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-----official press release-----

2012 TSMA Hot Mod rule revisions

Below are the 2012 revisions to the existing TSMA Hot Mod division rules. All are being implemented in the interest of safety, economy and competition, and are for the most part simply further clarification of the existing rule.

None of the rule changes should affect any currently Hot Mod legal by 2011 rules.

These rule changes are effective immediately.

The rub rail rule has been changed to allow for a 3 point (max.) mount, which is common on many modified chassis.

Enforcement of the exterior mounted (outside of body) rub rail rule (which is mandatory on right side, optional exterior or under body mounting on driver's side) will now be prioritized.

Rub rails must be a part of the cars construction, and be mounted on the exterior of the body on (at least) the passenger side of the car (preferentially both sides of the car).

This is considered a safety issue, and will be handled as such.

Under: SUSPENSION/STEERING (rule 3.F sub-heading Option 3: Fabricated 3-link rear suspension)

No neoprene, rubber, or anything that would be shock absorbing material link mounts allowed!

Under: ENGINES (rule 8A):

NO aftermarket harmonic balancers allowed! Must be O.E.M. design with rubber mounted dampening ring only!

Under: BUMPERS / RUB RAILS (rule 12.A & 12.B)

Rub rails between tires are MANDATORY on both sides of the car and must be outside of the car's body on the right side - NO EXCEPTIONS!

Rub rails must be constructed of min. 1"; max 1 1/2" round tubing (see illustration), and be frame mounted at no more than 3 points.

Hot Mod class construction rules to be updated on TSMA website a.s.a.p.

Please direct any questions you may have about the Hot Mod class rules to the dedicated TSMA Hot Mod e-mail box @ 'tsmahotmods@hotmail.com'.

The 'Hot Mod' class name & rules are a property of the Tri-State Modified Association, Coshocton, Ohio.

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