the floor of the trunk.

3. 6 feet may be broke up however you chose on trunk lids, this includes trunk tucks.
4. Trunk lids must have a 10" X 10" hole for inspection. You may bolt the inner to the outer of the trunk lid, with 4 3/8- i n c h bolts, with washers no bigger than 1 inch, where you cut out the hole for inspection.
5. No cutting or folding quarter panels in behind the tuck must remain stock in the upright position.
6. You cannot weld the inner to the outer of the trunk lid.
7. No inner seam welding inside the trunk, unless where the trunk is tucked.
8. You may have 2 all threads 1 inch thick, welded to the side of the frame or through a body bolt, and then up through the trunk lid; washers may be no bigger than 3 inches. All threads must be in a vertical position.
9. Deck lids and tailgates on wagons may be welded a maximum of 6 feet, with ½ inches thick filler rod or 2" X 1/8-inch-thick flat strap. 6 feet may be broke up however you chose on deck lid and tailgate.
10. Deck lid and tailgate can only have a total of 6 feet of welds total.
11. Deck lids must have a 10" X 10" hole for inspection.
12. You may bolt the inner to the outer of the trunk lid, with 4, 3/8-inch bolts, with washers no bigger than 1 inch, where you cut out the hole for inspection.
13. You may not weld the inner to the outer of the deck lid. No inner seam welding under deck lids.
14. Deck lids must be in factory position.
15. You may have 2 all threads 1 inch thick going through the rear body bolts or welded to side frame next to the body bolts a maximum of 2 inches. All threads may go up through the deck lids to the rear posts of the wagon or angled through the tailgate or just throw deck lid.

Rear end

1. Rear end swaps are allowed. Must be passenger car rear end, no truck rear ends, 5 lug is maximum. No 8 lug rear ends with the studs knocked out to make it 5 lugs.
2. Aftermarket rear ends are allowed as long as they meet the rules, no floater rear ends.
3. Rear end braces are allowed and can only be welded the rear housing, not to the frame or the springs.
4. Pinion brakes are allowed. Locked rear ends are allowed.
5. Shorting or lengthening trailing arms are allowed, for pinion angle.
6. Chaining rear end to frame is allowed, no welding chain to frame. No welding links together. Chain is only allowed one time around with bolts, not around body, unless the car is a uni-body, no longer than four feet and half inch thick chain.

Tires and Wheels

1. No tire rules. Any ply and mud grips are allowed. Wheel size may be no bigger than 15 inches.
2. You may have 2" "rim guard" om the exterior "non engine" side of the rim lip only

3. Valve stem protectors are allowed. Valve stem protectors must be welded securely. ☐SAFETY
 4. No zip screwing rims to tire. No bolting rims to tires. No bead locks.
 5. Lug nut size may be no bigger than 1 inch.
 6. Wheels must be factory car wheels.
 7. Wheels may not be reinforced.
 8. You cannot have homemade centers on rims. Universal centers are allowed, must not go passed a half inch pass bolt hole, may be welded in with no filler rod or added metal.
 9. Wheel seams may be welded and shorten down to 5 inches with no filler rod or added metal.
 10. AIR ONLY NO foam filled tires.
-

Fender and Quarter panels

1. Fenders may be cut out.
 2. Fenders are allowed to have 4, 3/8-inch-thick bolts, with washers no bigger than 1 inch above the tire to secure the inner to the outer.
 3. Quarter panels may be cut out and rolled.
 4. Quarter panels are allowed to have 4, 3/8-inch-thick bolts, with washers no bigger than 1 inch, bolts must be located above the tires.
 5. If the lower trunk quarter panels are rusty, they may be folded under and bolted, with 3, 3/8-inch-thick bolts with washers no bigger than 1 inch.
-

Body and Frame

1. Body to frame hardware and bushing must be stock. No changing body bolts.
2. You may not remove rubber pucks between the body and the frame.
3. 2 bolts the same size as the original body bolts are allowed to be placed in any factory location where they were missing from (this does not mean the one above the hump on a 1971-1976 GM wagons, if you use this it is considered an extra body bolts).
4. You may change 2 body bolts at the firewall, one per side with 5/8-inch-thick bolt with 3" X 3" X 1/4 inch washer, must have rubber between the body and the frame.
5. You also may add 2 more body bolts anywhere from the firewall to the rear bumper, with a 3" X 3" X 1/4 inch thick and no more than 3 inches long angle iron that can be welded to the side of the frame; with a 5/8 X 8 inches long bolt going through the angle iron; with a 3/4 inch spacer to keep the body off of the frame; with a 4 inch maximum free floating washer for inside of car.
6. Body bolts must have rubber between them no metal even if you tilt it or add extra bolt.
7. Frame repair is allowed, up to 16 inches per side (left and right side of car) no bigger than 1/2" X 4-inch flat strap or

plate, must be at least 2 inches back away or 2 inches across from the bumper brackets in the front and rear. If the plate is across from the bumper bracket, it must go towards the firewall not forward. Pieces can be not smaller than 4 inches must have one inch gap between welds on plate. (Left and right side of car). Frame repair must be on inner side or outer or bottom side of the frame only; you cannot place plate on top of the frame.

Plates cannot be connected to the A frame plates, must have a 1" gap between the A frame plates. Plates can be no bigger than 4 inches tall and must be kept vertical. 2003 and newer Crown Victoria's the frame repair must be a minimum of 4 inches from the homemade cross member, cannot be connected to the cross member in any way.

8. Only the top of frame seams may be welded from firewall or front two body bolts. The weld may be no bigger than ¼ inch with no filler rod or added metal. No other seams may be welded.
 9. No pinning the frame or running bolts through existing holes.
 10. Frame notching is allowed. No welding the body to the frame. Hammering of the body is allowed.
 11. Hammering of the frame is allowed, only above the humps.
 12. No pre bending your frame in rear more than couple inches on fresh cars.
 13. Outer body seams may be welded 3 inches with 3-inch gaps with no filler rod or added metal. This means you may not weld the core support to the fenders it means like top fender on suicides Lincoln or quarter panels on ford and mercury's were its seamed together (please call if not sure what areas of your car this is).
 14. Trunks may be flatted there must be 12-inch gap from the floor. Speaker decks may be there must be 6-inch gap from floor. No flatting of deck lids in wagons must be in factory position. Tailgates in wagons may be beaten down.
 15. All cars including Crown Victoria's may be tilted one time per frame rail only. You may cut the frame and weld it back together to tilt the frame with no filler rod or added metal, unless you use your frame repair.
 16. Where you tilt Crown Victoria, the weld may be no big than ¼ inch weld at fire wall, if you do it under doors the weld can be no bigger than ½ inch weld fill in gap. Front spacer may be only 4 inch tall between body and frame.
 17. Frame cannot be painted or any undercoating painting underneath vehicle.
-

Rust Repair

1. Floors in car may be repair with metal the same thickness as it is originally, overlapping of repair may only be up to 1 inch pass the rust spot.
 2. If window seam is rusty in a station wagon you may pinch it together and weld 2 inch and skip 3 inches, with a maximum of 2" X 2" X 1\8-inch flat strap.
 3. If you have any other rust repair issues then mentioned above, please contact officials.
-

Safety

1. Full face helmets are required.
2. Minimum of 1 lap belt is required. Four-point harnesses are allowed.
3. Long sleeve shirts and pants are required. No short sleeve shirts or shorts are allowed.

4. You must have a fire extinguisher on hand in pits.
 5. No alcohol, firearms, or drugs are allowed in the pits. ZERO TOLERANCE will be allowed.
-

Car Numbers

1. Driver and passenger sides of car must have car number visible, minimum of 16 inch tall.
 2. Roof signs are allowed, but not required.
-

Disqualifications

1. Teaming will result in disqualification for all parties.
 2. Sandbagging will be warned first time with flag; second time will result in disqualification.
 3. Driver door hits are not allowed, first time will be a flag warning, and second time will result in disqualification.
 4. We have a 2-fire rule. Will be discussed at driver's meeting.
 5. If cars do not pass re-inspection after main event, it will result in disqualification
 6. Being timed out for more than 2 minutes, you will be required to shut off and getting your stick broken.
 7. Driver and or Pit Crew consuming alcohol OR fighting in pit area at any time will be kicked out and suspended for the remainder of the season.
 8. Unsportsmanlike conduct to any officials or drivers will NOT be tolerated and will result in an automatic Disqualification
-

Inspection/Tech

1. You will have 2 chances to pass through tech.
 2. If your car is not ready to pass after second tech, you will not be allowed to race.
 3. Driver and 1 pit member are allowed to be in the inspection area.
 4. Your paint must be dry before your car goes through inspection.
 5. If you are in the money, be prepared to have your car pulled out of the arena and be ready for post derby inspection. Please have your torch ready and available.
 6. Anything after Main Event that is found to be illegal on your car will cause disqualification of your car.
 7. Any pit people arguing with officials will also be grounds for disqualification.
 8. Officials have final say!
 9. Please call if you are unsure about rules.
-

